



CITY OF FITCHBURG - SOUTH STONER PRAIRIE NEIGHBORHOOD PLAN

September 26, 2024
Steering Committee Mtg #4



AGENDA

MEETING ACTIVITIES

- Update on the Process
- Master Land Use Update
- Preliminary Engineering
- Next Steps

- **Public Comment**



(UPDATED) PUBLIC INPUT SUMMARY

Public Open House

- ~ 25 People

20 YEAR VISION PHRASE / WORD

* * * * *
Higher density
with amenities
within walking distance x2
+1

* * Vibrant community w/in
natural urban playground

farmland preservation

Preserve greenspace
by building densely!!

mountain Bike + nature trails x3!

walkable x3!

Places to socialize around activities
- Restaurant, cafe

affordable x2

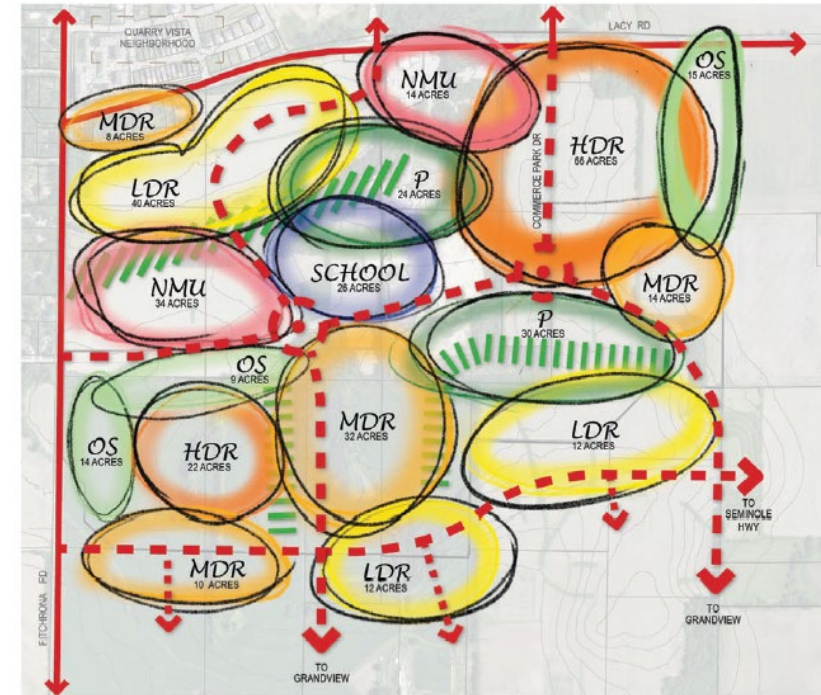
access to public transit x2

Lots of inviting 3rd spaces in high-density neighborhood!

Public Open House

- Connecting existing biking/hiking trails through the neighborhood and to Quarry Ridge Park
- Incorporating City Metro transit stop into Lacy Rd
- Preserve wildlife habitat where it is highest quality not quarried.
- Preserve the views and open space from Quarry Vista across Lacy – no high-rises in the viewshed
- More affordable housing, smaller owner-occupied lots
- Require multiple housing styles, types, variety with different builders
- Option A is more preferred due to housing shortage

OPTION "A"

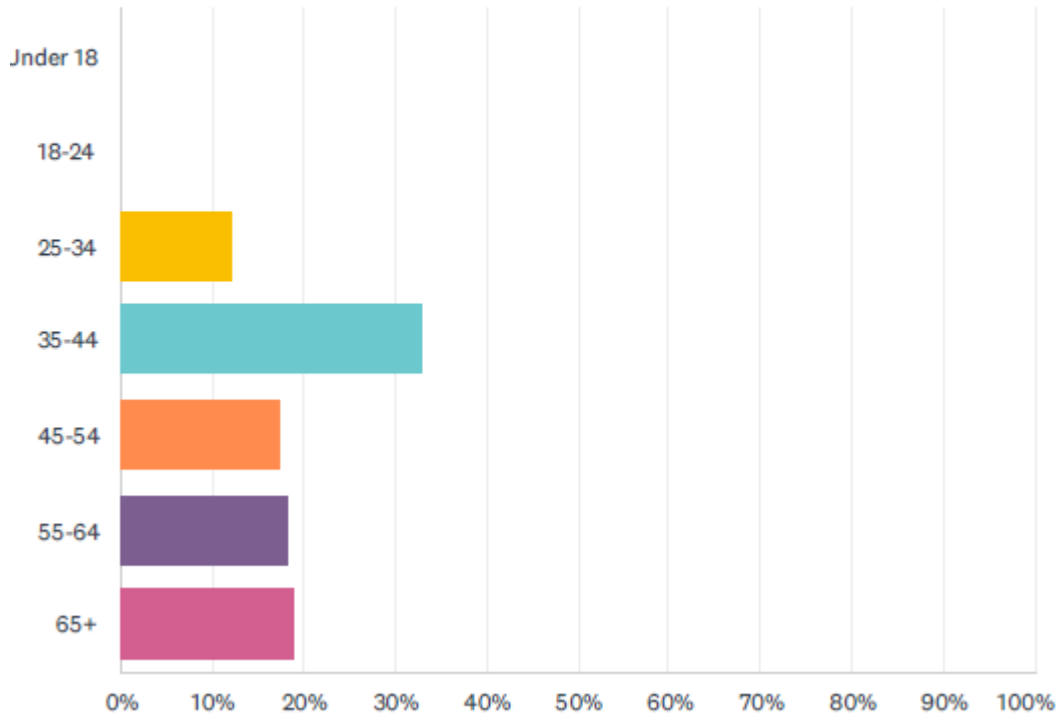


ONLINE SURVEY

- 290 Responses

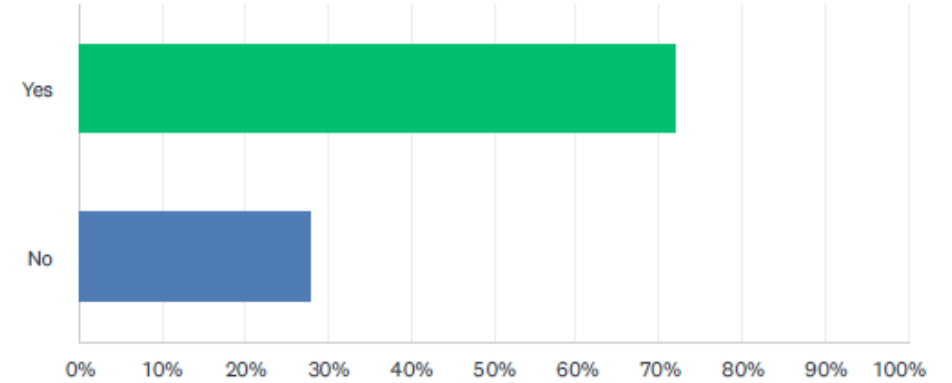
Q1 What is your age?

Answered: 290 Skipped: 0



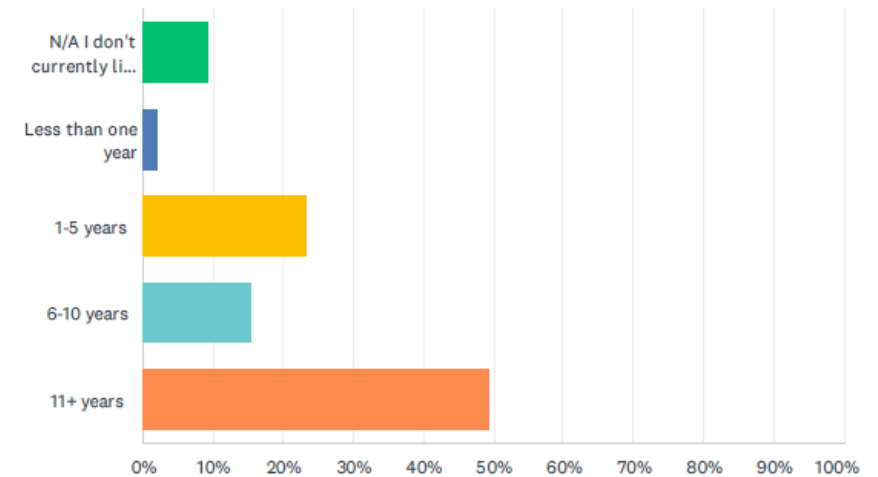
Q3 Do you live or work within a mile of the study area?

Answered: 290 Skipped: 0



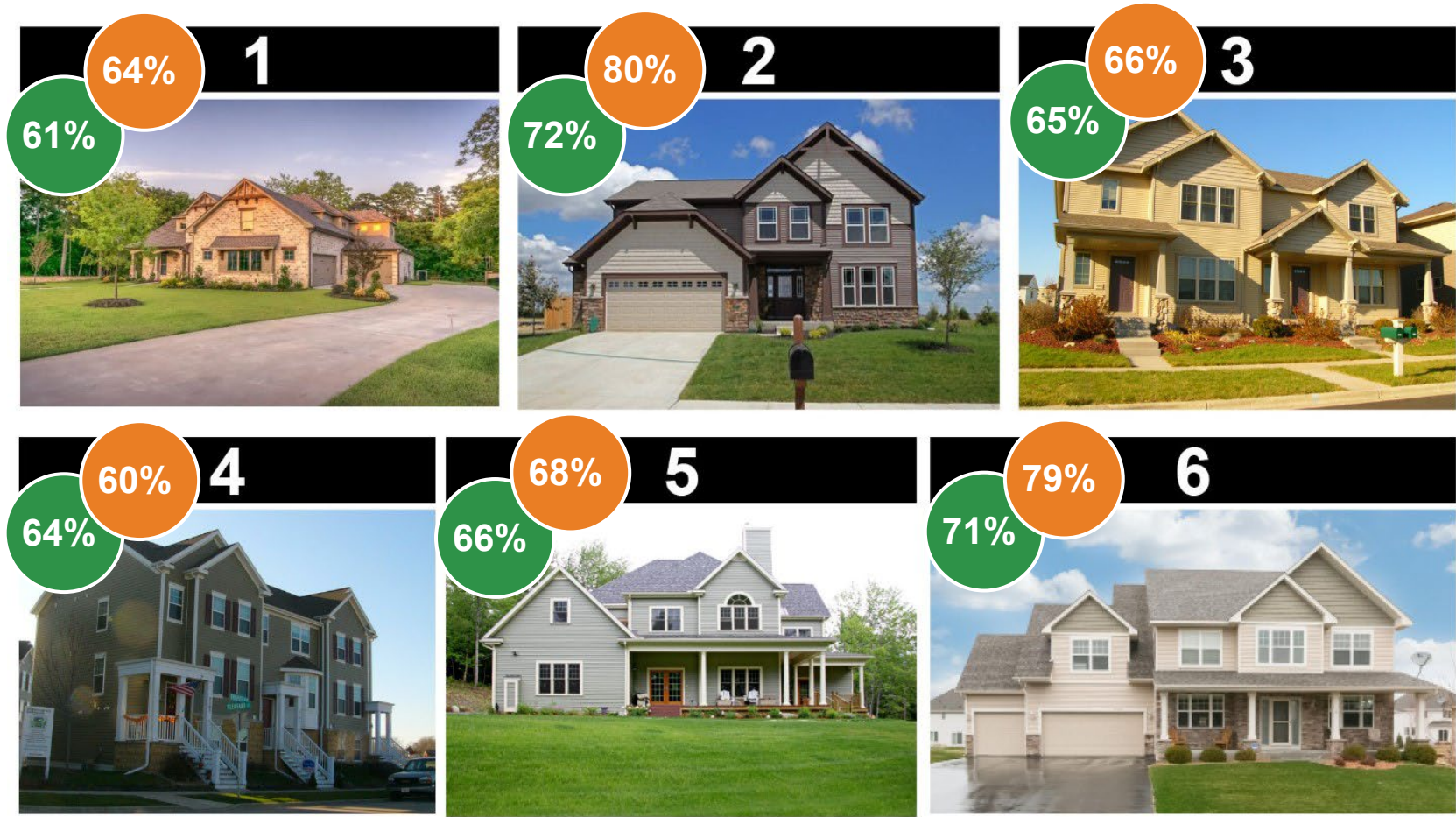
Q4 If you live in the City of Fitchburg, how long have you lived here?

Answered: 289 Skipped: 1



HOUSING PREFERENCES – LOW DENSITY

How appropriate are these housing types?



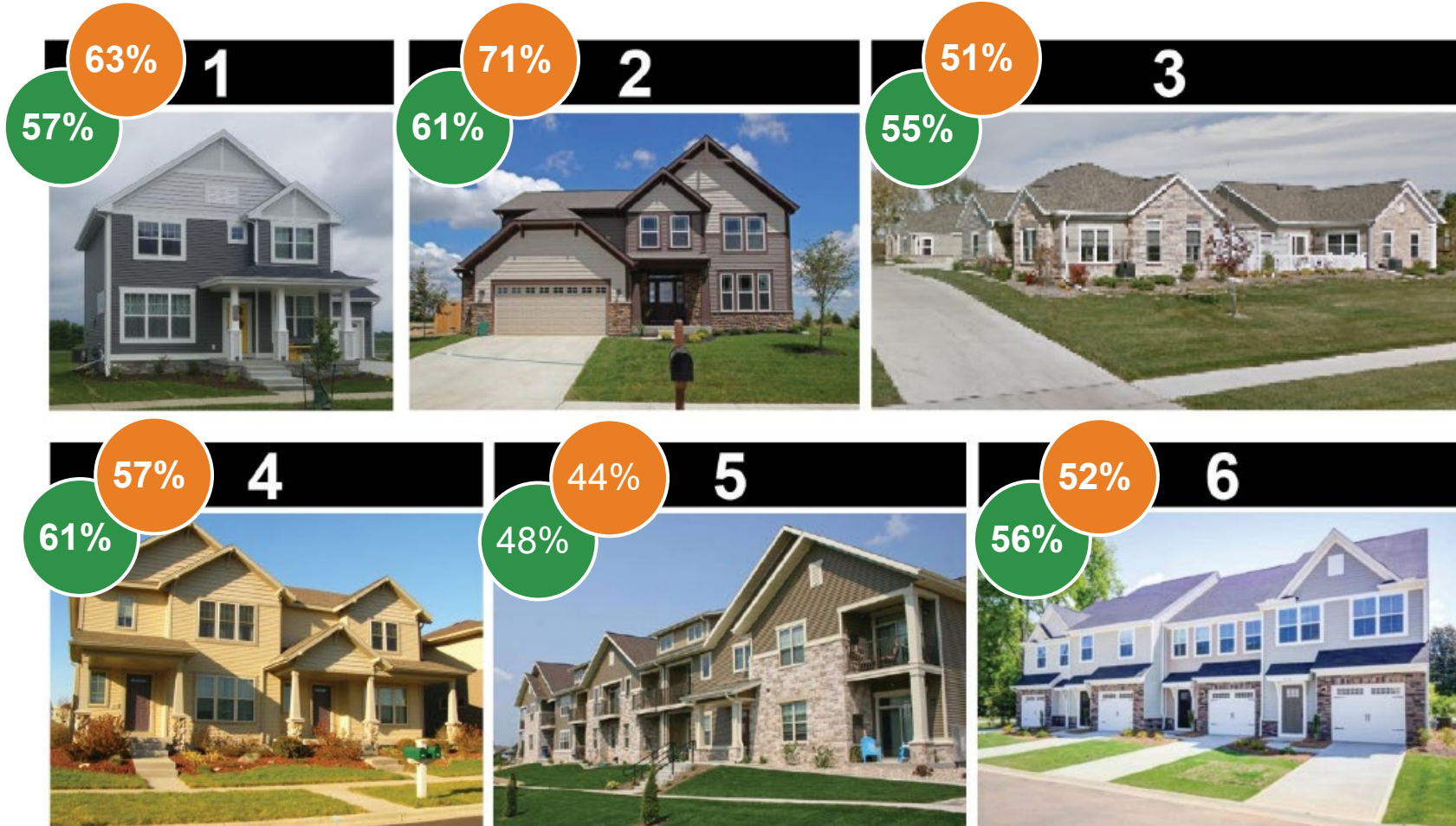
**EDGE of Neighborhood
(Lacy Rd, Fitchrona Rd)**





**Middle of
Neighborhood**

HOUSING PREFERENCES – MEDIUM DENSITY

How appropriate are these housing types?





-  **EDGE of Neighborhood (Lacy Rd, Fitchrona Rd)**
-  **Middle of Neighborhood**

HOUSING PREFERENCES – HIGH DENSITY

How appropriate are these housing types?



-  **EDGE of Neighborhood (Lacy Rd, Fitchrona Rd)**
-  **Middle of Neighborhood**

DESIGN PREFERENCES – MIXED-USE & COMMERCIAL

How appropriate are these office and light industrial building types if built along collector/arterial roadways (e.g. Lacy Rd, Fitchrona Rd)?



DESIGN PREFERENCES – BUSINESS PARK

How appropriate are these commercial and mixed use building types if built along collector/arterial roadways (e.g. Lacy Rd, Fitchrona Rd)?

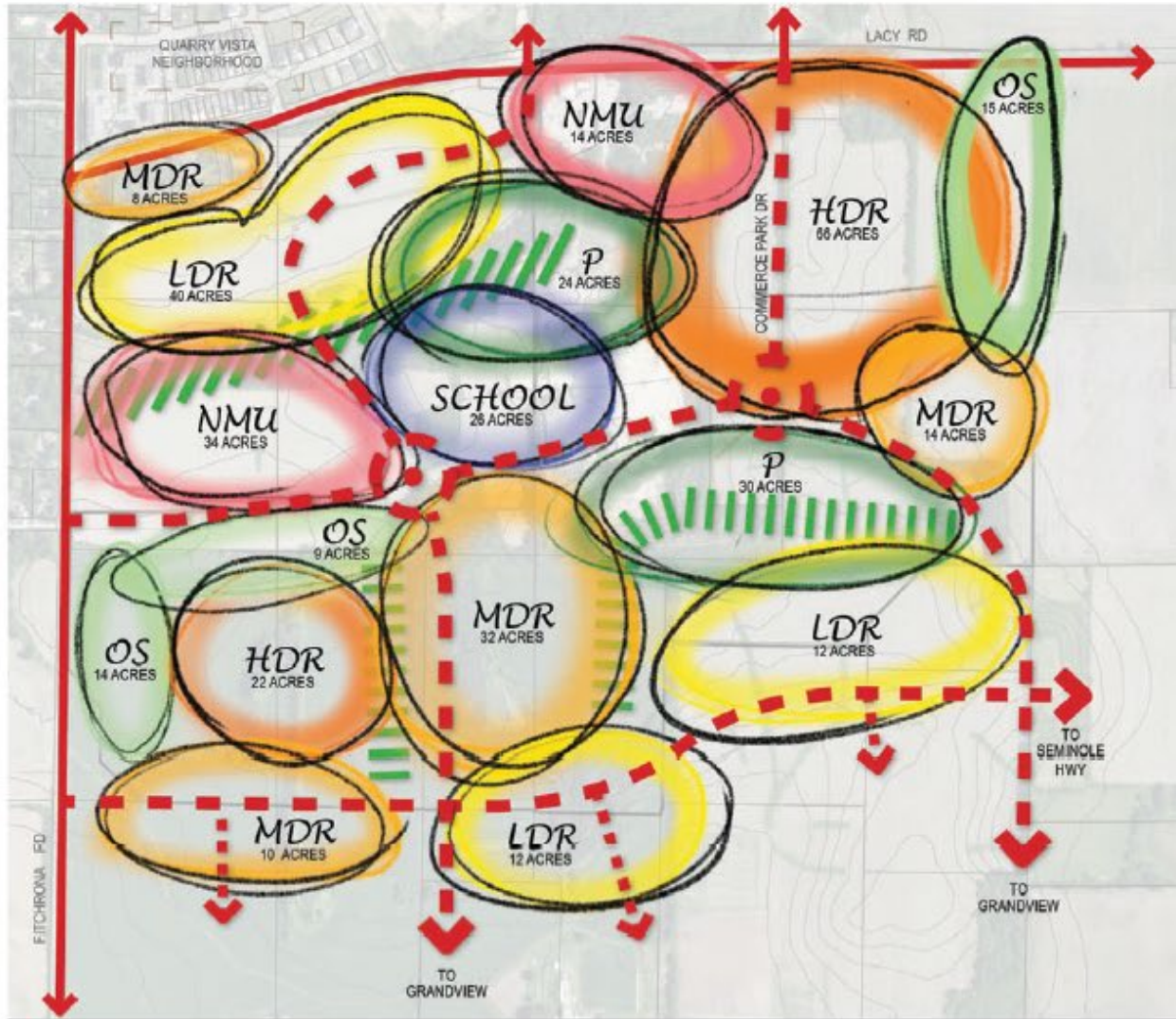


MASTER LAND USE PLAN

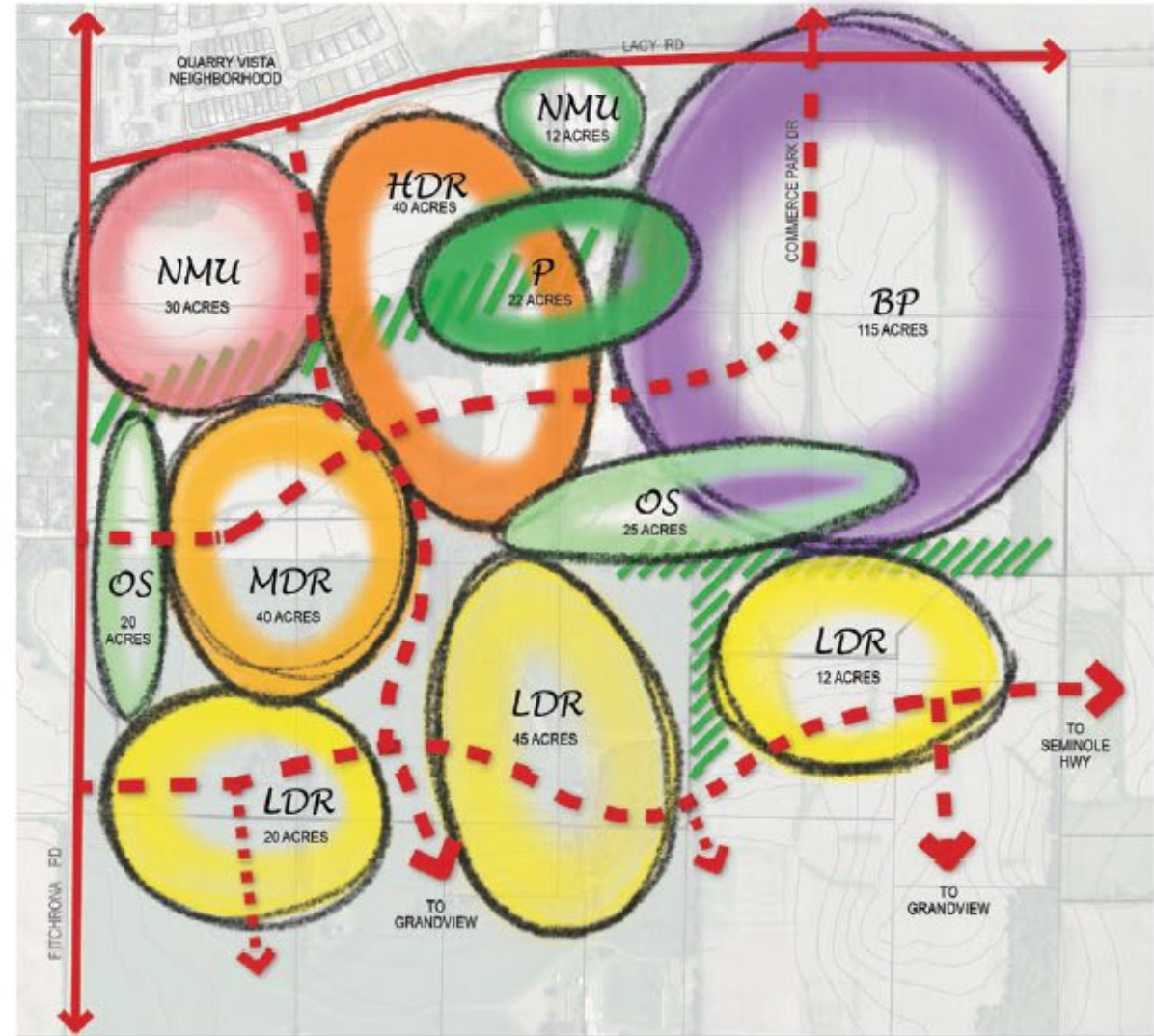
Land Use, Parks, School, etc.

OPTION "A"

**SC #3 (3/2024):
PREFERRED W/
BP EAST OF
COMMERCE
PARK**



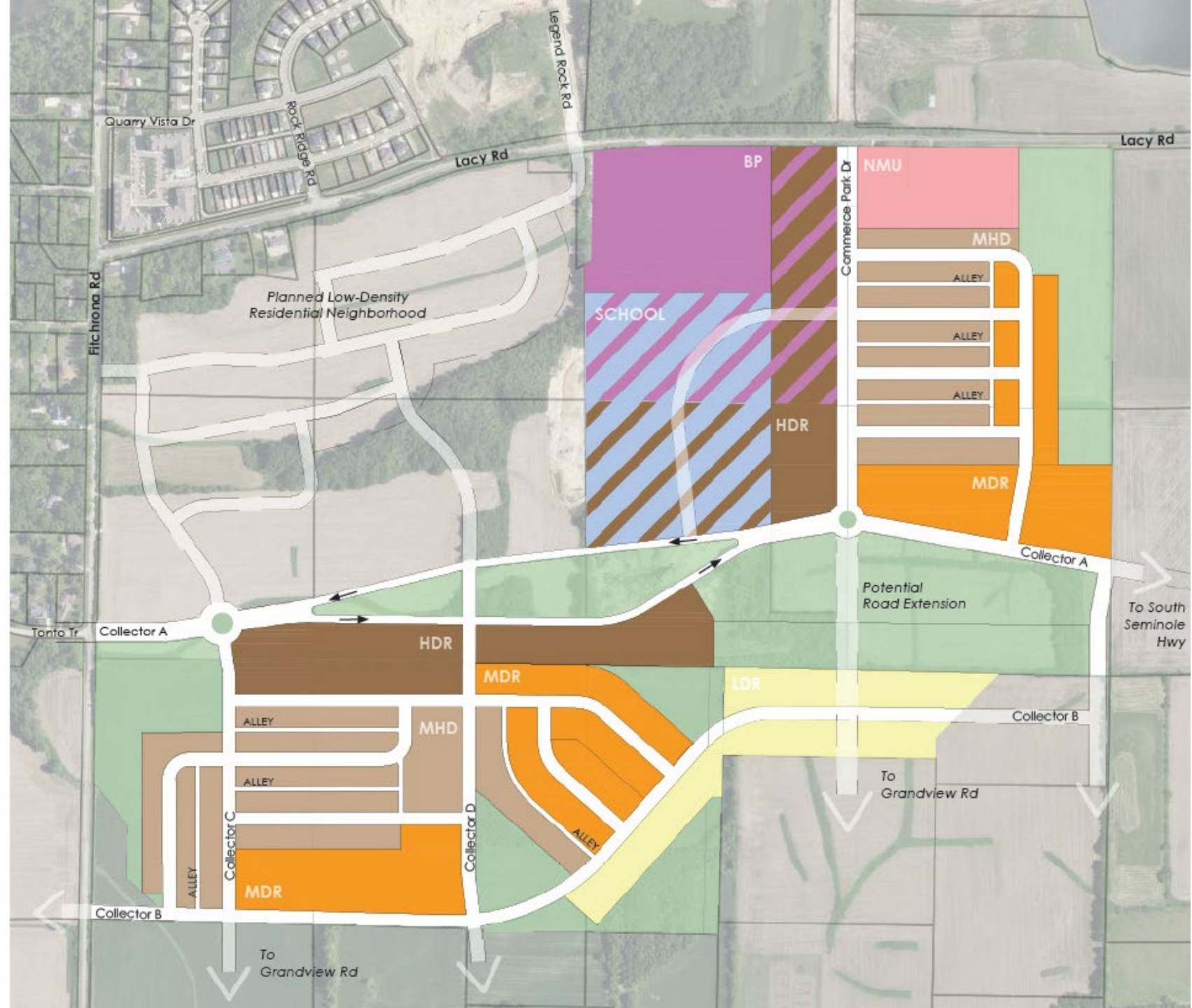
OPTION "B"



JULY UPDATE (shared memo)

Changes?

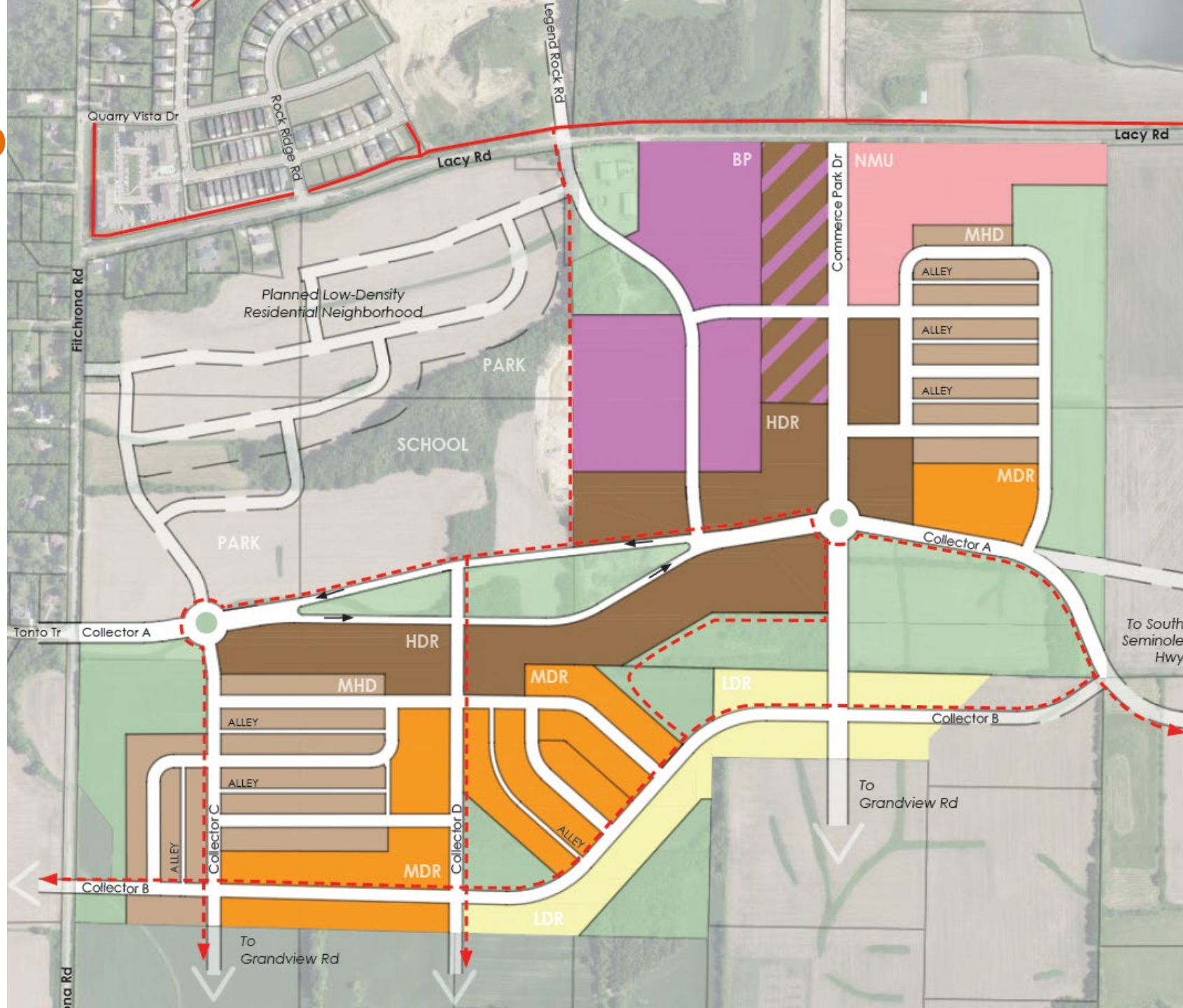
- Commerce Park extending through study area
- Collector A split into one-way with central SWM and suggest connection to Seminole Highway
- Collector B moves north as you go east into study area
- Business Park move to east of Commerce Park Dr. w/ NMU east of the road
- Slight increases in density to the south w/ new Medium-High Density FLU Category



CURRENT LAND USE SCENARIO


Changes?

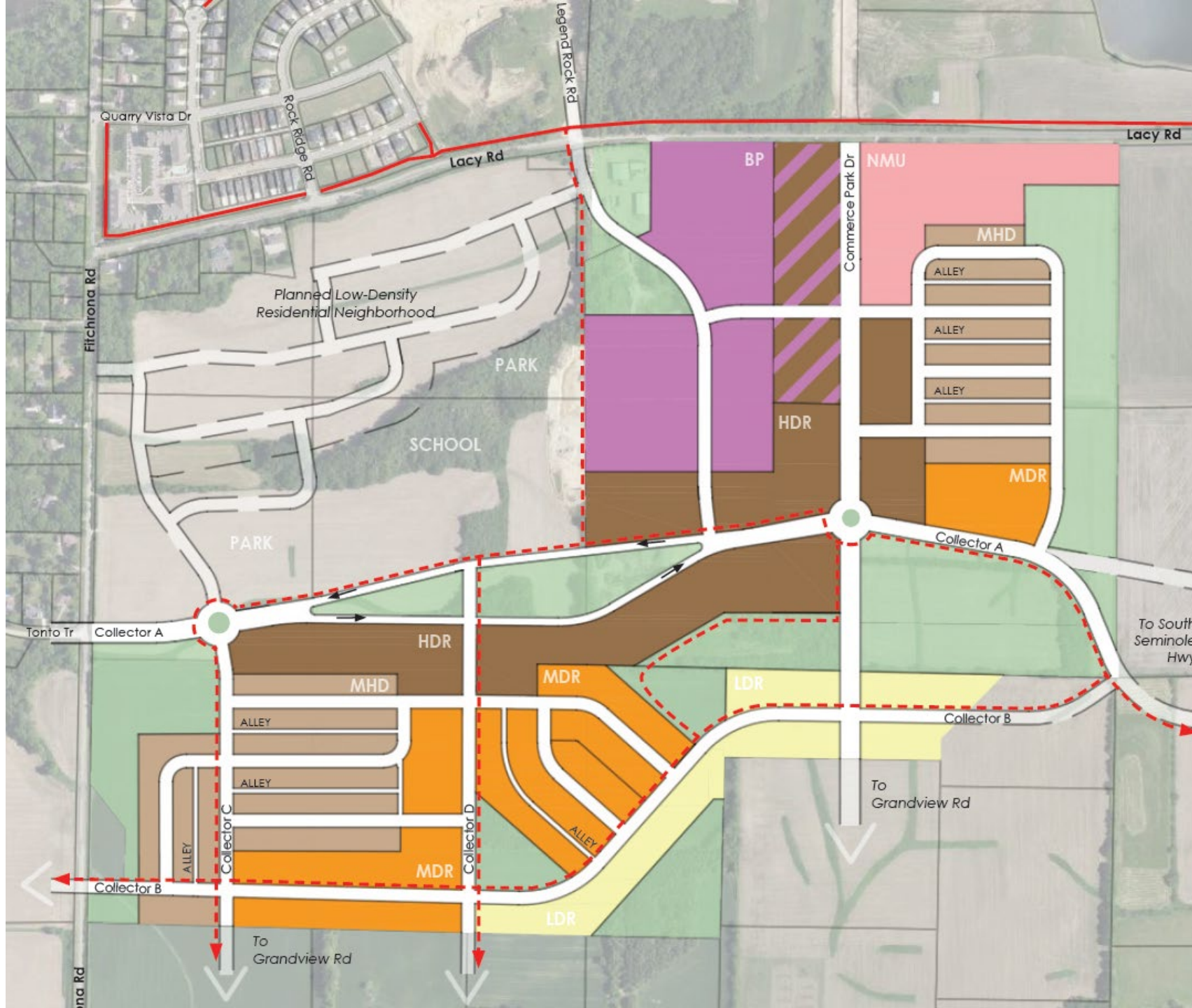
- Commerce Park extending through study area
- Inclusion of HDR along the east side of Commerce Park Drive and both sides of Collector A at roundabout
- Reduction in MDR in the NE with expansion of MDR in the southcentral area
- Expansion of the BP with removal of the school site within the study area. *Still opportunity for the school along Collector A*
- New road connection into the study area at Lacy/Legend Rock
- Collectors A and B realignment



LAND USE SCENARIO PLANNING

CURRENT LAND USE SCENARIO

- 15 ACRES** Business Park (BP)
(Up to 36 acres with hatched areas)
- 7 ACRES** Neighborhood Mixed Use (NMU)
- 29 ACRES** High Density Residential (HDR)
(Up to 43 acres with hatched areas)
- 32 ACRES** Medium-High Density Residential (MHD)
- 34 ACRES** Medium Density Residential (MDR)
- 14 ACRES** Low Density Residential (LDR)
- 25 ACRES** School
- 69 ACRES** Parks, Open Space, & Stormwater Manage
-  Traffic Circle

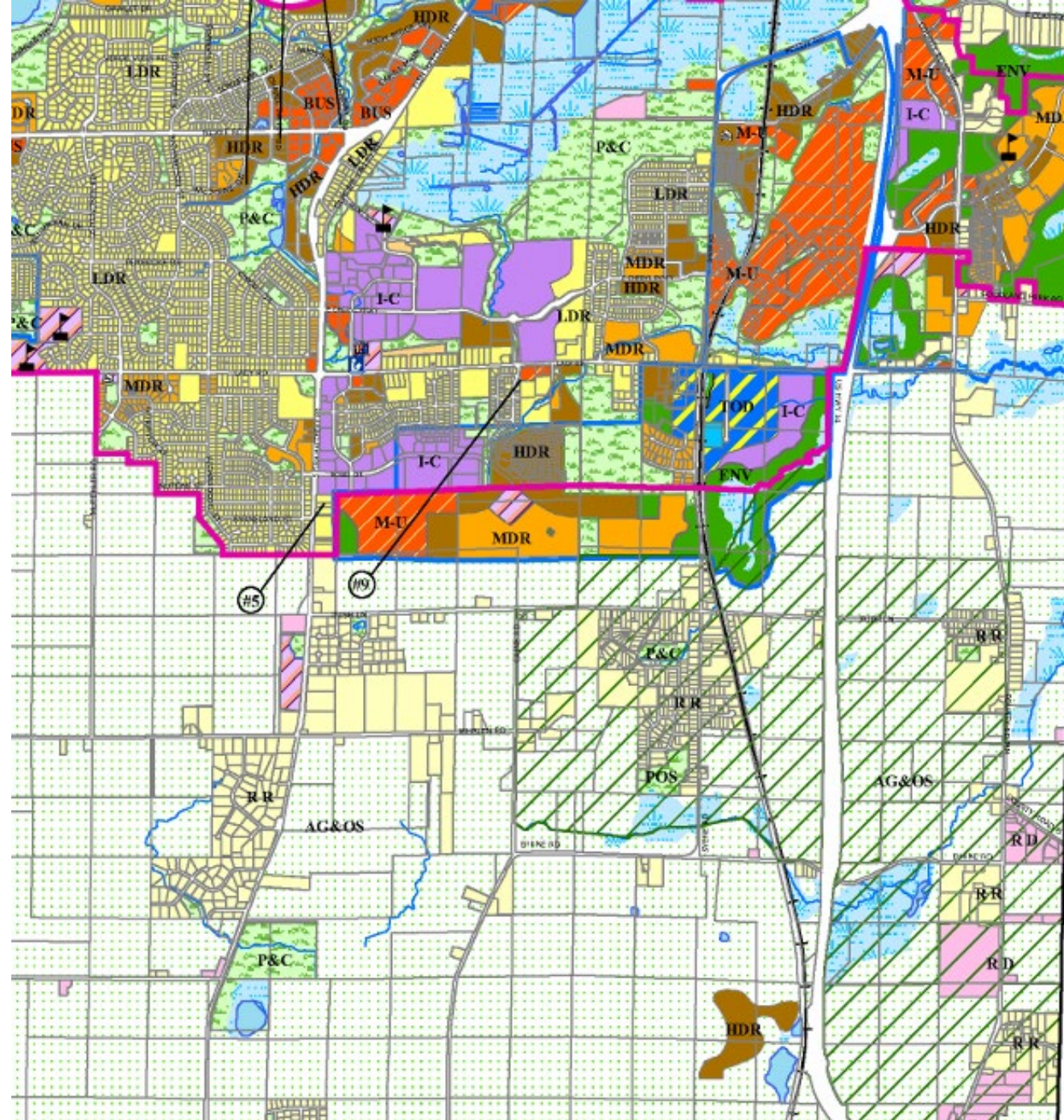


COMP PLAN: Future Land Use Map

What's the purpose? It is intended to reflect community desires, control land use conflicts, and serve as a guide for local officials to review future development requests.

When is it used? May occur if and upon requests for rezoning, land divisions, conditional use permits, or other development approvals.

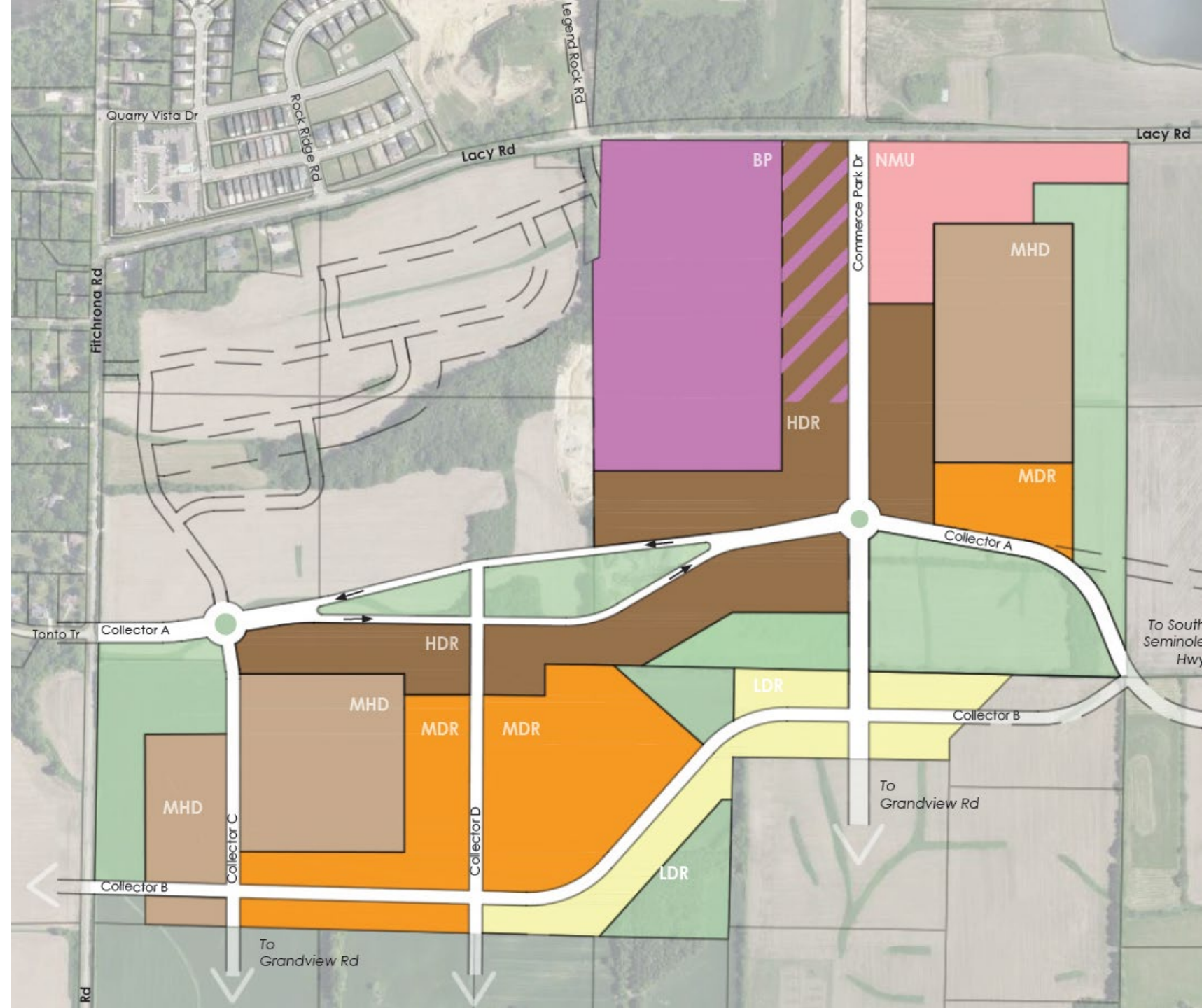
Why is South Stoner Prairie area not showing future land uses? The Comp Plan determined future growth areas that required a separate process (**This One**) to determine FLU for the area.



PROPOSED FUTURE LAND USE:

KEY ELEMENTS

- “Collector” road are the connections that will be required as part of land division (i.e., dedicated for right-of-way).
- Layout and design for “local” streets are not required of landowners looking to develop their land.



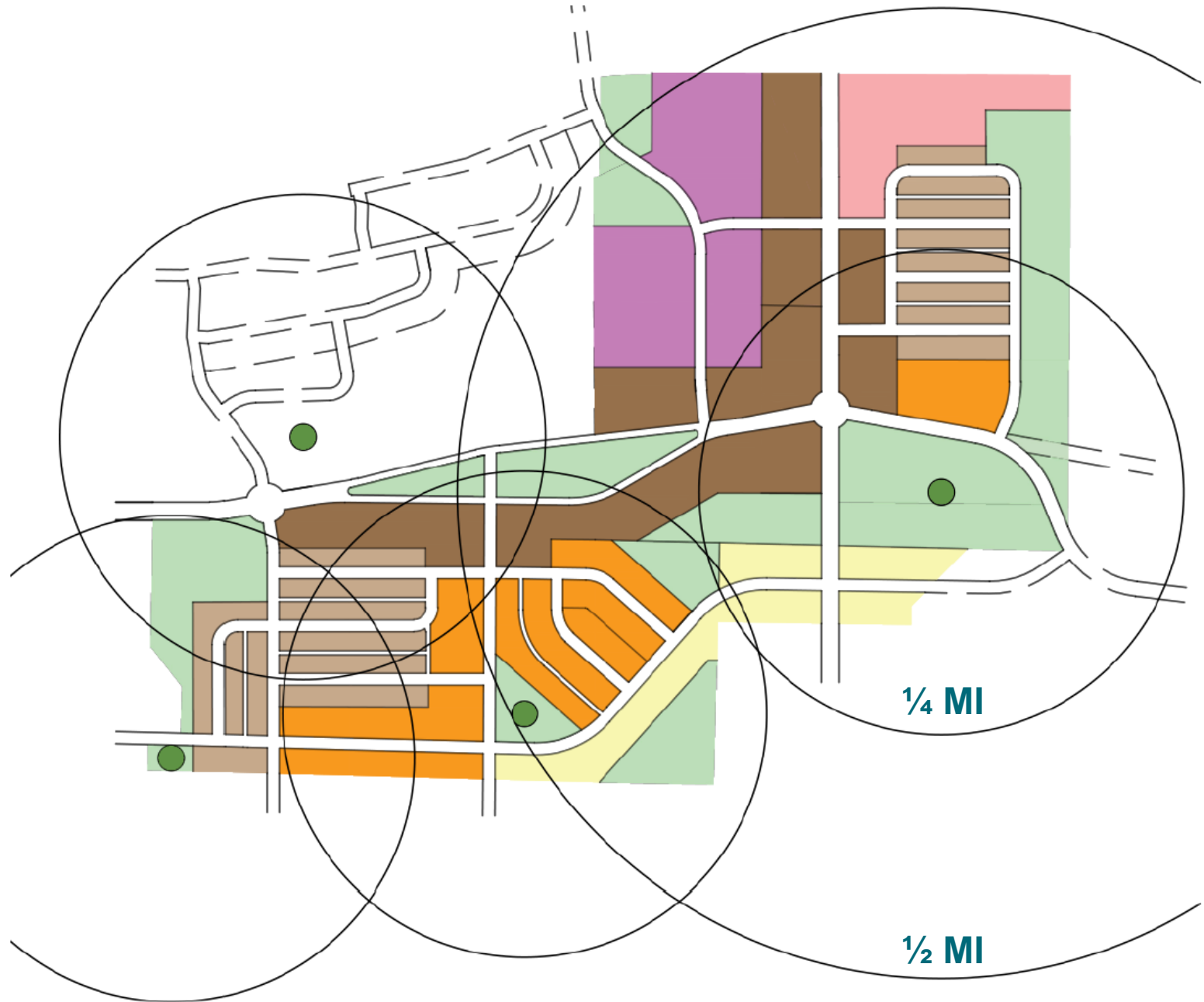
Parkland Dedication

- Projects 1,440-2,672 housing units
 - Based on Land Use Scenario using Comp Plan FLU Categories (assuming Low to Mid Range)
- Ordinance Requirement: 2,900 sq ft per unit, or fee-in-lieu of

	Park Area Provided in Proposed Concept	Required Park Area <i>(low – medium range)</i>	Shortfall <i>(low – medium range)</i>
Total Neighborhood (1,440 – 2,672 units)	40 acres	96 – 178 acres	56 – 138 acres
<i>East Side Only</i> <i>(670 – 1,320 units)</i>	17 acres	45 – 88 acres	28 – 71 acres
<i>West Side Only</i> <i>(770 – 1,352 units)</i>	23 acres	51 – 90 acres	28 – 67 acres

PARKLAND SERVICE AREAS

- Placement of parks are also a factor
- Service areas are typically identified by type/size of park.
 - Small Parks: $\frac{1}{4}$ MI
 - Neighborhood Parks: $\frac{1}{2}$ MI
- Generally, the land use scenario provides enough service, except potentially for area near Lacy Rd
- A small playground could be provided privately with developments or even added around storm basin design

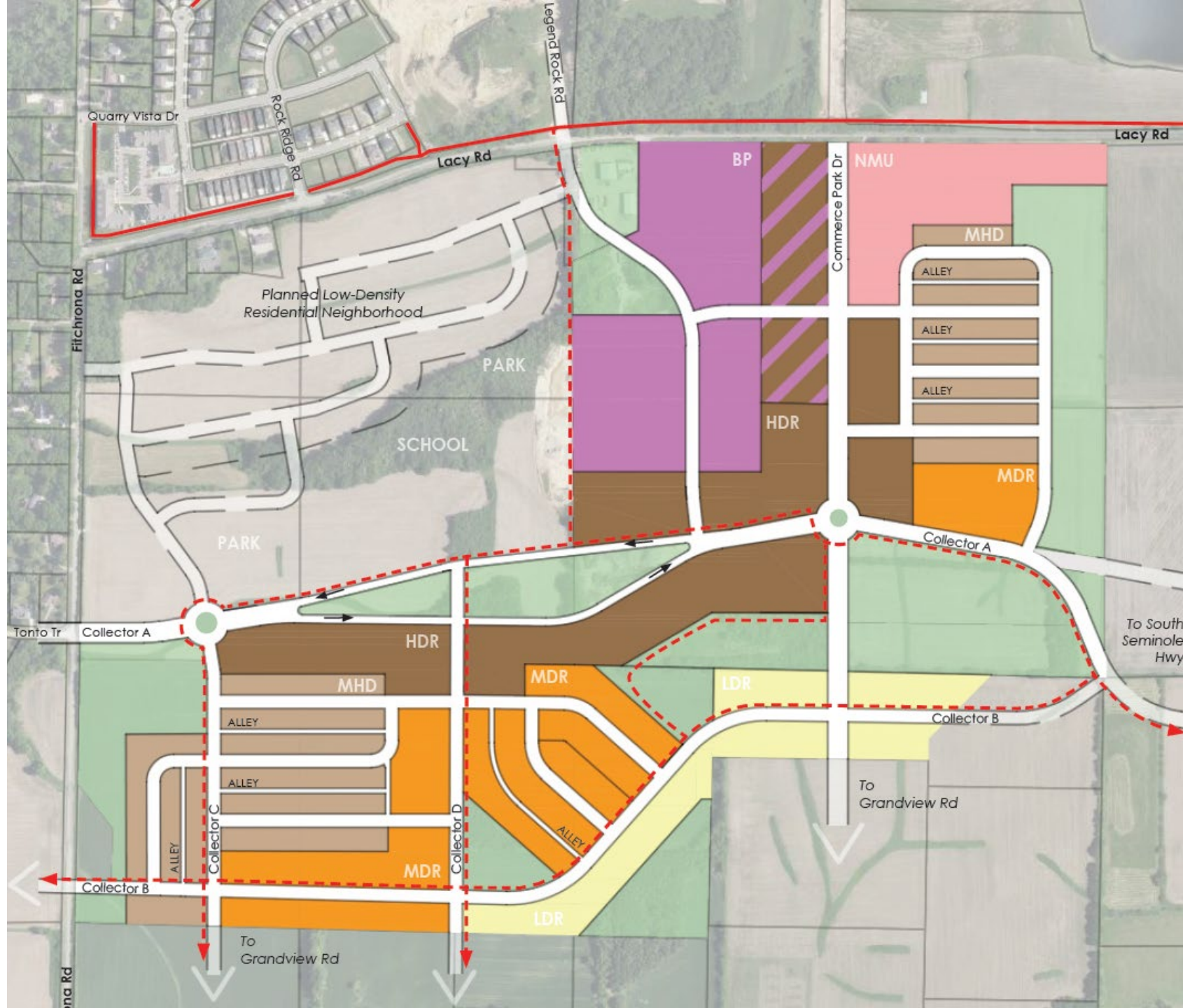


FUTURE LAND USE MAP

PROPOSED FUTURE LAND USE

KEY ELEMENTS

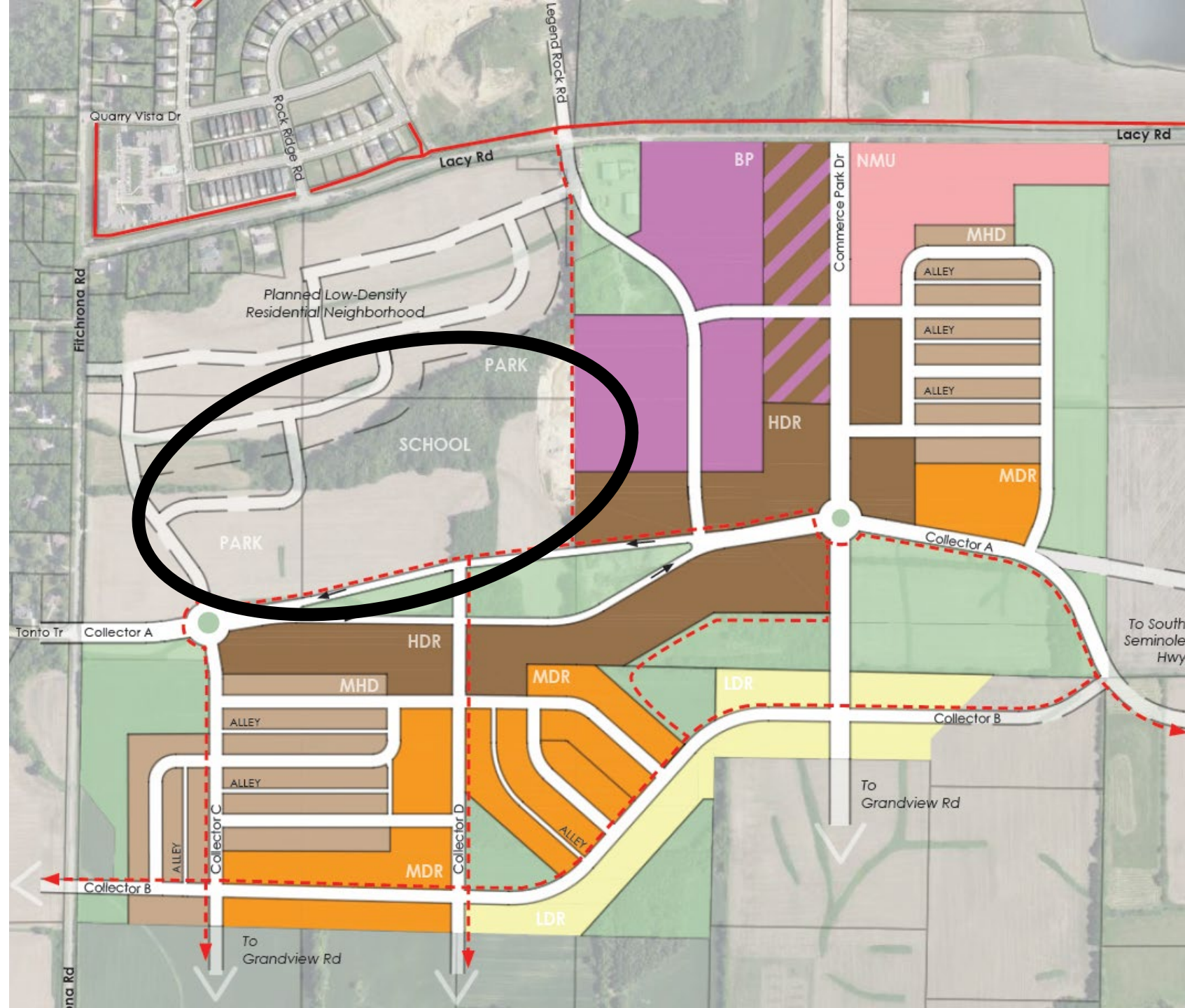
- **NEW Potential Off-road trail connections**
 - Connects Quarry Ridge Park to primary neighborhood park and additional park areas
 - Connects through the neighborhood
 - Connects west on Collector B and east along Collector A



COMPLETE NEIGHBORHOOD

Potential Elementary School

- Walkable schools are "one layer" removed from main thoroughfare traffic.
- Hazard-free access to the site. *Walking across Lacy Road would be an example of an unusually hazardous condition.*
- Access to adjoining green space like a park or dry storm retention.
- Adjoining lots are ideally residential and not commercial.
- Three points of entry to the site for parent drop-off, bus drop-off, and operations (trash and deliveries).
- Topography that would allow for one or two-story construction and flat playground space.



ENGINEERING

Grading/Fill, Utilities and Traffic

ENGINEERING REVIEW

GRADING/FILL

- Planned Quarry areas will greatly impact the “Current Conditions”
- Overburden (earth above rock) and potential off-site material will fill in to allow development

Fitchburg Minerals, LLC

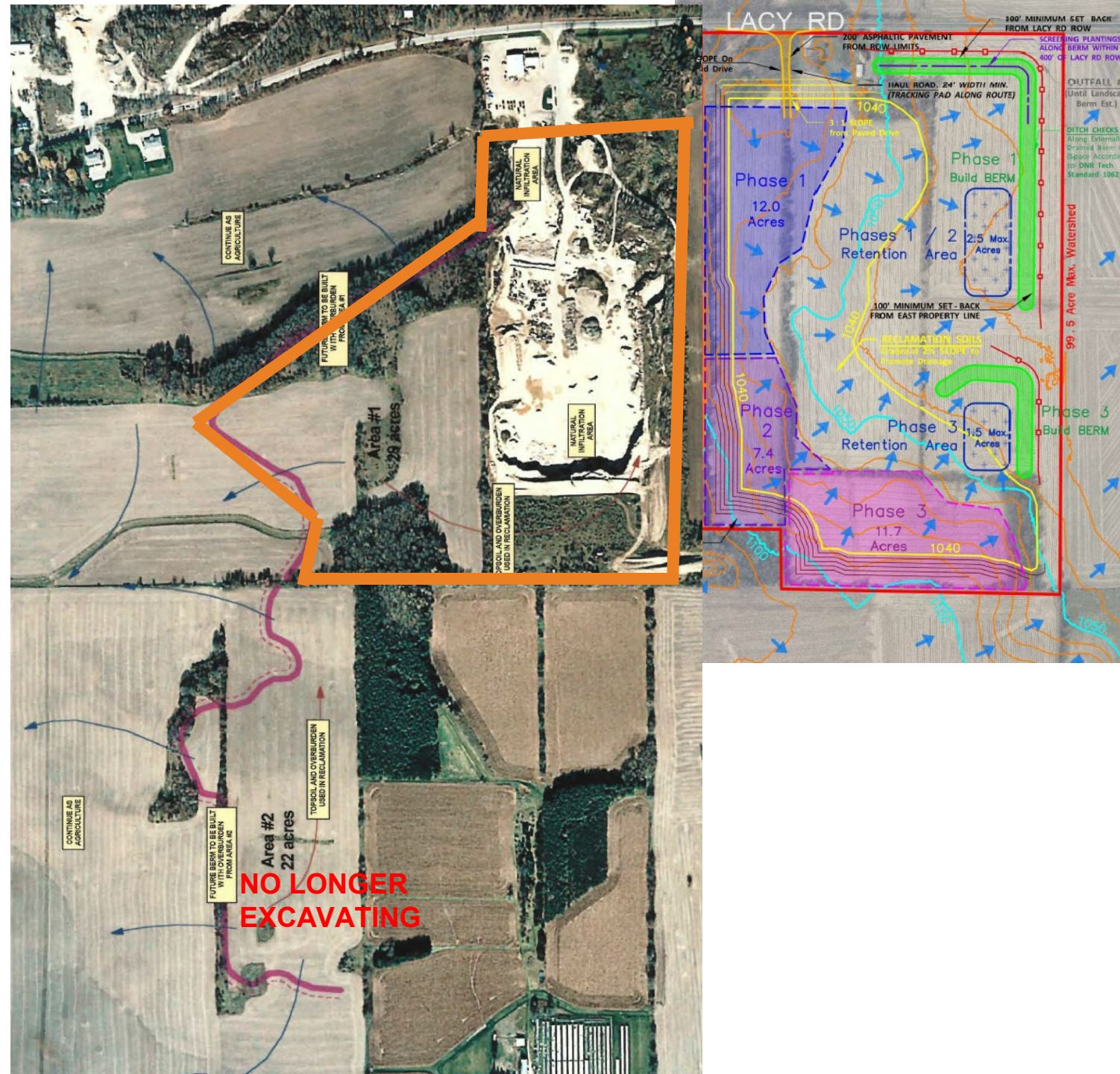
(Payne & Dolan – orange area)

- Excavating to 1030'-1040' Elevation
- No longer excavating Area #2

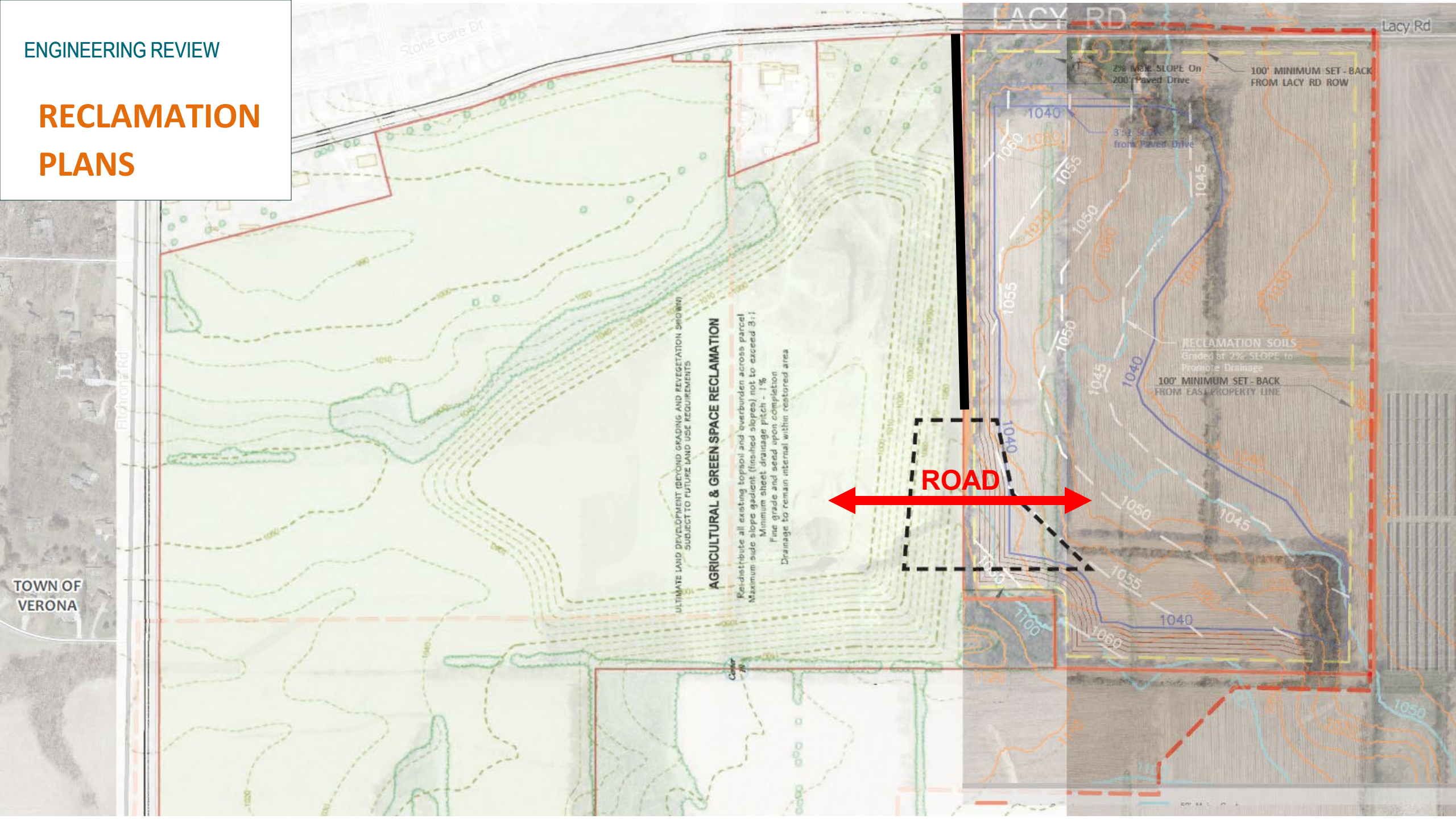
Fitchburg Hills, LLC

(Yahara Materials, Inc.)

- Excavating to 1040' Elevation



RECLAMATION PLANS



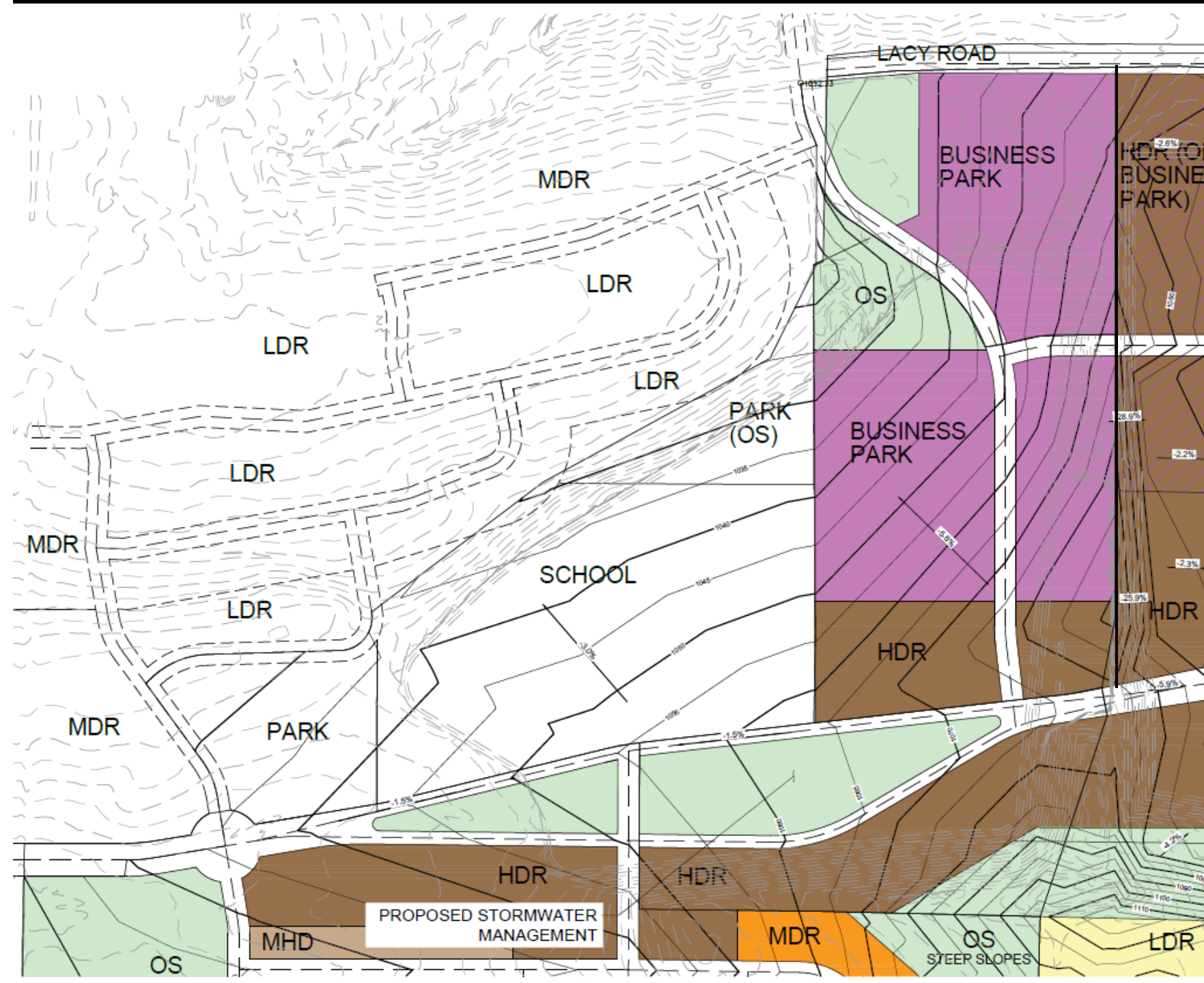
GRADING/FILL

Fitchburg Minerals, LLC (west side)

- Showing 3%-6% grades per this prelim. concept

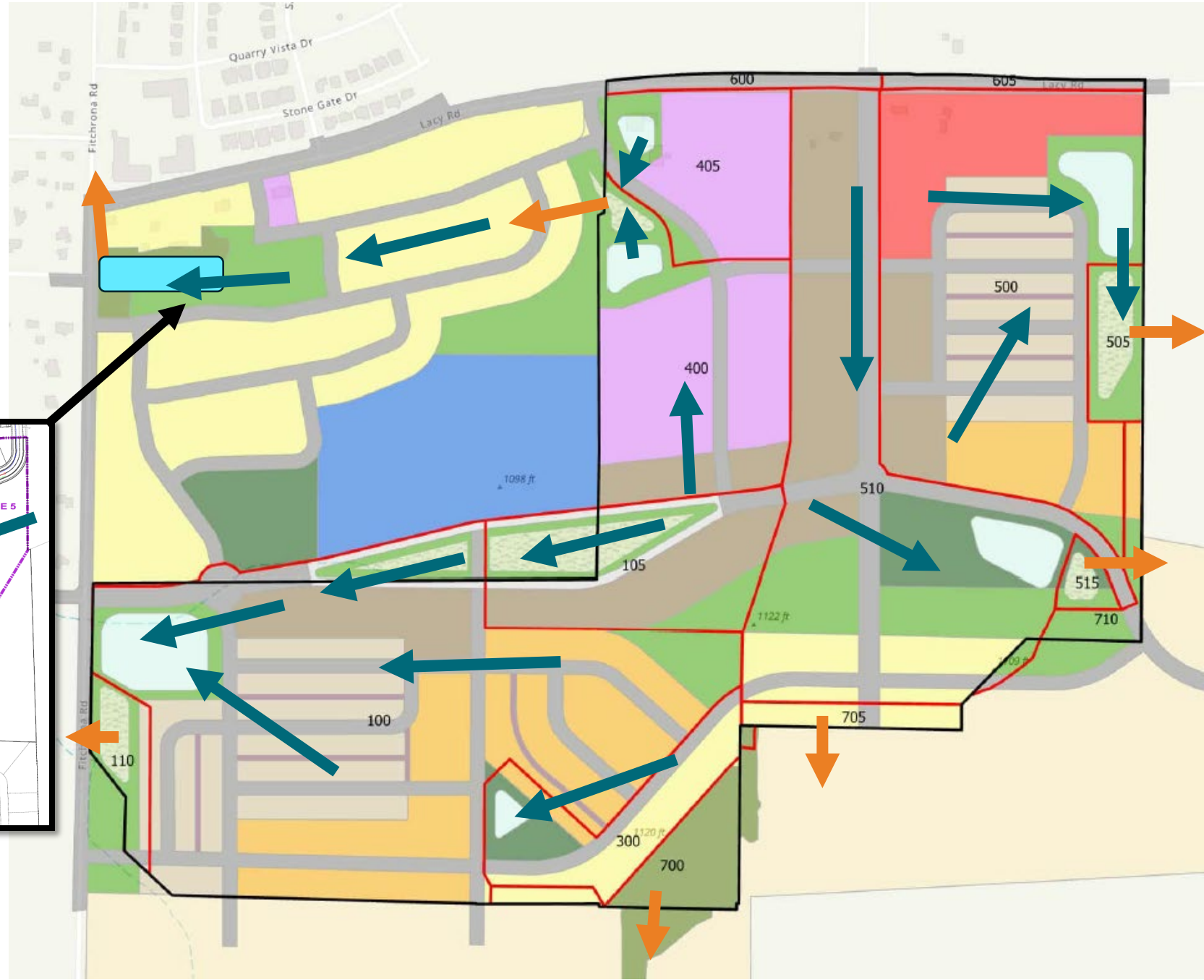
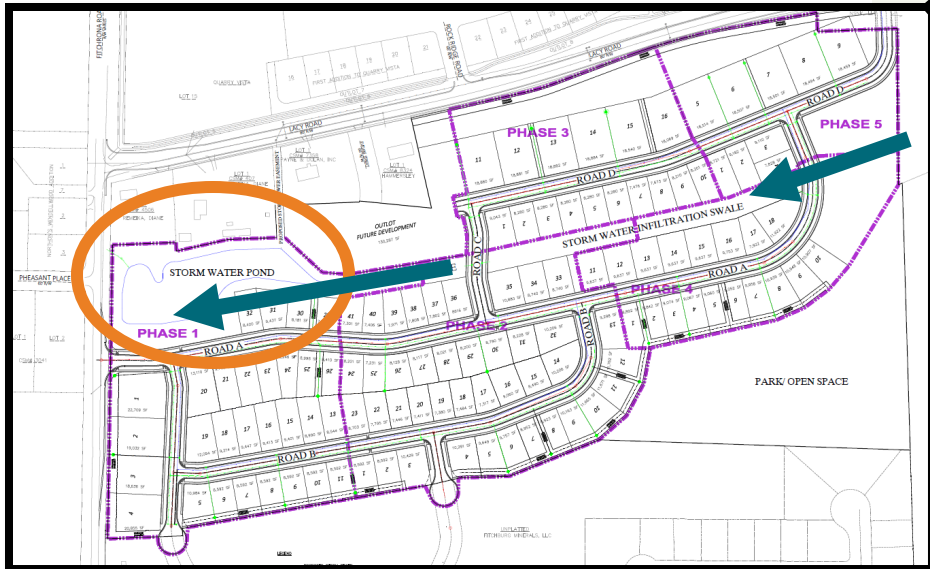
Fitchburg Hills, LLC (east side)

- Showing 2% grades per reclamation plan
- Potential steeper grades at the tie in between landowners to the east and south (park space)



CONCEPTUAL STORMWATER MANAGEMENT PLAN

PLANNED NEIGHBORHOOD

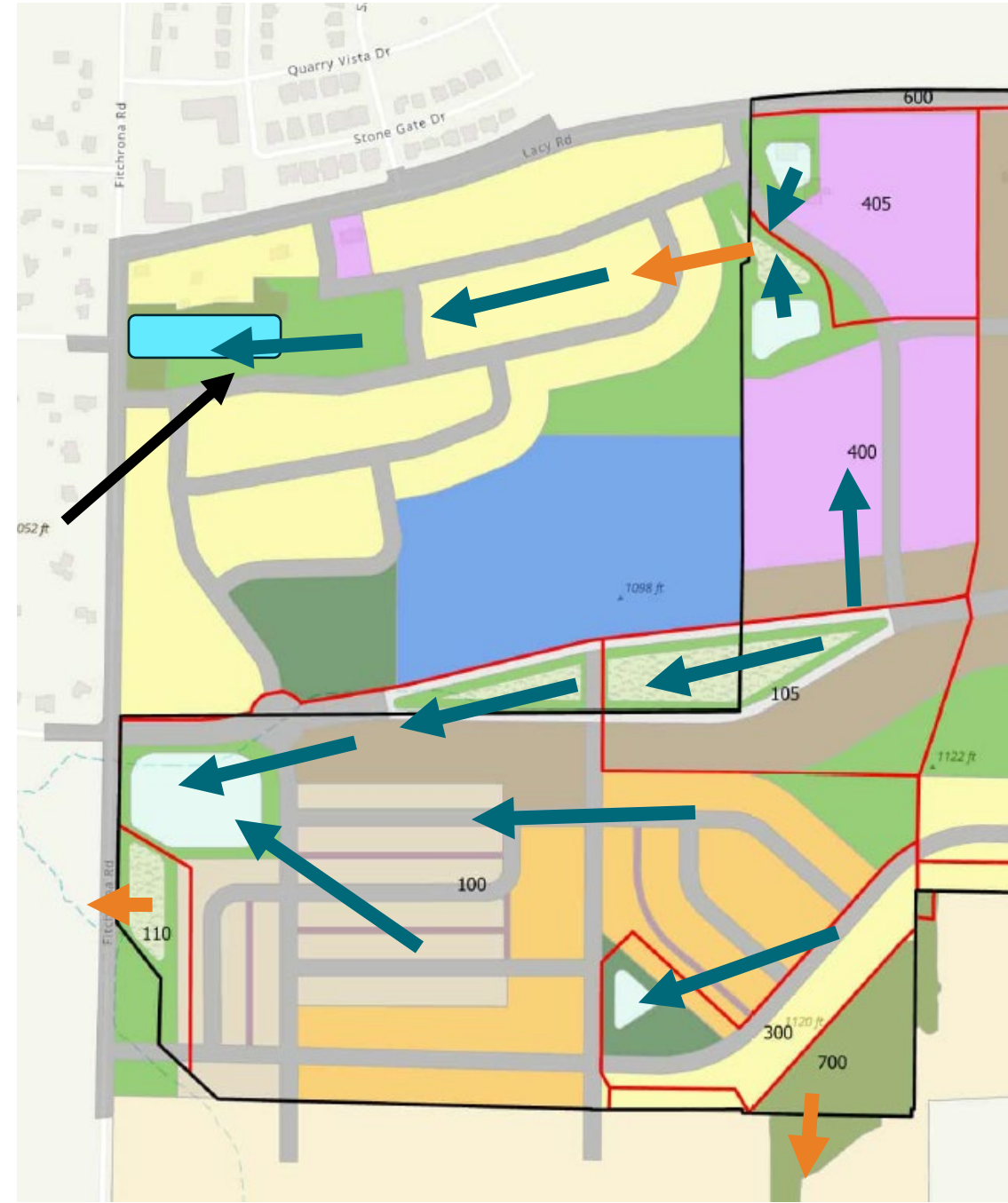


CONCEPTUAL SWMP (WEST SECTION)

- **Drains to Badger Mill Creek (W) /to Planned Subdivision (NW)**
- **WS 300** – A small wet pond will be used to reduce peak inflows to the larger wet pond.
- **WS 400** – Runoff leaving will be directed through the new development greenway (delineated as wetland between proposed lots)
- **WS 700** – This is a steep wooded area that would be beneficial to keep as is (unless it's quarried)

Performance Standards

- **Peak Discharge Control** – Control post-development peak discharge to pre-development rates for the 1-, 2-, 10-, 100-, and 200-year, 24-hour storm events.
- **Infiltration** – Maintain 90% of the pre-development infiltration volume under post-development conditions.
- **Water Quality** – Retain 80% of Total Suspended Solids post-development compared to no controls.

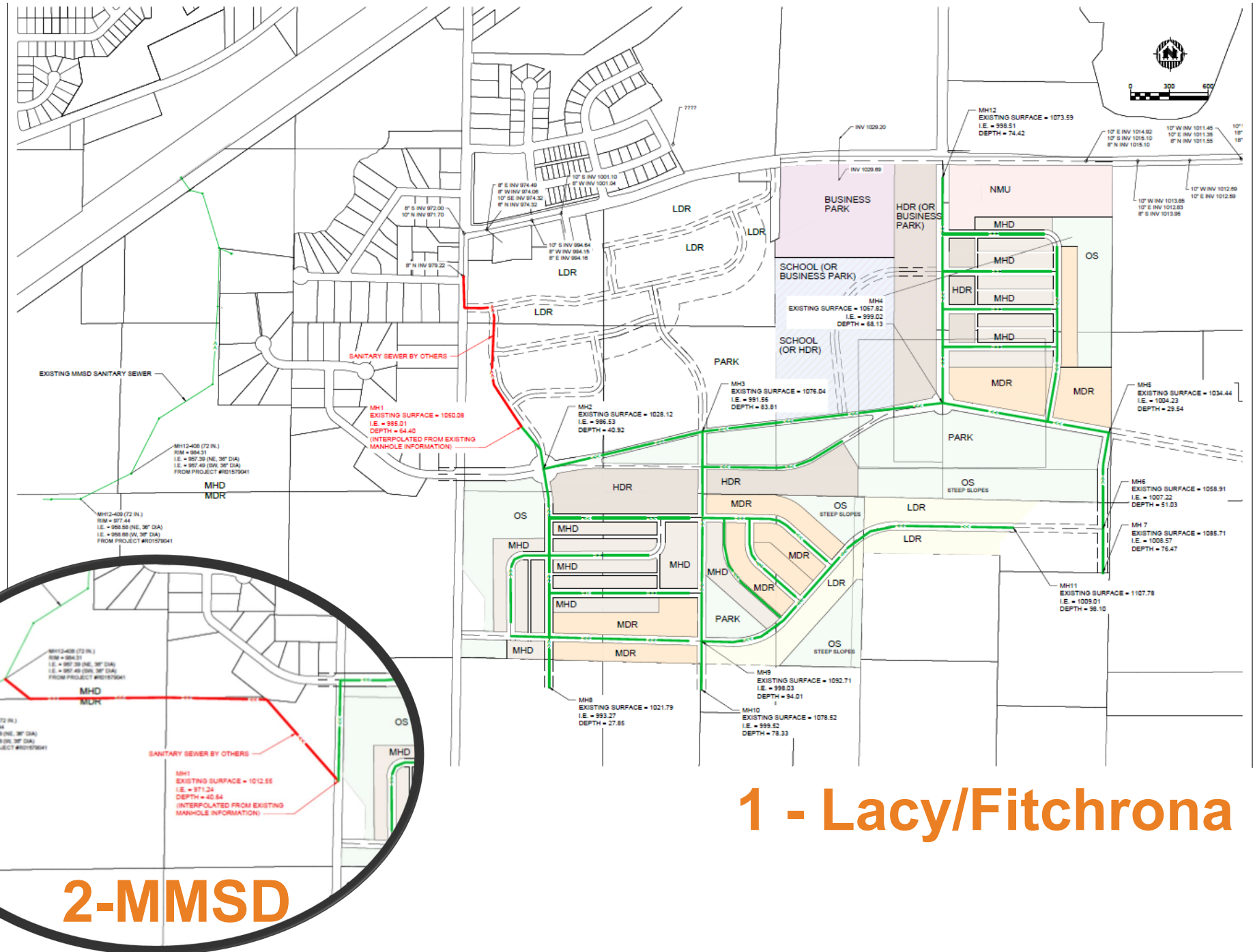


SANITARY DESIGN

- Two options to gravity serve sanitary service with preferred design to not exceed 30-ft depth

1) Lacy/Fitchrona (through P&D development) – *Preferred by Staff*

2) MMSD extension

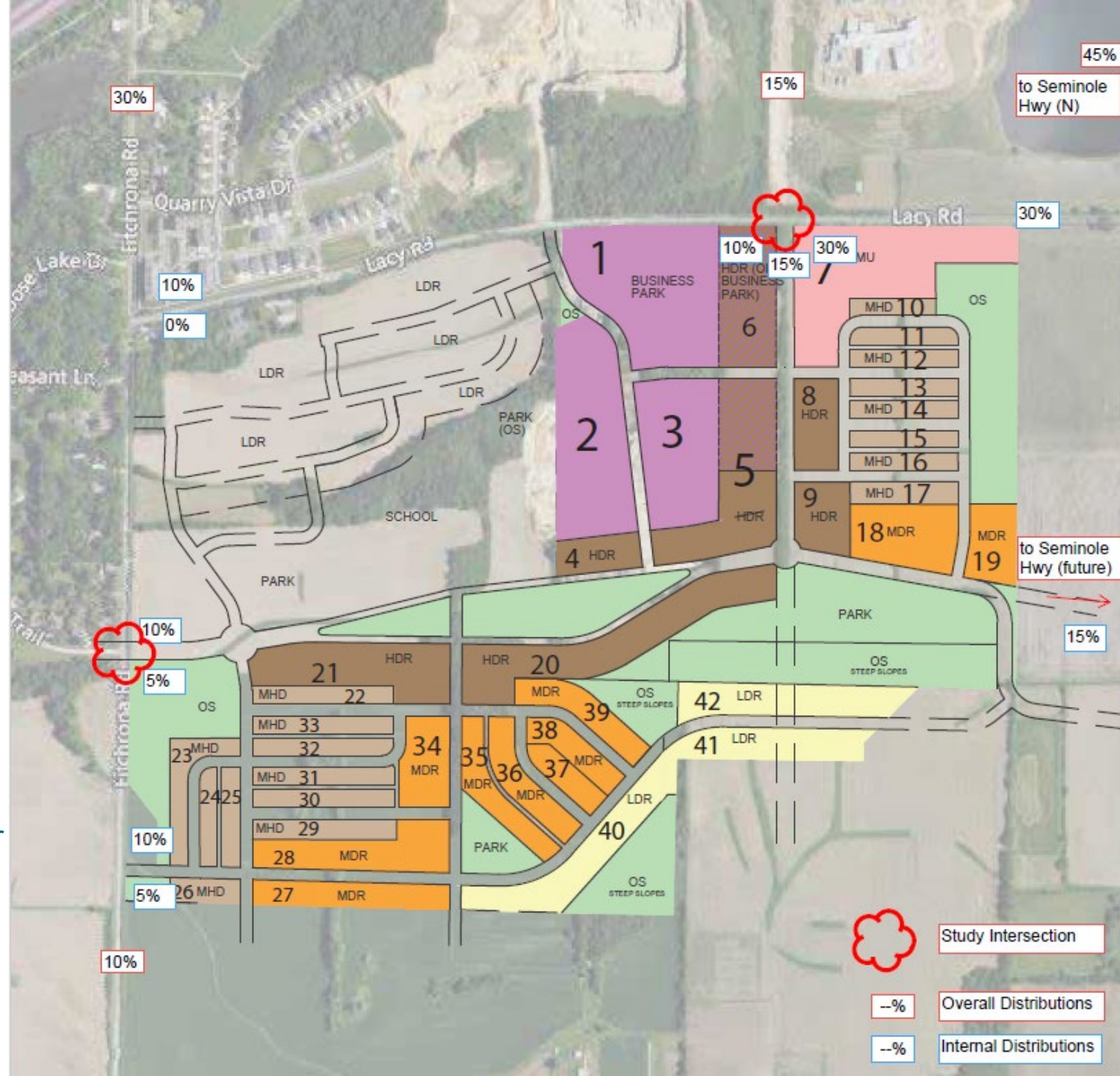


TRAFFIC

Review trip generation based on development uses, using ITE Trip Generation Manual (provides average AM and PM Peak Trips)

Assumptions

- Full buildout by 2045
- Based on use: low-rise apartment, mid-rise apartment, office, coffee shop, strip-retail, manufacturing, etc.
- Factoring total housing units per residential development site. We are using higher end of residential density ranges (per Comp Plan FLU)
- Assumes typical building % area coverage for commercial/business park uses
- Determine potential growth impacts in surrounding lands (0.4% Dane County but assuming 0.5% here)



TRIP GEN
Snapshot of part of the evaluation

ITE Land Use	ITE Land Use Code	Parcel Acres	FAR Density	Size	Units	Weekday Two-way	AM Peak Hour			PM Peak Hour			
							Total	In	Out	Total	In	Out	
Single-Family Detached Housing (Lots 40-42)	210	15.8	-	79	Dwelling Units	Rate		0.00	0.00		0.00	0.00	
						Percentage		25%	75%		63%	37%	
						Raw Trips	810	60	15	45	80	50	30
						Minus Linked Trips	0%	0	0	0	0	0	0
						Driveway Trips	810	60	15	45	80	50	30
						Minus Pass-by Trips	0%	0	0	0	0	0	0
New Trips	810	60	15	45	80	50	30						
Single-Family Attached Housing (Lots 10-17,22-26, 29-33,35,36)	215	34.7	-	631	Dwelling Units	Rate		0.00	0.00		0.00	0.00	
						Percentage		25%	75%		59%	41%	
						Raw Trips	4,760	320	80	240	375	220	155
						Minus Linked Trips	0%	0	0	0	0	0	0
						Driveway Trips	4,760	320	80	240	375	220	155
						Minus Pass-by Trips	0%	0	0	0	0	0	0
New Trips	4,760	320	80	240	375	220	155						
Manufacturing (Lot 2)	140	10.8	0.25	117.6	1,000 sf	Rate		0.00	0.00		0.00	0.00	
						Percentage		76%	24%		31%	69%	
						Raw Trips	645	80	60	20	85	25	60
						Minus Linked Trips	0%	0	0	0	0	0	0
						Driveway Trips	645	80	60	20	85	25	60
						Minus Pass-by Trips	0%	0	0	0	0	0	0
New Trips	645	80	60	20	85	25	60						
General Office Building (Lot 3)	710	8.3	0.25	90.4	1,000 sf	Rate		0.00	0.00		0.00	0.00	
						Percentage		88%	12%		17%	83%	
						Raw Trips	1,065	155	135	20	155	25	130
						Minus Linked Trips	0%	0	0	0	0	0	0
						Driveway Trips	1,065	155	135	20	155	25	130
						Minus Pass-by Trips	0%	0	0	0	0	0	0
New Trips	1,065	155	135	20	155	25	130						

Development Trip Generation Summary						Weekday Two-way	AM Peak Hour			PM Peak Hour		
							Total	In	Out	Total	In	Out
Raw Trip Generation						37,605	3,075	1,135	1,940	3,240	1,735	1,505
Linked Trips						(915)	(80)	(40)	(40)	(95)	(45)	(50)
Total Driveway Trips						36,690	2,995	1,095	1,900	3,145	1,690	1,455
Pass-by Trips						0	0	0	0	0	0	0
Total New Trips						36,690	2,995	1,095	1,900	3,145	1,690	1,455

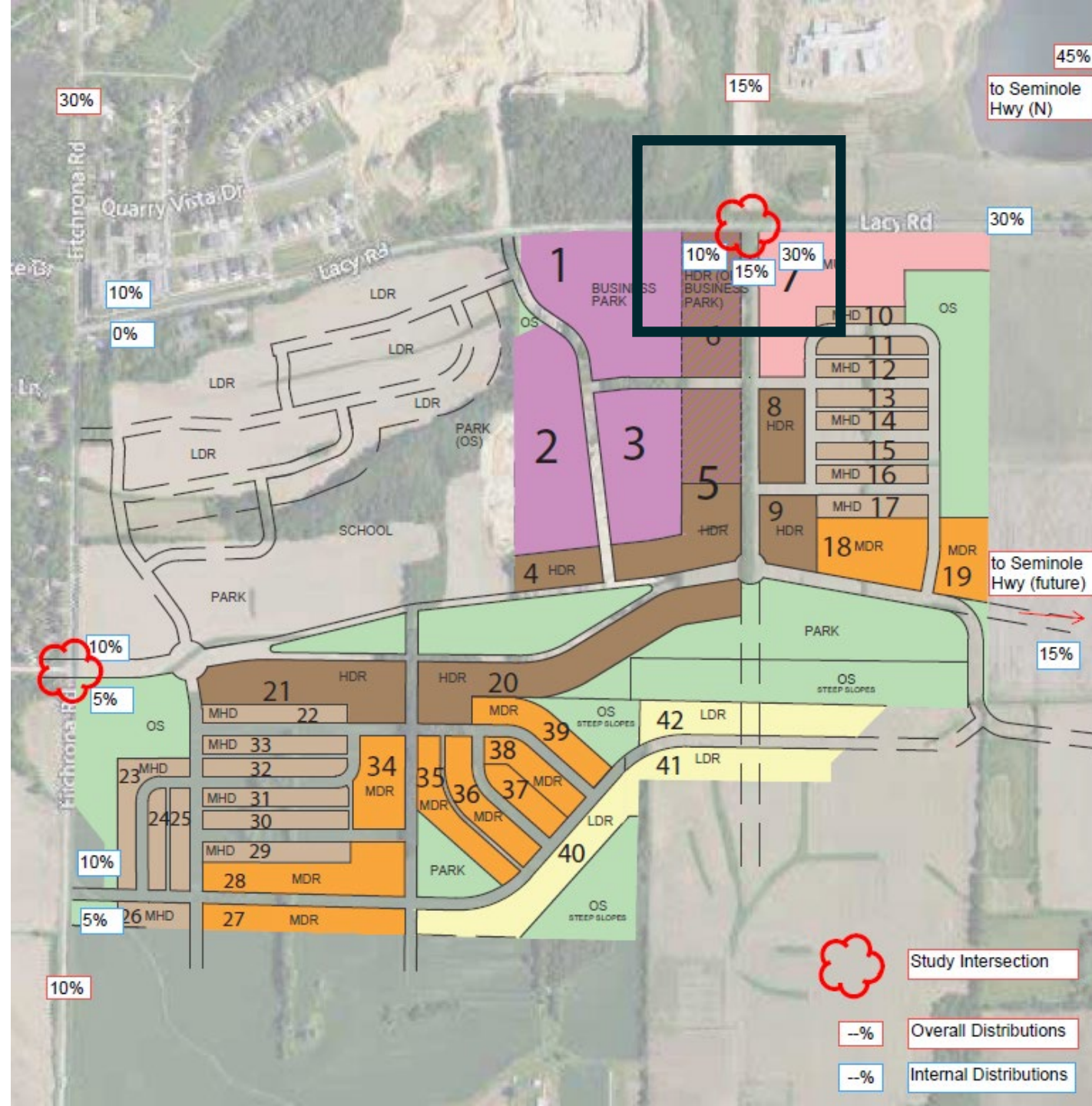
All land uses shown in this exhibit use trip generation rates from the ITE Trip Generation Manual, 9th Edition, unless otherwise noted
 Fitted curve equation used when Total Rate is not shown
 All trips rounded to the nearest 5

TRAFFIC - Intersection Analysis

Commerce Park & Lacy

- **Intersection Controls are likely required**
- **If traffic signals warrants are not met, roundabout is recommended to meet projected operational needs** (*STAFF recommended*)

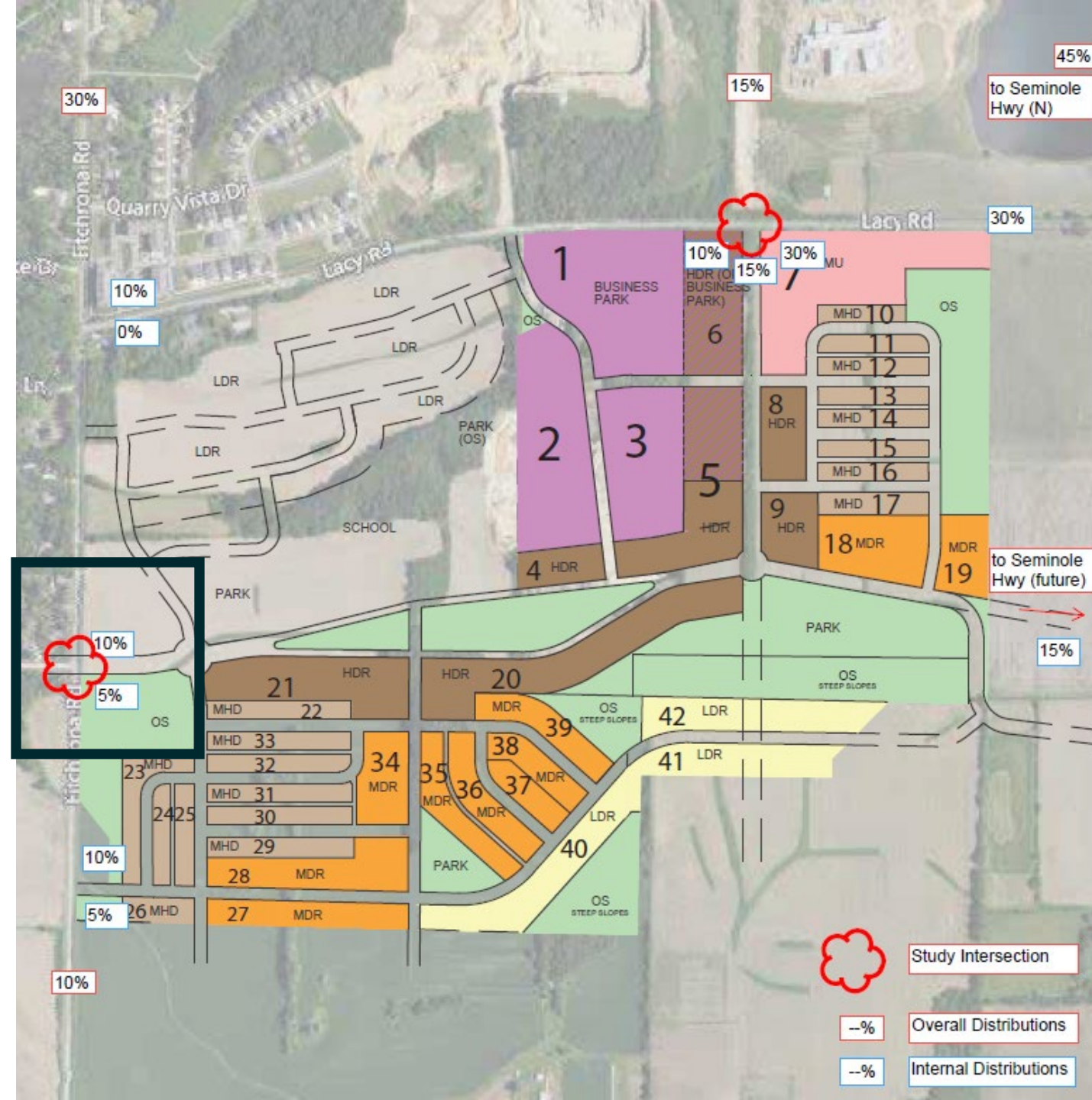
- increased safety, residual capacity (longevity), better off-peak operations, and lower long-term maintenance costs



TRAFFIC - Intersection Analysis

Collector A & Fitchrona

- **Likely this intersection will NOT meet warrants for a controlled intersection**
- **WB left turn on to Fitchrona: LOS F**
(prefer LOS D or better)
 - Typically, longer delays are more tolerable on the side streets as long as the queues and v/c ratios are low
 - City could monitor this intersection as development occurs and install a traffic signal if safety issues develop or traffic volumes warrant a signal



PROJECT TIMELINE

Next Steps

Planning Process

Completed

- **Steering Committee Meetings** (Nov. 2023, Jan. 2024 and March 2024)
- **Public Open Houses (2), Key Stakeholder Interviews, Online Survey, Development Focus Group**

Upcoming

- **Steering Committee Meeting (November 21, 2024)**
 - covering engineering, Sector Map, phasing and the start of the fiscal impact analysis

QUESTIONS
