



CITY OF FITCHBURG - SOUTH STONER PRAIRIE NEIGHBORHOOD PLAN

April 17, 2025

Draft Plan Review + Potential Recommendation to Approve



MEETING ACTIVITIES

- Updates to the Plan and New Sections
- SC meeting questions
- **Next Steps:** Potential Recommendations w/ any edits*

** Non-substantive (e.g., grammatical or formatting) changes can be provided to Brad Sippel after the meeting*



PLAN DOCUMENT LAYOUT

- **CH 1** – Background / Engagement Summary*
- **CH 2-** Policies to guide decisions on development proposals
- **CH 3-** Documenting Concept Development, including establishing a preferred concept and desired design themes
- **CH 4-** Infrastructure evaluation and recommendations

* City of Fitchburg website will include full meeting/engagement materials

Chapter 1: Introduction & Process 1

Chapter 1 discusses the plan’s purpose and objectives, and summarizes the planning process, and public feedback.

Chapter 2: Vision, Goals, & Guidelines 12

Chapter 2 establishes the vision, strategies, and design guidelines to guide future growth in the Neighborhood.

Chapter 3: Land Use 30

Chapter 3 reviews a variety of factors that will impact current and future development in the Neighborhood. This chapter provides the recommended land use concept for the neighborhood, with diagrams outlining the design process and proposed land uses, design preferences, and a general road network pattern.

Chapter 4: Engineering 47

Chapter 4 reviews the quality and capacity of existing municipal infrastructure within the planning area, and identifies analysis of how to serve the preferred concept and proposed Future Land Use.

Appendix A: Implementation Action Plan
Appendix B: Relevant Plans & Development Review

Appendix C: Engineering Analysis
Appendix D: Maps

VISION, GOALS, STRATEGIES & DESIGN GUIDELINES

UPDATES

Vision Statement

South Stoner Prairie will develop as a complete neighborhood that creates diverse and affordable housing options, expands job opportunities, facilitates sustainable design and development practices, and promotes social equity.

Goals

Goals and strategies will guide the development of the South Stoner Prairie Neighborhood.



Housing



Mobility



Economy



Quality of Life



Sustainability



1. Housing

Goal: *Integrate a diversity of housing types to accommodate a variety of lifestyles, age groups, and income levels.*

Strategies

1.1. Encourage a **variety of housing types, forms, price points, and tenures in the neighborhood.**

1.2. Encourage **building / site design** to transition between low-intensity residential and intensive multi-unit residential, office and mixed-use developments.

1.3. Concentrate **higher-density residential and mixed-use developments along primary corridors** to support **future sustainable** public transit **route(s).**

1.4. Encourage **Traditional Neighborhood Design (TND) developments** that allow for 'missing middle' and small-lot housing.



2. Mobility

Goal: Implement safe, convenient and attractive streets that are accessible for all ages, abilities, and modes of transportation (pedestrian, bicycle, vehicle, and mass transit).

Strategies

2.1. Develop a convenient and connected multi-modal transportation system that links the neighborhood to the City and **greater Dane County area**.

2.2. Require proposed streets to connect to existing streets and intersections, wherever practical.

2.3. Discourage cul-de-sac and dead-end streets in favor of connected streets that provide **transportation** flexibility.

2.4. Design complete streets and utilize traffic calming and safety measures where appropriate to create a better street environment for pedestrians and cyclists.



3. Economy

***Goal:** Locate employment options near residential areas, supporting the local and regional economy and providing job opportunities.*

Strategies

3.1. Attract businesses that meet local /regional needs, provide job opportunities / mix of uses, and expand property tax base.

3.2. Promote commercial / business park areas compatible with the density and scale of surrounding development or screened to the extent practical.

3.3. Incorporate safe and convenient pedestrian, bicycle, and motor vehicle connections within and through commercial, mixed-use, and business park developments.



4. Quality of Life

***Goal:** Maintain streetscapes and open spaces that are accessible to all residents for recreation and enhanced neighborhood character.*

Strategies

- 4.1. Design residential areas around community gathering places** (parks, schools, churches, community gardens, and other community facilities).
- 4.2. Plan parks that vary in size / facilities to fulfill ranging neighborhood recreation interests, including creating a large park to serve as an Area/Community Park,** consistent with the Fitchburg POSP.
- 4.3. Make intentional multi-modal connections between local and regional parks/open areas.**
- 4.4. Design attractive streetscapes** with street trees, lighting, and/or low maintenance landscaping clusters along major roadways.
- 4.5. Plan and design public infrastructure that is sustainable and low maintenance.**



5. Sustainability

Goal: Create an economically and environmentally sustainable development pattern, protecting existing natural features.

Strategies

5.1. Protect and restore environment by integrating natural features into open spaces for **active/passive** recreation, public gathering, or flood protection / stormwater management.

5.2. Preserve existing tree canopy, to the extent possible, to include woodlands that will not be quarried.

5.3. Encourage high-density residential development along collector / arterial roadways.

5.4. Explore options to recycle quarry byproducts through site development.

5.5. Encourage energy-efficient buildings consistent with the city's energy targets.

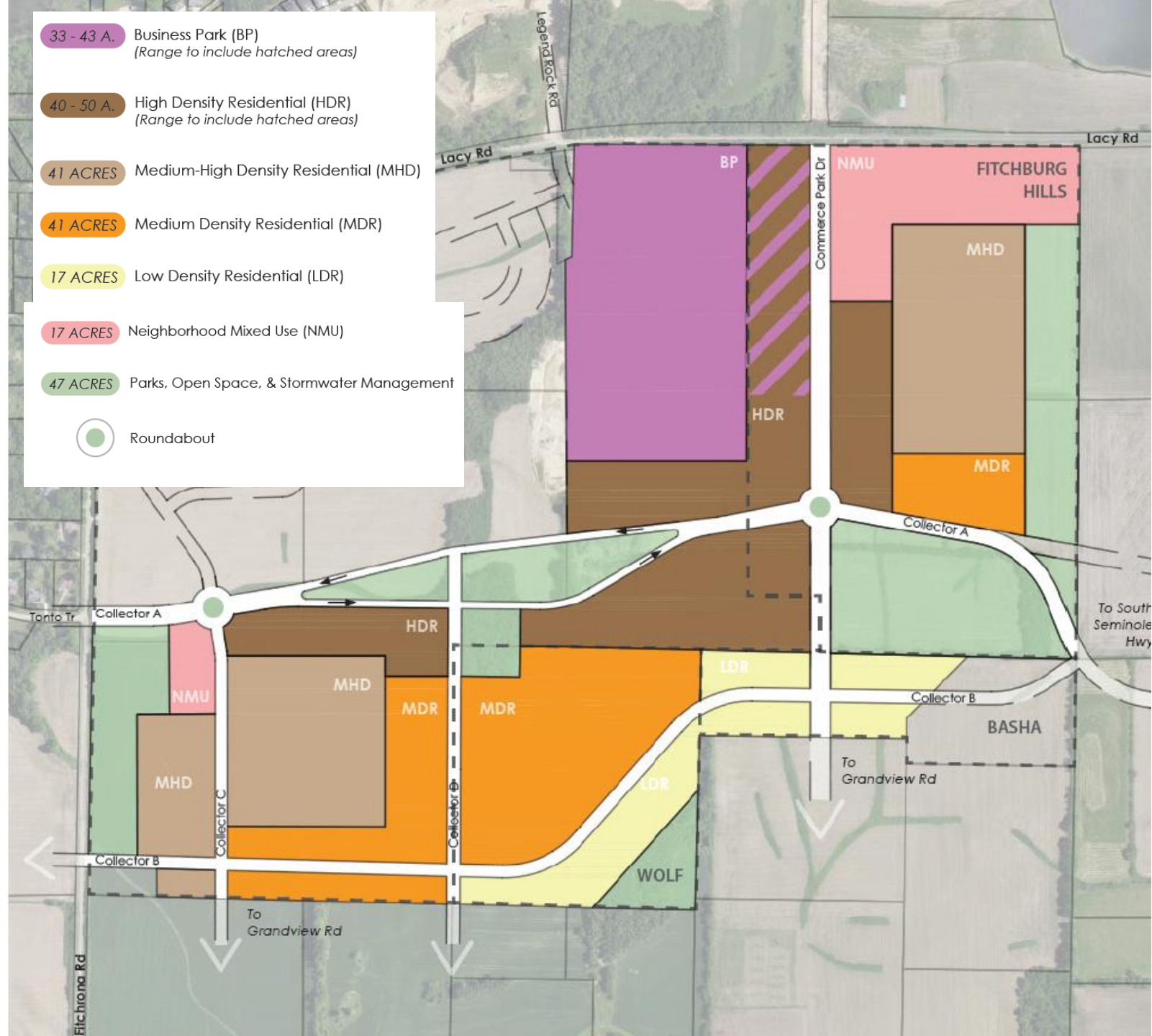
5.6. Consider opportunities for alternative energy use within neighborhood design.

Future Land Use (FLU) Map

- This planning process establishes a FLU Map for the South Stoner Prairie FUDA (*Comp Plan Amendment to follow*)
- Land use proposals/applications will be based on meeting the **FLU Map**, **SSPN Plan Goals and Strategies**, and consideration of SSPN Plan preferred concept themes (CH 3).

This FLU Map includes:

- flex area along Commerce Park Drive with desire for BP with earthwall removed, but not mandated in the plan
- Extending Commerce Park Drive and additions of Collectors 'A' – 'D' (*exact placement of these roads is dependent on developer proposed design*)



Placemaking – Design Guidelines

Application: Nonresidential and Multifamily are encouraged to meet these guidelines.

Topics:

- **Eco/Sustainable Design**

- Building orientation, green roof technologies, “dark sky” friendly lighting, rainwater collection systems, porous paving , drought tolerant plantings

- **Architecture & Design**

- “Base, Middle, & Top” Articulation, vertical proportions and massing, street-facing facade materials, clearly-defined entrances, screened service areas

- **Parking, Screening & Landscaping**

- shared parking, parking side/rear/under, walkways from entries to public street, landscaped parking edges/islands, curbing, complementary fencing

Placemaking – Design Guidelines

Application: Nonresidential and Multifamily are encouraged to meet these guidelines.

Topics:

- **Compatibility Guidelines** (*3-story or larger or PD zoning abutting or across the street/alley from low-intensity (LI) residential uses (SF, Duplex, Townhomes (>7U), MF (>9))*)
 - Developments with multiple buildings, locate buildings with least intensive character nearest/abutting LI developments
 - Buildings $\geq 35'$ w/in 60' of SF/Duplex lots and 30' from other LI uses
 - Varying building plane setback at intervals equal to avg. widths of LI lots
 - Providing gable, dormer or other change in the roofline at interval equal to avg. width of LI Lots
 - 6:12-12:12 Roof pitch
 - Individual unit entrances on street-level of MF buildings

LAND USE CONCEPT

Describing the Land Use Concept in the Plan

*Highlighting projects will only move forward **when the current property owners choose to sell or redevelop their properties.***

What it is



- **Long-term vision** for what's allowable *(if applying for development approvals)*
- Support in **identifying character and design parameters**
- Identify **infrastructure needs** to best serve the neighborhood and adjacent lands in a **fiscally responsible way**.



What it is NOT

- **Suggesting properties shall redevelop or be sold for development**
- **Restricting** the landowners from using their property as they are currently using it
 - **Determine exact placement of roadways** (beyond connecting point 'A' to point 'B' for collector roads identified)
- **Determine lots** or specific **building type** placement

Potential Housing Units

- **1,254 – 3,168** Total Housing Units at full buildout
 - based on Land Use Scenario using FLU Categories (low to midpoint)

Low – Midpoint (Units / Acre)

- HDR: 20 – 50 (80 is assumed high)
- MHDR: 9 – 14.5 (20 is high)
- MDR: 5 – 7 (9 is high)
- LDR: 2 – 3.5 (5 is high)
- NMU: 20 – 25 (50 is high)

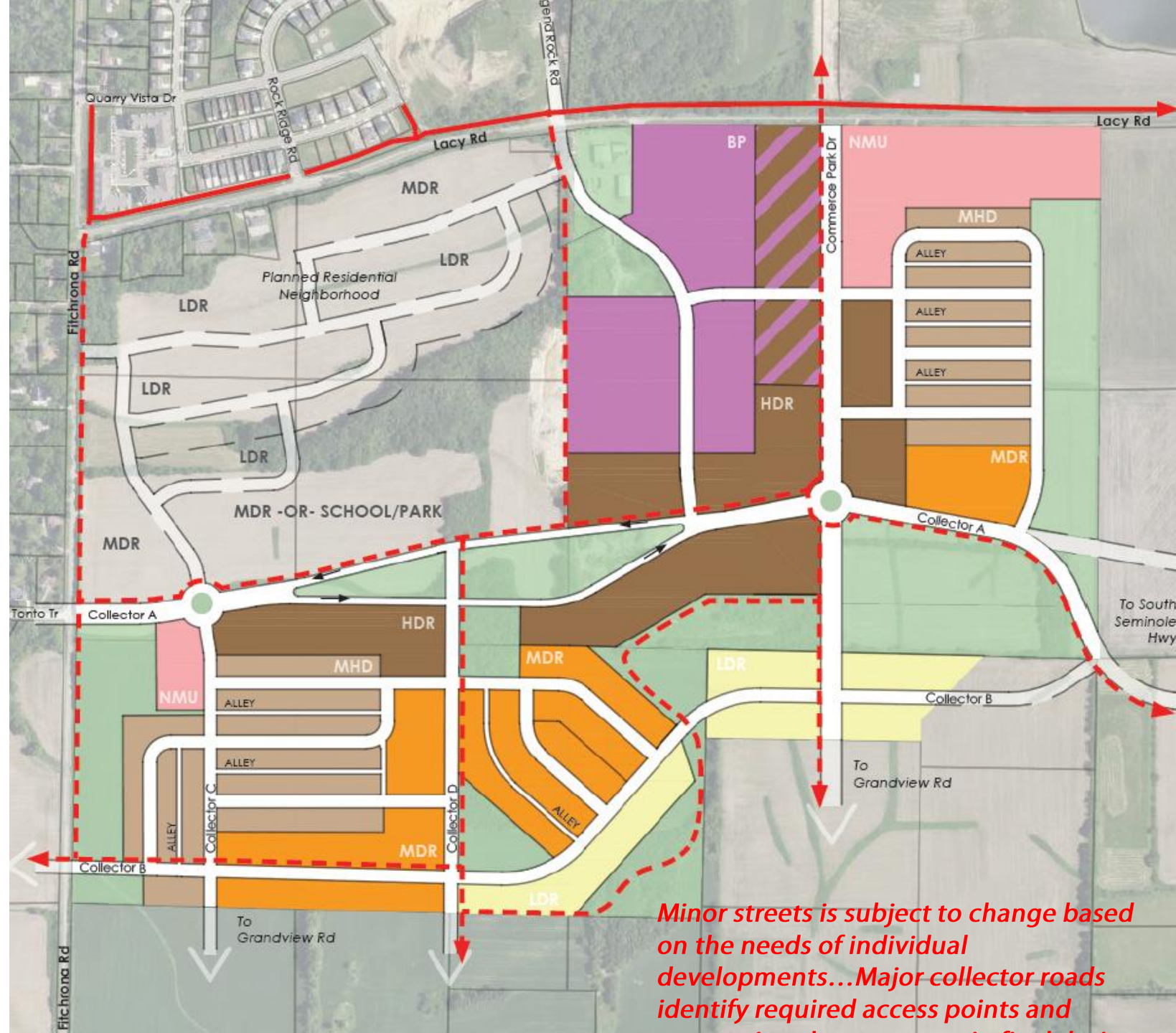


<i>Property Owner</i>	<i>Total Housing Units</i>
Total Neighborhood	<i>Flex area (HDR): 1,432 – 3,168 units</i> <i>Flex area (BP): 1,254 – 2,723 units</i>
<i>Fitchburg Minerals (west)</i>	647 – 1,413 units
<i>Fitchburg Hills (east)</i>	<i>Flex area (HDR): 691 – 1,611 units</i> <i>Flex area (BP): 513 – 1,166 units</i>
<i>Wolf properties</i>	74 – 108 units
<i>Basha properties</i>	18 – 31 units

DESIGN THEMES

Connections

- Collector Roads 'A' and 'B' run parallel to Lacy with a potential future connection to Seminole Hwy.
- **Location of Collector 'A' intersection with Fitchrona Road** was selected to optimize safety by lining up with Tonto TRL. Final location of this intersection may be altered due to proximity/crossing of intermittent stream to the east; if it is deemed a navigable waterway by the DNR, any disturbance will require DNR permit
- **Commerce Park DR** will extended south through the neighborhood
- **Collectors 'C' and 'D'** run north-south through the western portion of the neighborhood; these collectors can be extended south to

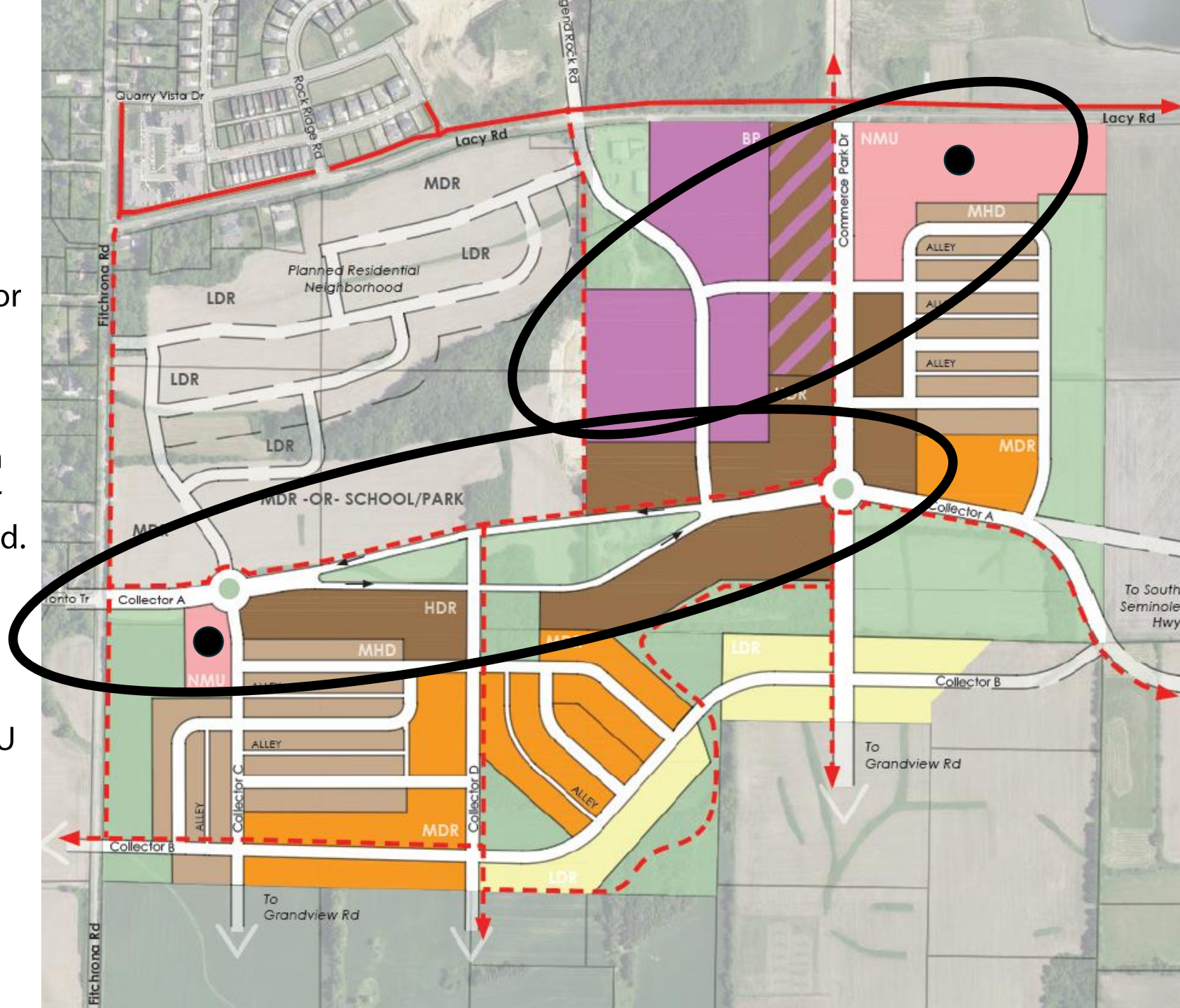


Minor streets is subject to change based on the needs of individual developments...Major collector roads identify required access points and

DESIGN THEMES

Density

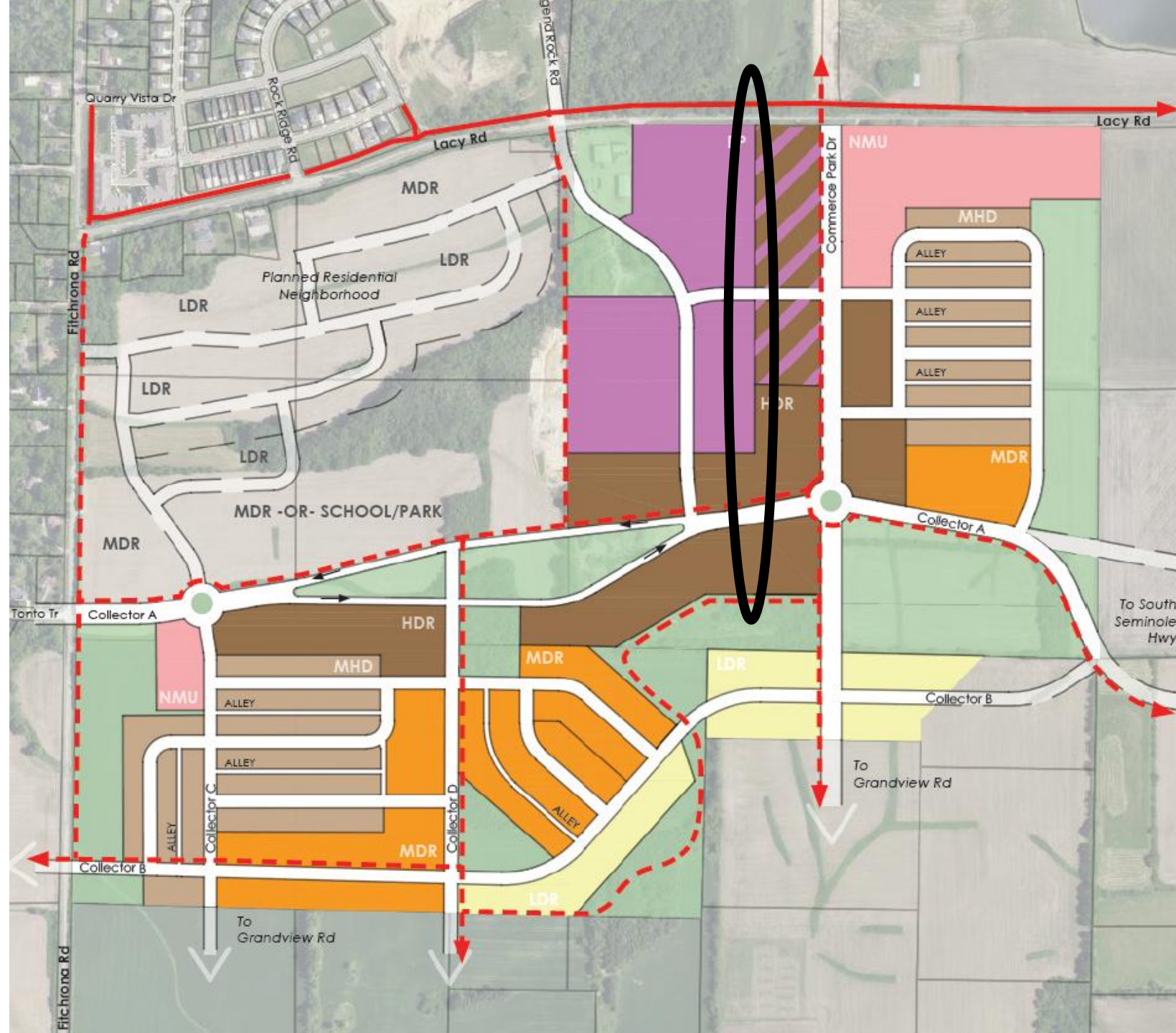
- Higher-Density developments concentrated along the major collector roads.
- Neighborhood Mixed-Use (NMU) areas create a more gradual transition between busy external roads to lower density areas within the neighborhood.
- NMU is the Comp Plan allows for residential in standalone buildings ***where permitted*** by development plans. The SSPN recommends this FLU category ***allow*** standalone residential buildings ***by right*** if it meets the standards outlined on Page 44.



DESIGN THEMES

Land Use “Flex Area”

- Preferred to have the earth wall at property line removed, providing larger Business Park area; should the earth wall remain the area could develop as HDR
- Collector ‘A’ is required to connect east-west through the neighborhood, which will require the earth wall to be removed to allow that access



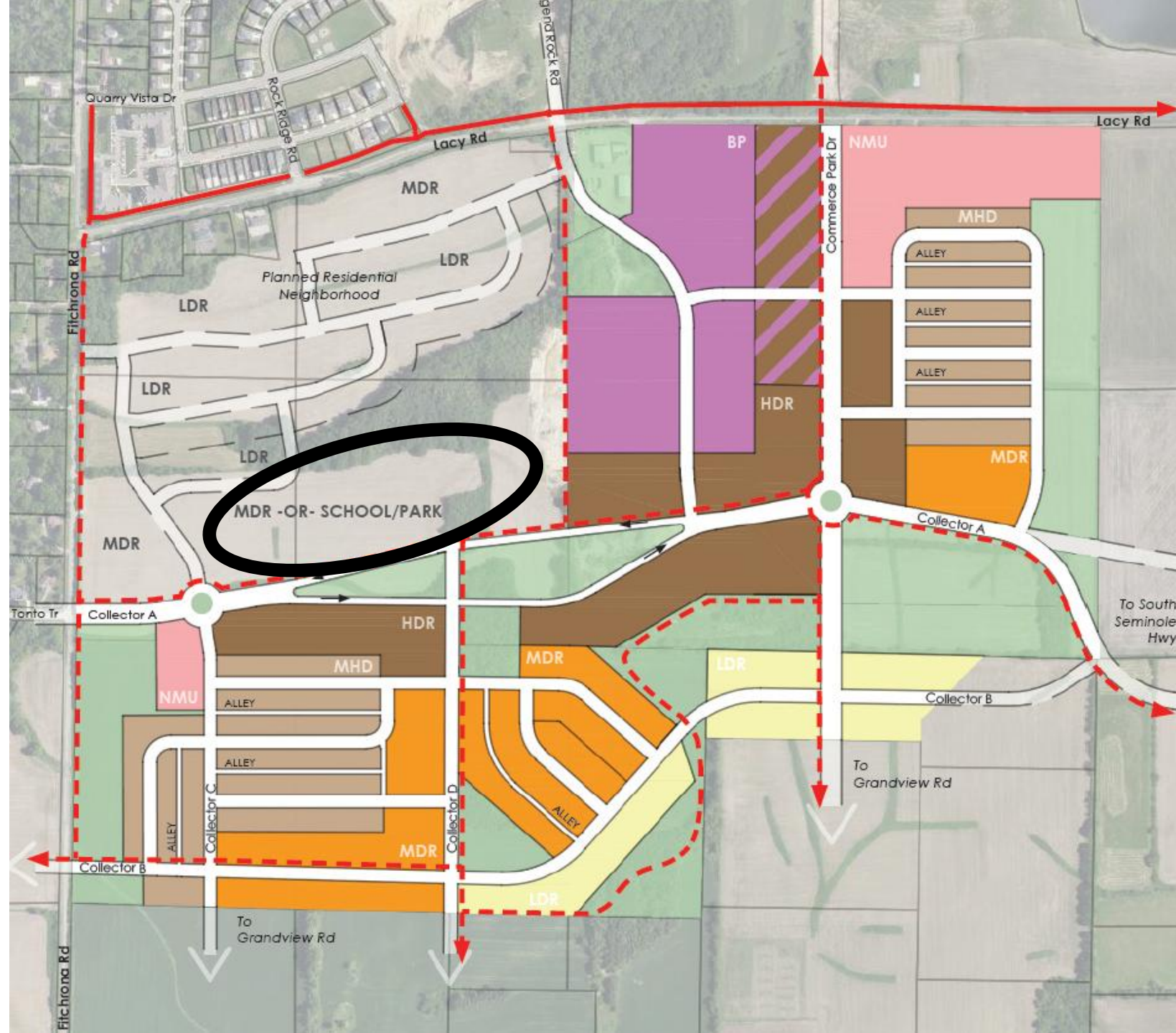
DESIGN THEMES

Proposed Elementary School

Through this planning process, the ideal location for this facility is on the north side of Collector 'A', which is outside this neighborhood area. Alternative locations that meet the school district criteria could be considered.

School Siting Criteria

- 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.



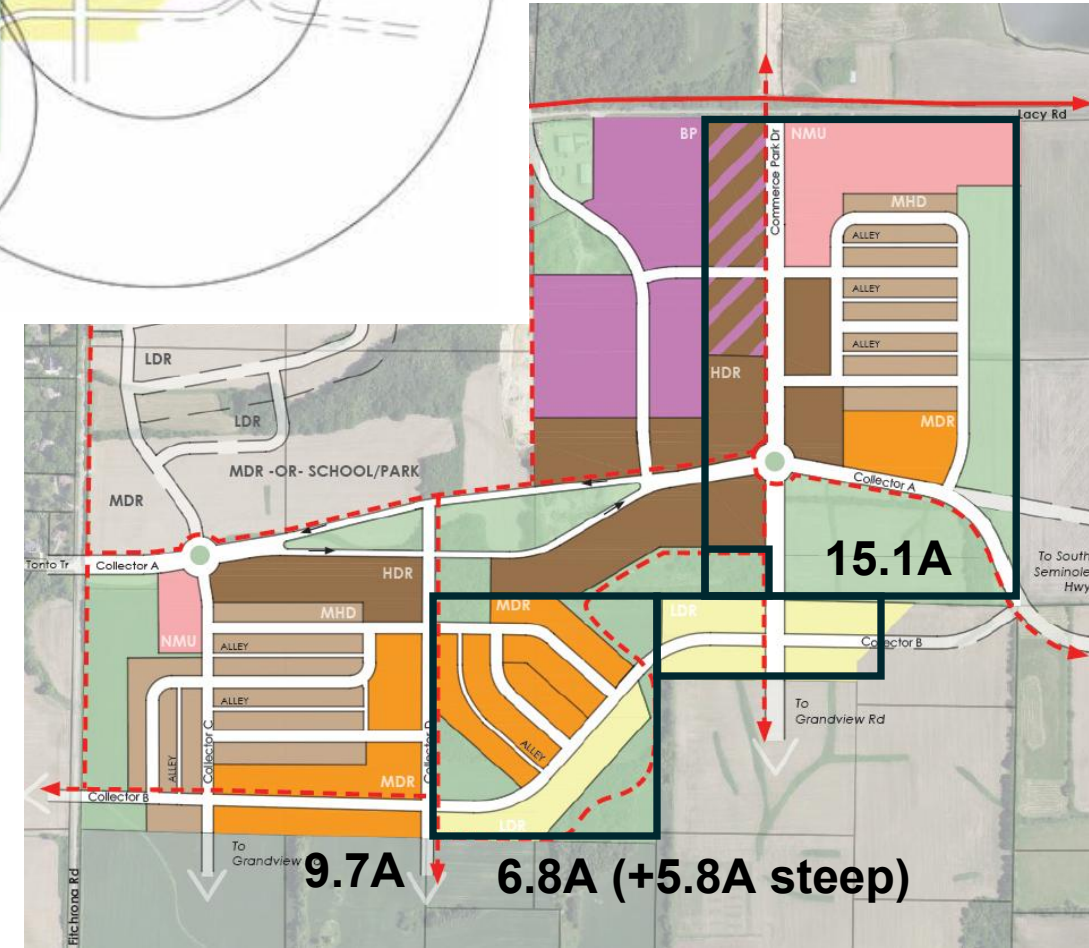
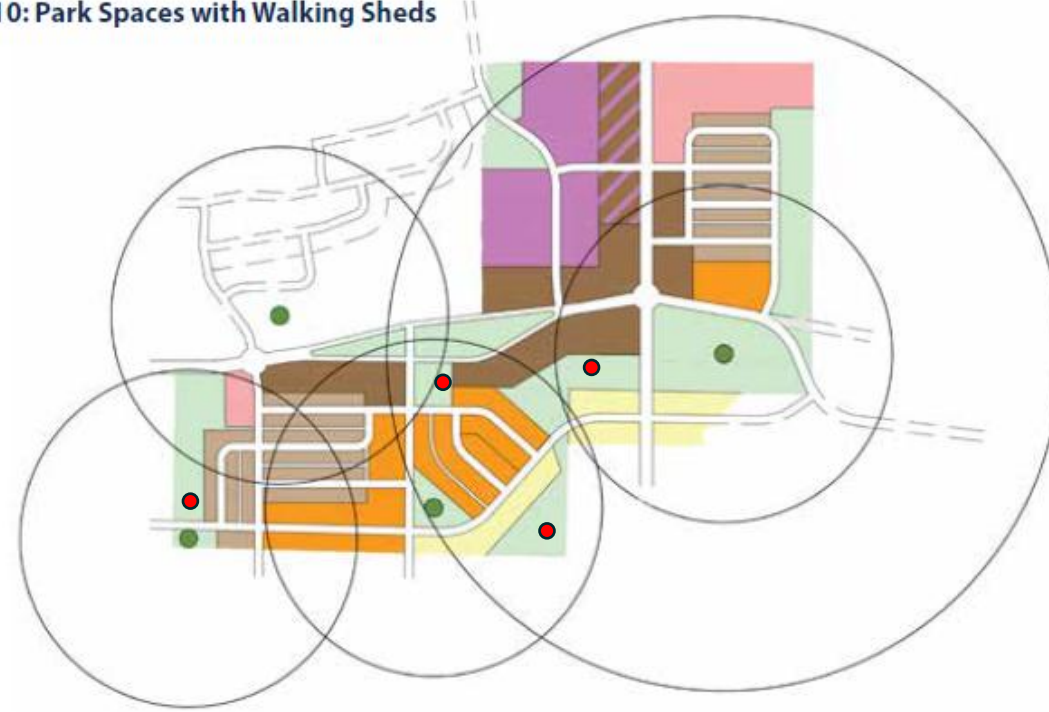
DESIGN THEMES

Parks, Open Space, & Trails

- Existing trails (solid red line) and proposed trails (dashed red line); these off-road trails can connect residents to Quarry Ridge Park, the primary neighborhood park, and follow the east-west connections on Collector A.
- Parkland dedication: 2,900 SF/Unit (or fee-in-lieu of). The full build-out of the SSPN (as presented in the concept) includes between **1,254 - 3,173** residential units, requiring **84 - 211** acres of dedicated park space.

[37.4 acres providing, excludes stormwater management]

3.10: Park Spaces with Walking Sheds

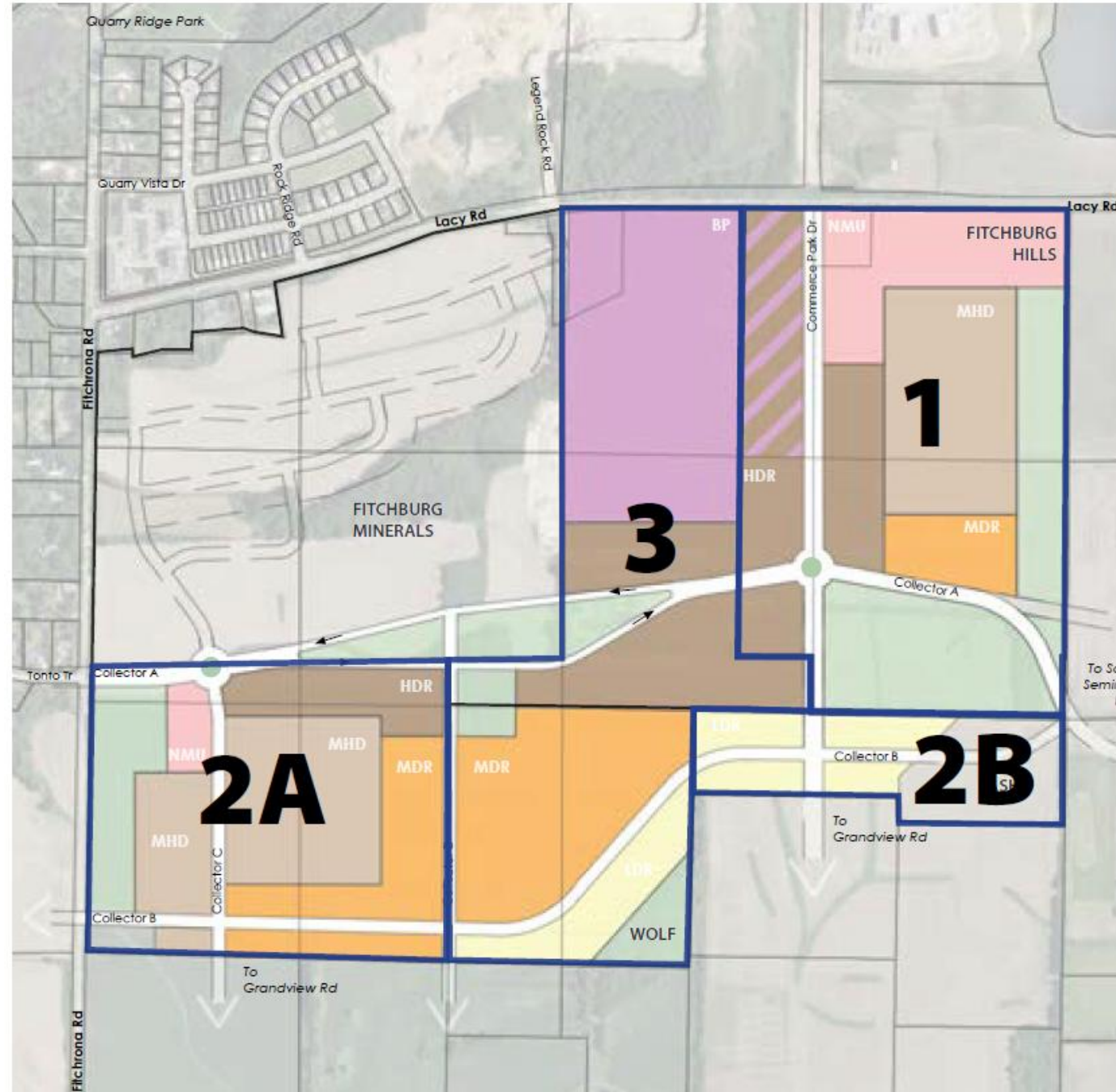


DEVELOPMENT PHASING

4 PHASES

- 5-20 years to buildout
- Phases is based on three factors:
 - projects offered by landowners,
 - timing of necessary infrastructure
 - expected market demand for new lots
- **Phase 1:** CUP expiring Dec 31, 2028; transitioning to active development
- **Phase 2A:** Not planned to be quarried, but tied to extension of utilities service along Fitchrona Road
- **Phase 2B:** Tied to extension of utilities from the north (Phase 1)
- **Phase 3:** Lands closest to Lacy Road include equipment and facilities for the quarry operation and are long-term development; and Wolf property is a potential quarry site before development

Figure 3.11: Development Phasing Map



ENGINEERING

Utilities

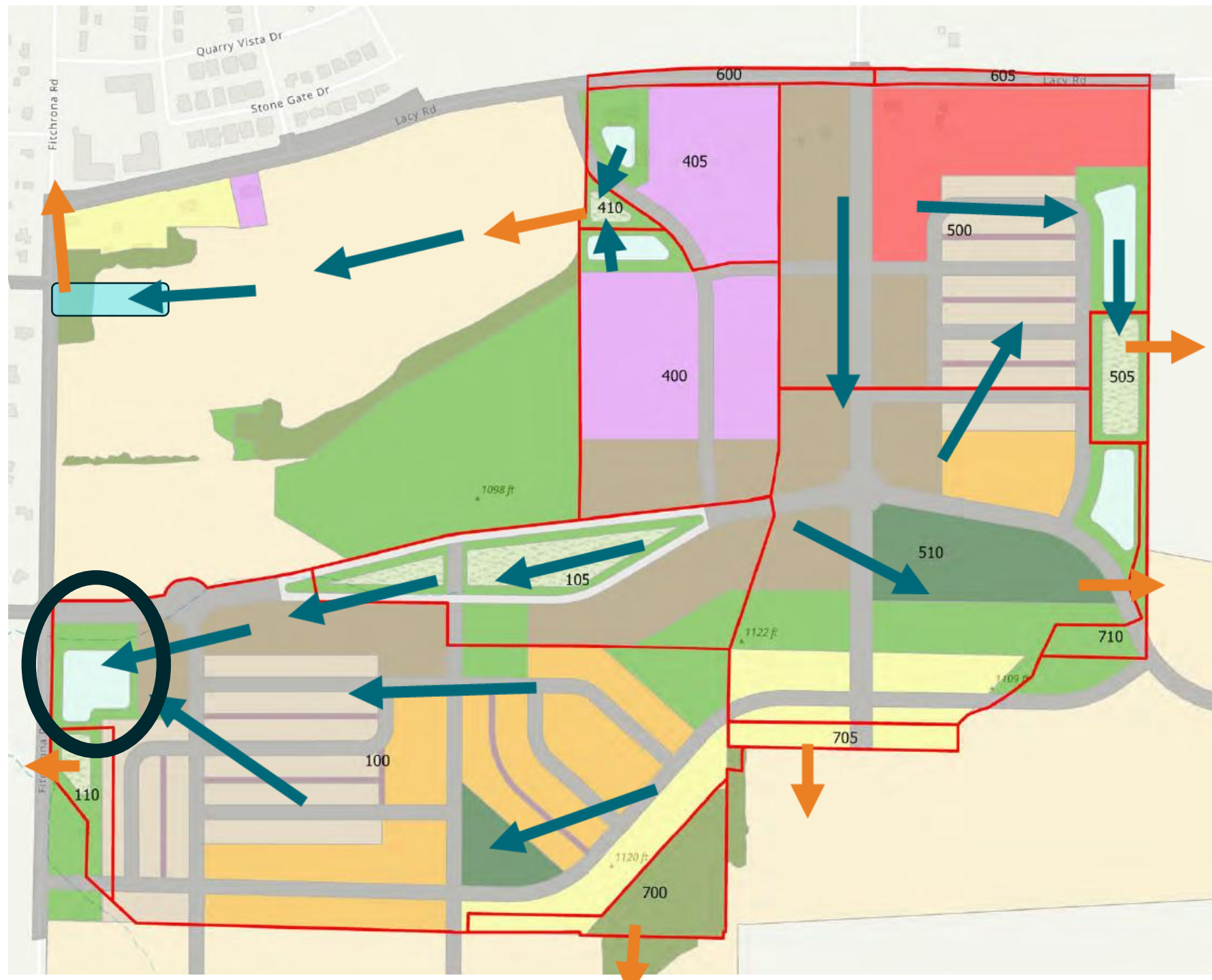
ENGINEERING REVIEW

CONCEPTUAL SWMP (WEST SECTION)

- **Drains to Badger Mill Creek (W)**
/to Planned Subdivision (NW)

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.
- **Volume Control** – 100% pre-development runoff volume
- **Water Quality** – Retain 80% of Total Suspended Solids post-development



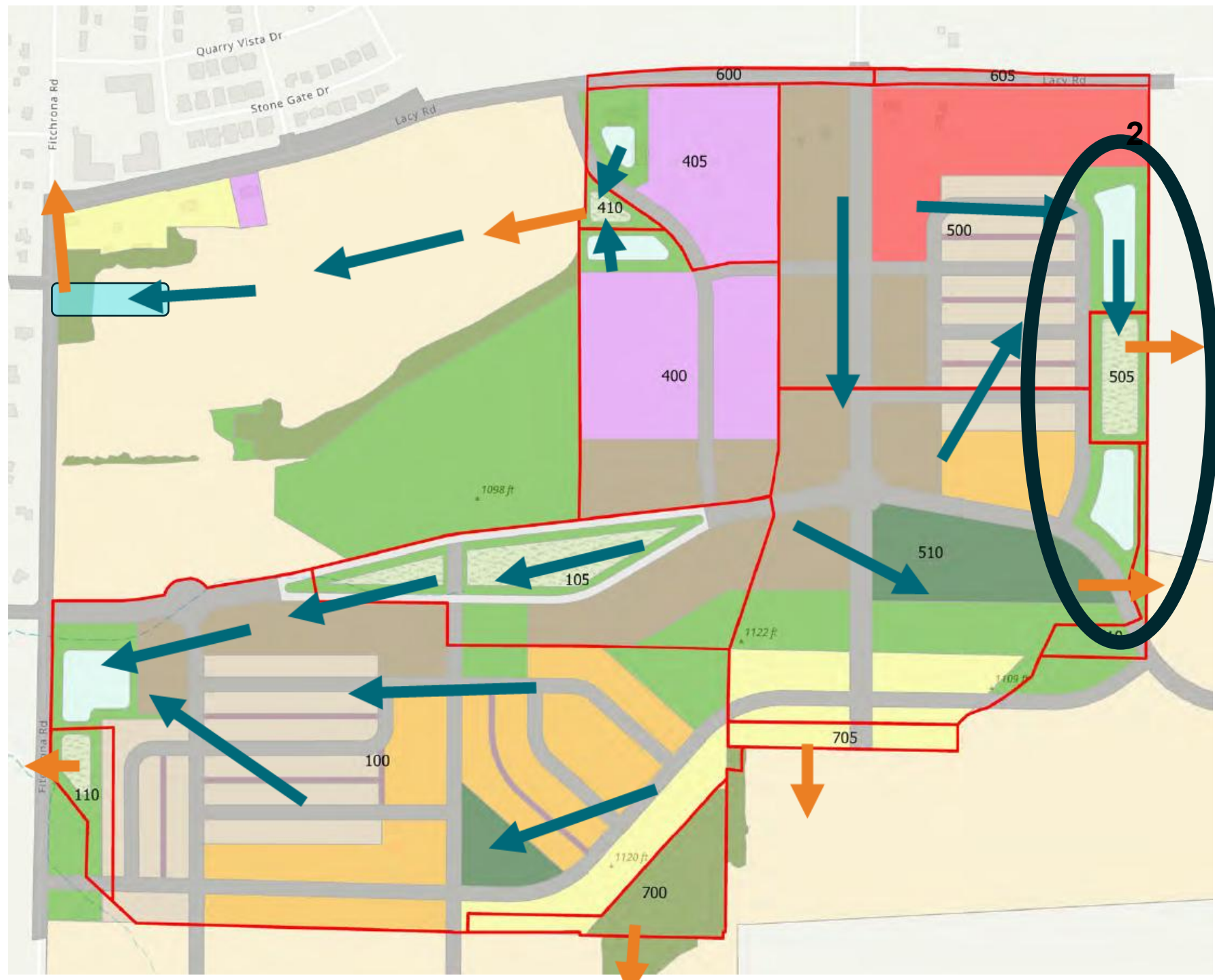
ENGINEERING REVIEW

CONCEPTUAL SWMP (WEST SECTION)

- **Drains to a closed depression results increased performance standards**

Performance Standards

- **Peak Discharge Control and Water Quality – same**
- **Infiltration** – Maintain 100% of the pre-development infiltration volume under post-development conditions.
- **Volume Control** – Post-development runoff volumes for the 1-year, 2-year, 10-year, 100-year, and 200-year, 24-hour storm event will be 10% less than the predevelopment runoff volumes.



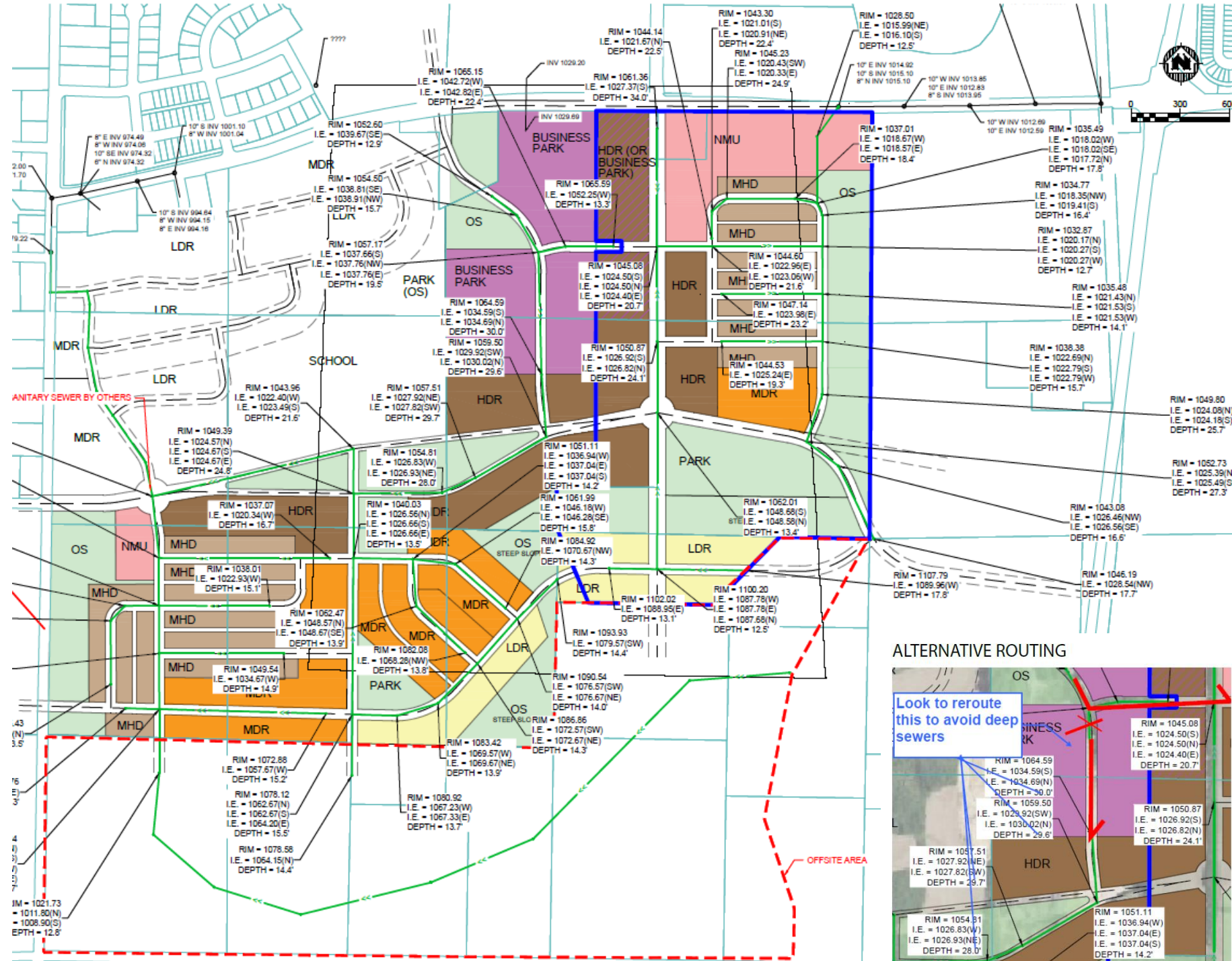
Sanitary Design

Assumptions

- Average water usage of 80 gallons per day per person
- Gravity serve sanitary service with preferred design to not exceed 30-ft depth
- Potential alternative connection to reduce pipe depth

Design

- East and West sides of development will not rely on extensions from each other
- Potential future expansion south use MMSD/Fitchrona



Sanitary Design

East side will connect to Lacy

- Allowable capacity of **0.961 cfs** (reserving 30% for additional development along Lacy Rd)
- Lowest density ranges throughout the east will be below the capacity at around **0.645-0.770 cfs** (~530-690 units)
- At the midpoint of density ranges (~1,200-1,650 units), the peak flow increase to **1.361-1.750 cfs** (which is more than full capacity of the pipe w/ no reserve: 1.153 cfs)
- Potential need to service from another pipe (e.g., along Collector A or through neighboring lands) beyond lowest density allowed

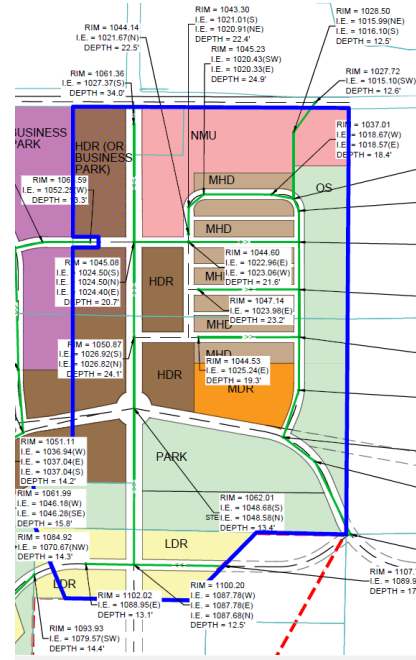


Table 4.2: Average and Peak Wastewater Flow Rates - Eastern Lands

Eastern Lands (OPTION A - HDR Flex Area)							
Land Use	Metrics			Average Flows (GPD)	Average Flows (cfs)	Peaking Factor	Peak Flow (cfs)
Low Density Residential	80 GPD/person	18 units	2.8 people/unit	4,032	0.006	4	0.025
Medium Density Res.	80 GPD/person	24 units	2.5 people/unit	4,800	0.007	4	0.030
Med-high Density Res.	80 GPD/person	102 units	2.3 people/unit	18,768	0.029	4	0.116
High Density Residential	80 GPD/person	428 units	2.0 people/unit	68,480	0.106	4	0.424
Neighborhood Mixed	80 GPD/person	137 units	2.0 people/unit	21,920	0.034	4	0.136
	1,500 GPD/acre	6.9 acres	-	10,275	0.016	2.5	0.040
Business Park	1,500 GPD/acre	0.0 acres	-	0	0.000	2.5	0.000
Offsite	80 GPD/person	0 units	2.3 people/unit	0	0.000	4	0.000
Total							0.770

Eastern Lands (OPTION B - Business Park Flex Area)							
Land Use	Metrics			Average Flows (GPD)	Average Flows (cfs)	Peaking Factor	Peak Flow (cfs)
Low Density Residential	80 GPD/person	18 units	2.8 people/unit	4,032	0.006	4	0.025
Medium Density Res.	80 GPD/person	24 units	2.5 people/unit	4,800	0.007	4	0.030
Med-high Density Res.	80 GPD/person	102 units	2.3 people/unit	18,768	0.029	4	0.116
High Density Residential	80 GPD/person	250 units	2.0 people/unit	40,000	0.062	4	0.248
Neighborhood Mixed	80 GPD/person	137 units	2.0 people/unit	21,920	0.034	4	0.136
	1,500 GPD/acre	6.9 acres	-	10,275	0.016	2.5	0.040
Business Park	1,500 GPD/acre	8.9 acres	-	13,350	0.021	2.5	0.052
Offsite	80 GPD/person	0 units	2.3 people/unit	0	0.000	4	0.000
Total							0.645

SANITARY DESIGN

West side will connect to Fitchrona Rd (or potentially MMSD)

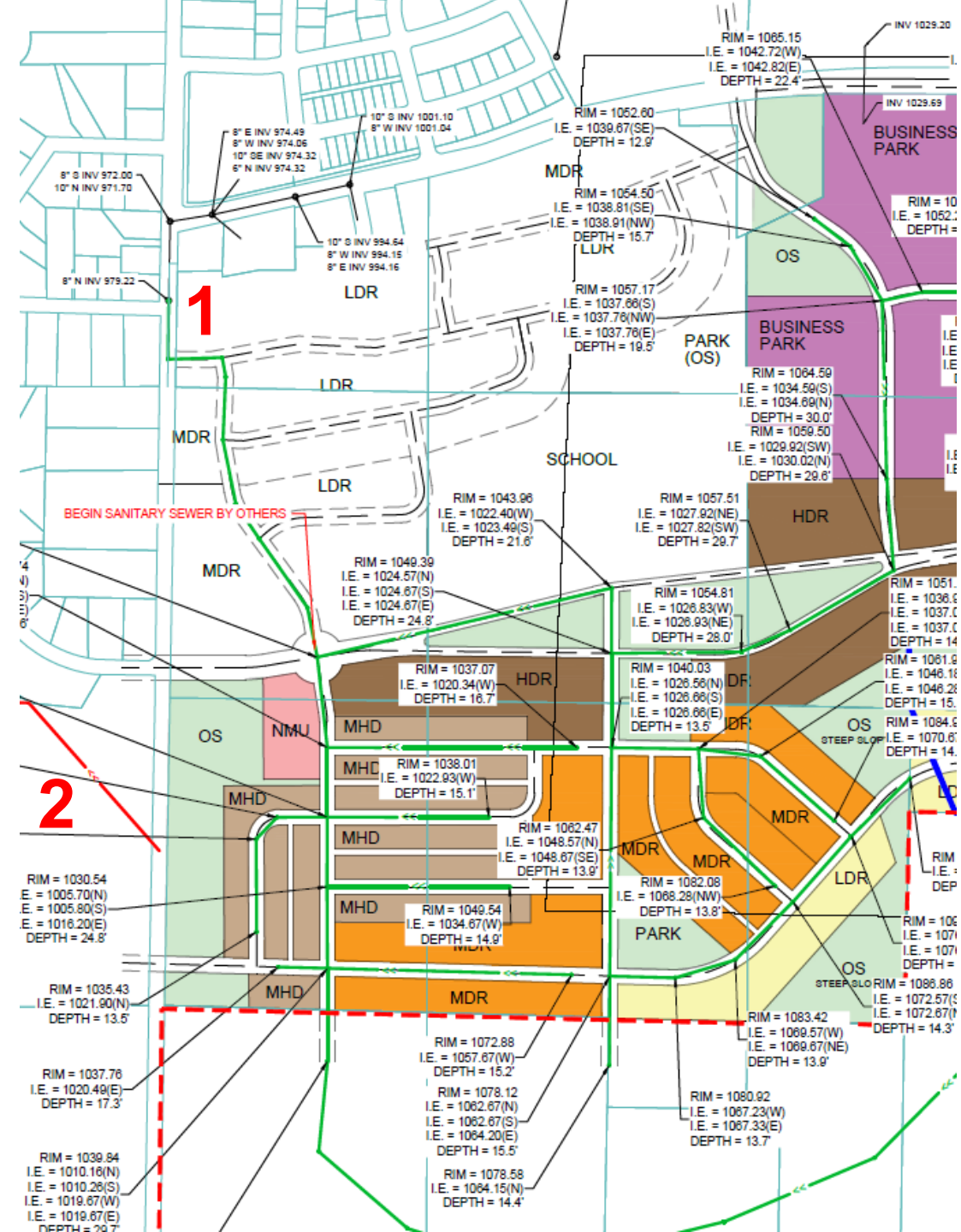
- 1. **Fitchrona Road:** 1.163 cfs sewer capacity w/ 0.446 cfs reserved for assumptions of Quarry Vista neighborhood and Subdivision NW of plan area. **Remaining capacity is: 0.716 cfs.**

Will require:

- upgrading the 10" pipe on Fitchrona Road
- likely cannot serve entire west portion of the neighborhood

- 2. **MMSD** plans to extend service to this area; however...

- a planned development may impact placement of the extension and not currently designed.



Sanitary Design

West side will connect to Fitchrona/MMSD

- Allowable capacity of **0.716 cfs** (with reserves for planned dev.)
- Lowest density ranges throughout the east will be below the capacity at around **0.915 cfs** (~720 units)
- At the midpoint of density ranges (~1,520 units), the peak flow increases to **1.736 cfs** (additional off-site south and east)
- **1.163 cfs** current capacity of pipe, if development planned for coming years at lower need potentially lowest density in SSPN is possible from Fitchrona pipe
- Otherwise, services from another pipe (e.g., MMSD) or upsizing Fitchrona will be necessary

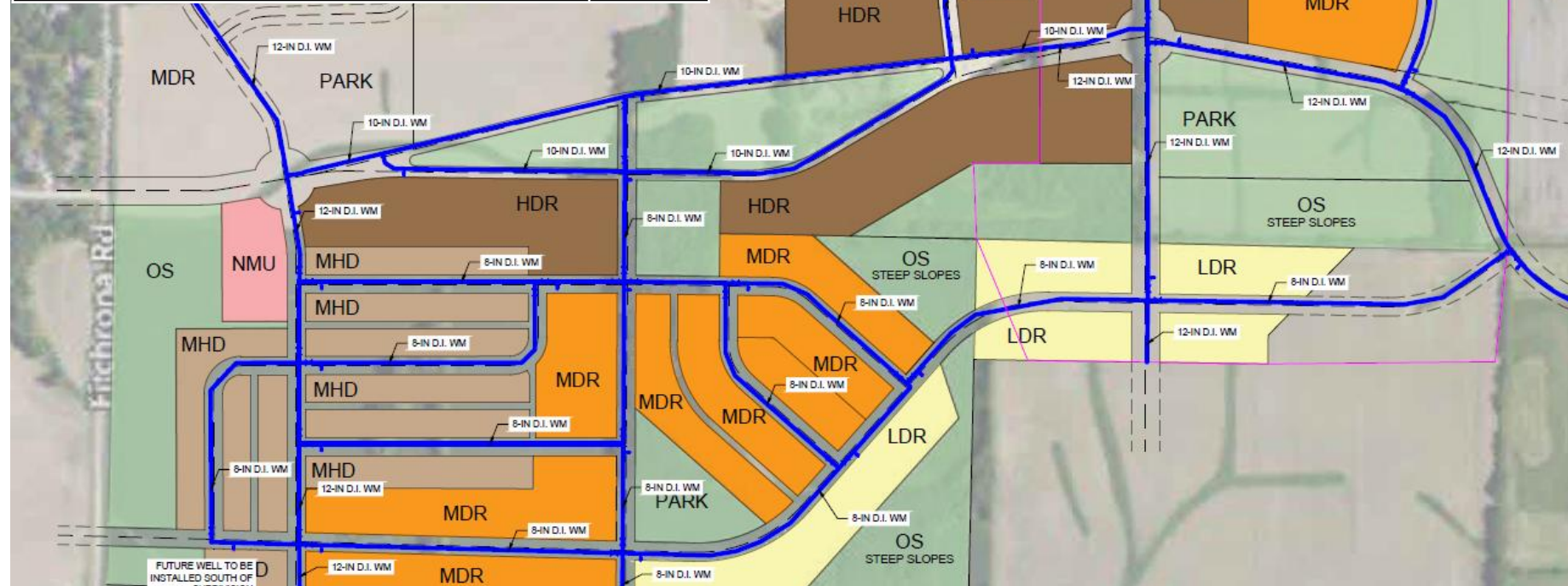
Table 4.1: Average and Peak Wastewater Flow Rates - Western Lands

Western Lands							
Land Use	Metrics			Average Flows (GPD)	Average Flows (cfs)	Peaking Factor	Peak Flow (cfs)
Low Density Residential	80 GPD/person	11 units	2.8 people/unit	2,464	0.004	4	0.015
Medium Density Res.	80 GPD/person	123 units	2.5 people/unit	24,600	0.038	4	0.152
Med-high Density Res.	80 GPD/person	155 units	2.3 people/unit	28,520	0.044	4	0.177
High Density Residential	80 GPD/person	410 units	2.0 people/unit	65,600	0.101	4	0.406
Neighborhood Mixed	80 GPD/person	22 units	2.0 people/unit	3,520	0.005	4	0.022
	1,500 GPD/acre	1.1 acres	-	1,650	0	0	0
Business Park	1,500 GPD/acre	24.6 acres	-	36,900	0.057	2.5	0.143
Offsite	80 GPD/person		2.5 people/unit	0	0.000	4	0.000
Total							0.915

Preliminary Watermain Layout

- **Connected and Looped System**
- **Sizing**
 - 12" on Commerce Park and Collector 'C'
 - 10" Collector 'A', Business Park + Multi-Family Res.
 - 8" Lower Density Res.
- **Connections**
 - No extensions to Fitchrona
 - Connect to planned neighborhood
- **No need for other water infrastructure** (e.g., well or reservoir)

All Lands			
Land Use	Metrics		Average Flows (GPD)
Low Density Residential	220 GPD/unit	50 units	11,000
Medium Density Residential	145 GPD/unit	206 units	29,870
Med-high Density Residential	145 GPD/unit	414 units	60,030
High Density Residential	130 GPD/unit	2,100 units	273,000
Neighborhood Mixed Use	130 GPD/unit	398 units	51,740
	1,500 GPD/acre	14 acres	20,550
Business Park	1,500 GPD/acre	25 acres	36,900
Total			483,090



ENGINEERING

Traffic

TRIP GENERATION

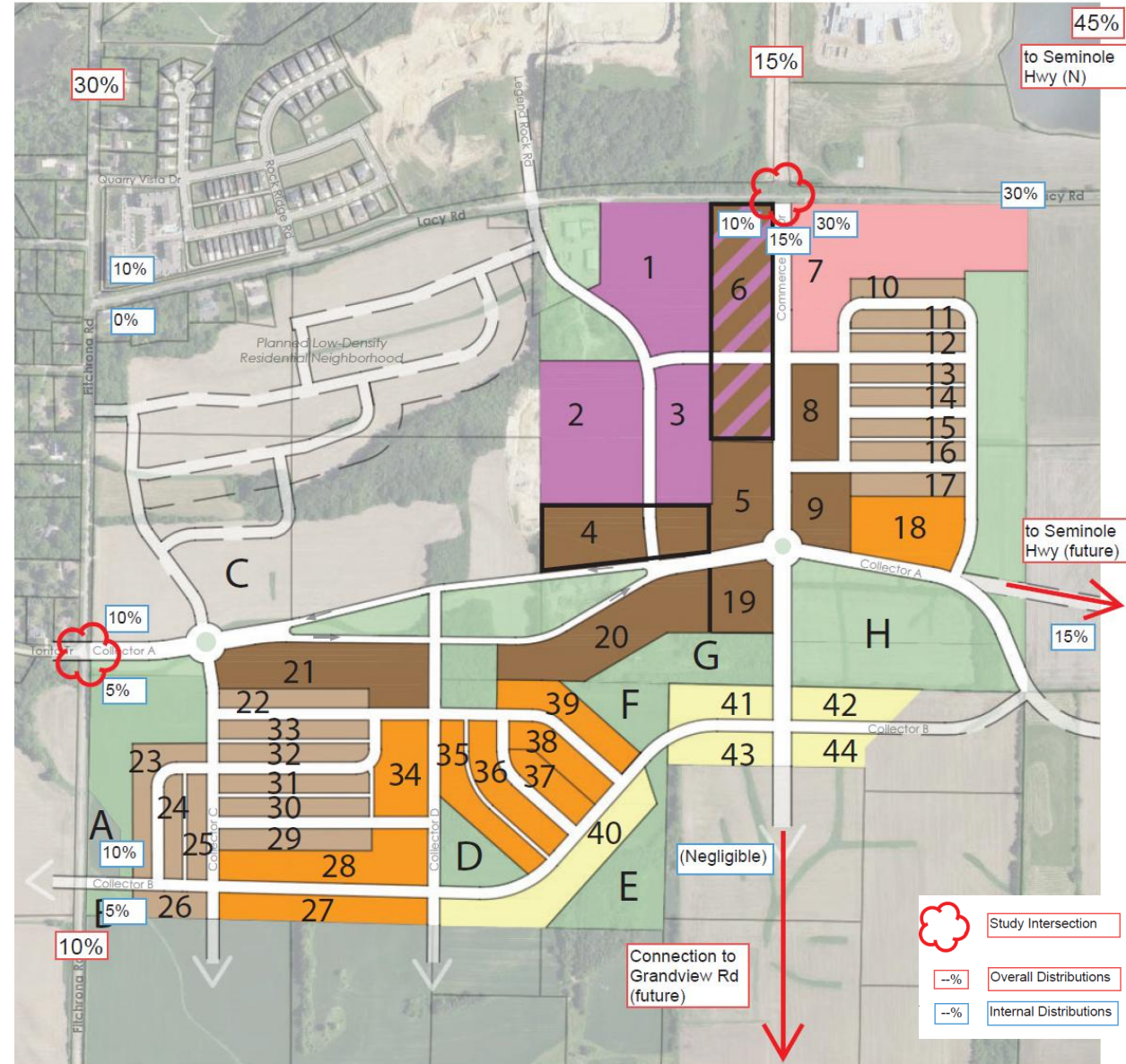
- Determining new trips into the neighborhood
- 2 versions based on flexible land uses at lot #6

Option A: All lands are Residential

Option B: Business Park uses *(no residential)*

NEW TRIP Comparison

- **Option A (all residential):**
 - 1,935 AM Total Trips
 - 2,180 PM Total Trips
- **Option B (all business park):**
 - 2,005 AM Total Trips,
 - 2,255 PM Total Trips



MOBILITY RECOMMENDATIONS

- T1.** When warranted by delay or safety concerns, consider a roundabout at the Lacy Road & Commerce Park Drive
- T2.** When Collector A is constructed to connect to Fitchrona Rd, construct a southbound left turn lane to Fitchrona Road at Collector A.
- T3.** Evaluate the addition of bike lanes to Commerce Park Drive within the SSPN and along Collectors A and B to connect to existing bike lanes on Lacy Road.
- T4.** Concurrent with future development, extend Commerce Park Drive from the limits of the South Stoner Prairie development to Grandview Road.
- T5.** Consider expansion of bus service to accommodate existing and new residential/business development in the area. Bus service could also link South Stoner Prairie to the Fish Hatchery Road rapid transit (BRT) line.
- T6.** Consider a multi-use trail connection to the Badger State Trail and existing North Stoner Prairie Neighborhood trail network to the north and east of the South Stoner Prairie development as future development occurs.

MOBILITY RECOMMENDATIONS

T7. Work with Verona School District to provide an internal circulation system that provides safe routes to school for adjacent Stoner Prairie Grade School and Savanna Oaks Middle School with consideration for additional connections as needed to reduce the amount of school peak-hour traffic that now uses the local street system.

T8. Extend Collector A from the limits of the South Stoner Prairie development to connect to Seminole Highway. Evaluate adding roundabout intersections as appropriate from Fitchrona to Seminole Highway to reduce traffic congestion and increase safety. *Ensure roundabouts are designed to safely accommodate bicyclists and pedestrians.*

T9. As development advances southward along Seminole Highway, extend Badger State Trail connections to intersect with the proposed SSPN internal trail network to promote regional neighborhood connectivity and enhance multimodal commuting opportunities (*also see T6 and T7*).

T10. Consider installation of advisory bike lanes (or sharrows) on local roads with lower speeds and traffic volume to encourage road sharing (*for use where on-road bike lanes are not feasible or roads are intentionally kept narrow to reduce motor vehicle speeds*).

REMAINING PROCESS

Remaining Process

- **TONIGHT** - Plan Recommendation
- Committee/Commission Reviews (*staff only*)
- Presentation at Plan Commission
- Public hearing at Plan Commission
- Council Public Hearing and Adoption

THANK YOU!