



# **CITY OF FITCHBURG - GREENFIELD NEIGHBORHOOD PLAN**

May 29<sup>th</sup>, 2025

Steering Committee Mtg #6



## MEETING ACTIVITIES

- Updates to the Plan
- Sanitary + Water Design
- Traffic Analysis
  
- **Committee Questions**
- **Public Comment**
- **Committee Discussion**
- **Consider Recommending Plan 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

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

### Chapter 2: Vision, Goals, & Guidelines 15

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Chapter 2 establishes the vision, strategies, design guidelines to guide the future growth of the Greenfield Neighborhood study area.

### Chapter 3: Land Use 36

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Chapter 3 looks at a variety of factors that impact the current and future development in the Greenfield Neighborhood, developing a series of land use diagrams to facilitate discussion about land use, design preferences, and general road pattern. This chapter provides the recommended land use concept for the neighborhood.

### Chapter 4: Engineering 59

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Chapter 4 reviews 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

*Greenfield Neighborhood will balance residential and economic growth while preserving the local character and quality of life of its current and future residents.*

## Goals

*Goals and strategies will guide the development of the Greenfield Neighborhood.*



**Housing**



**Mobility**



**Economy**



**Quality of Life**



**Sustainability**

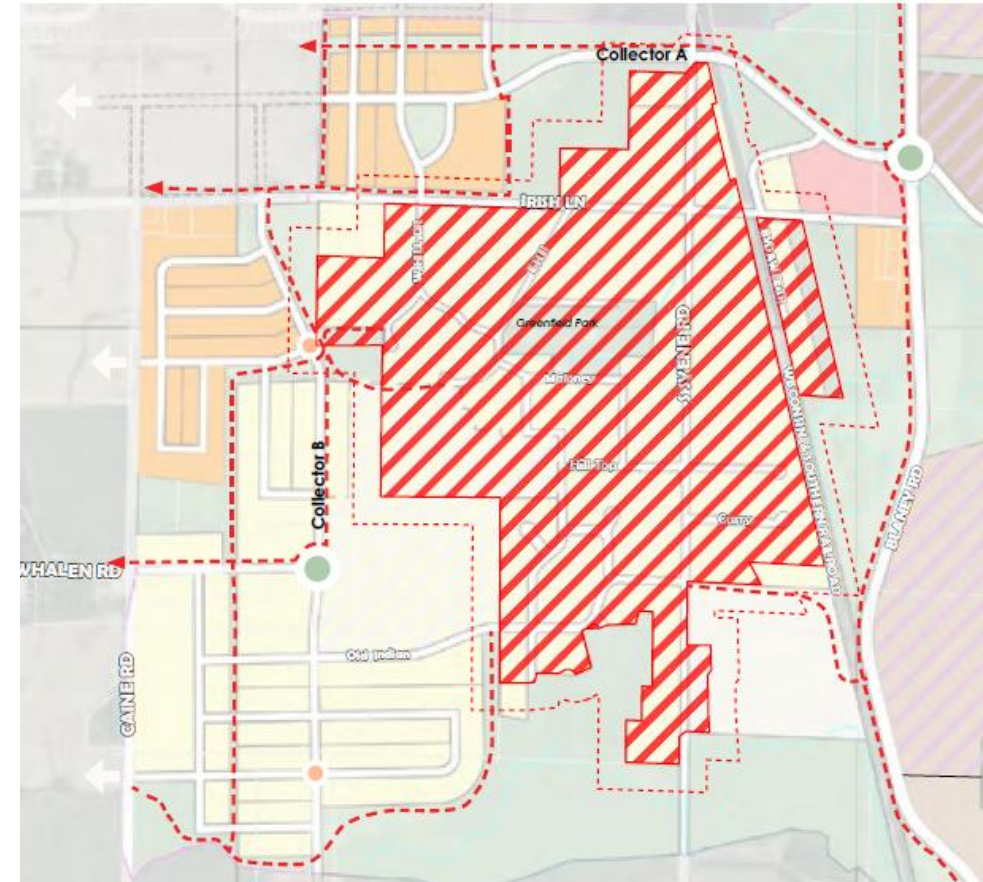


# 1. Housing Goal

Additional housing options will be provided in the neighborhood, but will be strategically placed, designed and buffered to be compatible with the existing Greenfield residents.

## Strategies

1. Encourage ~~development with a mix of residential densities~~ a variety of housing types, forms, price points and tenures in the neighborhood, locating the least dense housing next to existing residential lots.
- ~~2. Establish standards to~~ Encourage well-designed developments that mitigate any potential conflicts in providing a mix of housing types.
3. **New development adjacent to the existing established Greenfield neighborhood should include mitigation techniques to maintain the general local character of this neighborhood.**
4. Encourage Traditional Neighborhood Design (TND) developments that allow for 'missing middle' and small-lot housing.





## 2. Economy Goal

Employment and goods/services will be strategically located and connected to reduce the dependency on longer vehicle travel and to provide local and convenient options near the neighborhood.

### Strategies

1. Commercial uses and building forms will be compatible with general neighborhood context.
2. Promote flexible land uses east of the tracks that allow for either gentle increases in residential density or business park to respond to market needs and landowner interests.



## 3A. Mobility Goal

Support future regional transportation connections that limit impacts on Greenfield's local streets as the regional ~~and Fitchburg's neighbors~~ continues to grow.

### Strategies

- Develop a contiguous bike network through the neighborhood, connecting to the rest of the City and to the greater Dane County trail system
- Encourage alternative north-south and east-west collector streets that shift traffic growth away from S. Syene and Irish Lane.
- Continue considerations of a USH 14 interchange between the Lacy Road and MM interchange to plan for regional transportation needs.



## 3B. Mobility Goal

Implement safe, convenient and attractive streets for everyone regardless of age, ability or mode of transportation (pedestrian, bike, vehicle, transit).

### Strategies

1. Provide sidewalks and bike facilities (if appropriate) along all streets to promote walkability and connectivity.
2. Promote narrower streets to increase pedestrian safety and to develop land more sustainably.
3. Encourage proposed streets to connect to existing streets and intersections, wherever practical.
4. Utilize traffic calming measures (e.g., bump-outs, traffic circles, speed tables, rectangular rapid flash beacons) where appropriate to create a better street environment for pedestrians and cyclists.
5. **Design streets, multi-use paths, and trails that include adequate lighting to ensure safety of users.**



## 4. Quality of Life Goal

Create and maintain open spaces accessible to all residents for recreation and neighborhood character preservation.

### Strategies

- Plan and design public infrastructure that is sustainable, attractive and low maintenance.
- Design new neighborhood residential areas around community gathering places.
- ~~A variety of park types and sizes should be planned to meet the needs of Greenfield residents. Plan for parks that vary in size and facilities to fulfill ranging neighborhood recreation interests consistent with the Fitchburg Parks and Open Space Plan.~~
- Make intentional multi-modal connections between local and regional park/open space areas, especially developing a path through a proposed Moraine Edge Corridor.





## 5A. Sustainability Goal

~~Promote the use of diverse sustainable development practices. Encourage the preservation of existing natural features and habitats as well as the restoration of native plant communities.~~ Create an economically and environmentally sustainable development pattern, protecting existing natural features.

### Strategies

1. Provide adequate vegetative buffers between development and natural features.
2. **Integrate environmental corridors and open space into a comprehensive stormwater management system that provides key ecosystem services on a regional scale where appropriate.**
3. Integrate environmental features into the neighborhood as common open spaces for active or passive recreation, public gathering spots, or flood protection and stormwater management.
4. ~~Consider opportunities for alternative energy use within neighborhood design. Orient streets and homes to maximize available sunlight exposure for the installation of rooftop solar panels.~~ [removed line is part of the strategy description]



## 5B. Sustainability Goal

Consider the historical significance of the neighborhood, especially opportunities to preserve farm fields and implementation of low-impact development techniques for infrastructure design.

### Strategies

1. Strategically preserve natural lands and existing farmland that can complement neighboring housing developments.
2. Ensure, **through the development review process, that** site development and infrastructure improvements occur in area with least possible impact to natural environments.
3. Encourage landscaping practices on public and private property that help to filter and infiltrate rainwater.
4. **Encourage energy-efficient buildings consistent with the city's existing energy targets.**

## Placemaking – Design Guidelines

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

### Topics:

#### 1. Eco/Sustainable Design

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

#### 2. Site Planning

- minimize disturbance of existing terrain, preserve native trees, match adjacent building setbacks, primary entrance fronting public street

#### 3. Signage & Lighting

- appropriately-scaled signage, monument-style freestanding signs, full-cut lights

## Placemaking – Design Guidelines

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

Topics:

### 4. Architecture & Design

- vertical proportions and massing, street-facing facade materials, clearly-defined entrances, screened service areas

### 5. Parking, Screening & Landscaping

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

### 6. Agrihood

- preserve natural resources, maintain 60%-70% as farmland open space, include shared use trails, encourage engagement with food-production spaces

## Placemaking – Design Guidelines

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

### Topics:

**7. 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 (<9U))*

- Developments with multiple buildings, locate buildings with least intensive character nearest/abutting LI developments
- Buildings  $\leq 35'$  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

# **PREFERRED CONCEPT & FUTURE LAND USE**

*UPDATES*

## 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**.



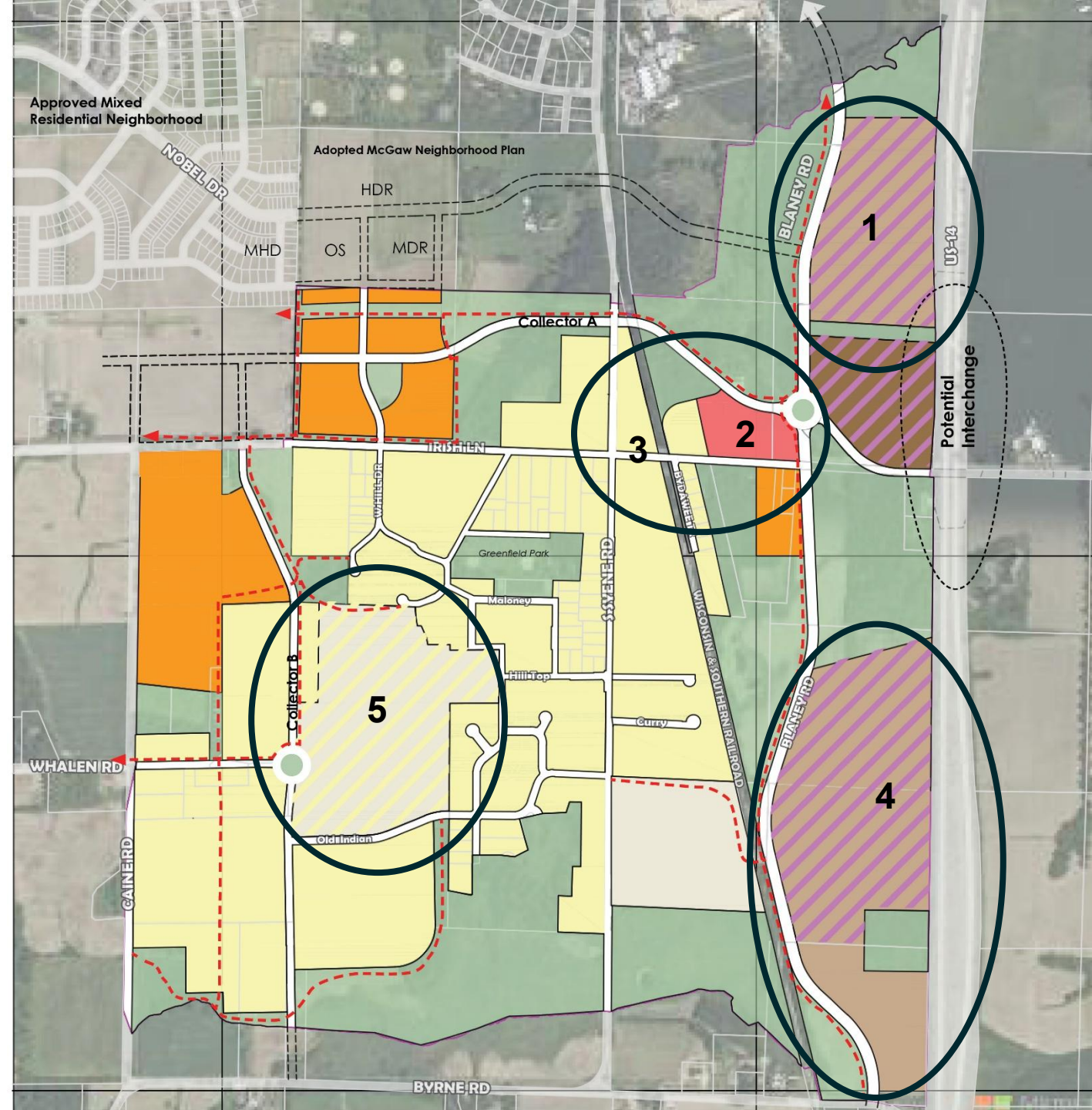
### What it is NOT

- **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

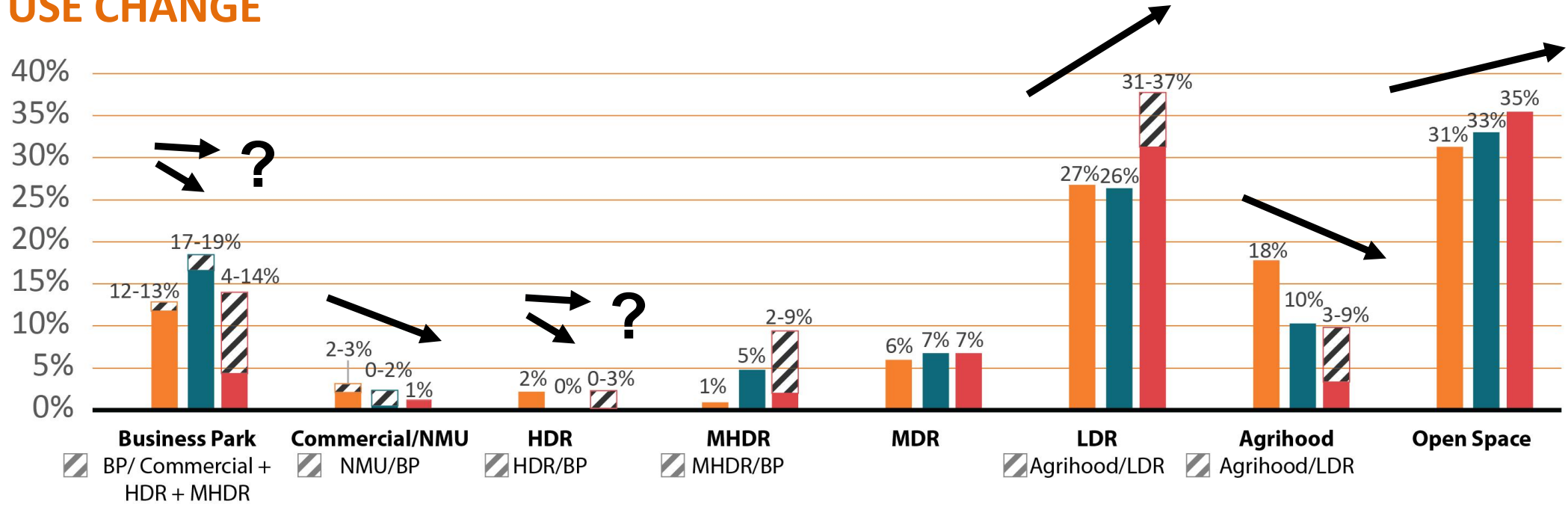
## Proposed Future Land Use Map

Changes based on: SC Meeting (09.19.24)

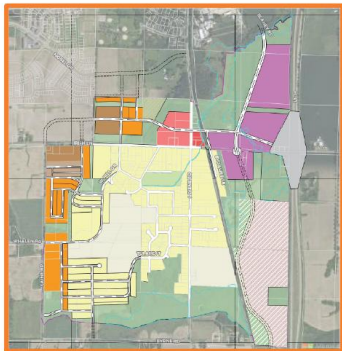
- 1. Flexibility of Land Use:** keep HDR/Business Park as is and change Business Park to MDHR
- 2. MHD/NMU:** remove MHD flexibility to NMU only
- 3. Irish Lane / Railroad:** bring back Irish Lane / railroad crossing
- 4. Flexible Use Policy/Strategy:** Allow flexibility of use & prevent creation of isolated residential area
- 5. Policy / Strategy :** Allow flexibility of use & add policy to ensure agriculture use is compatible with the surrounding residential area



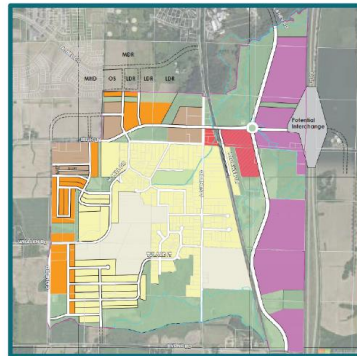
# LAND USE CHANGE



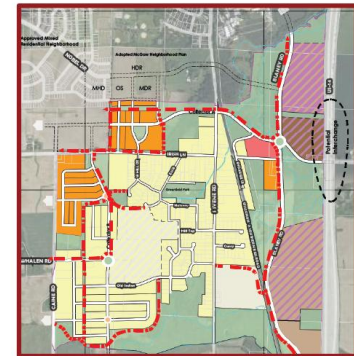
**Refined Land Use**



**Updated Land Use**

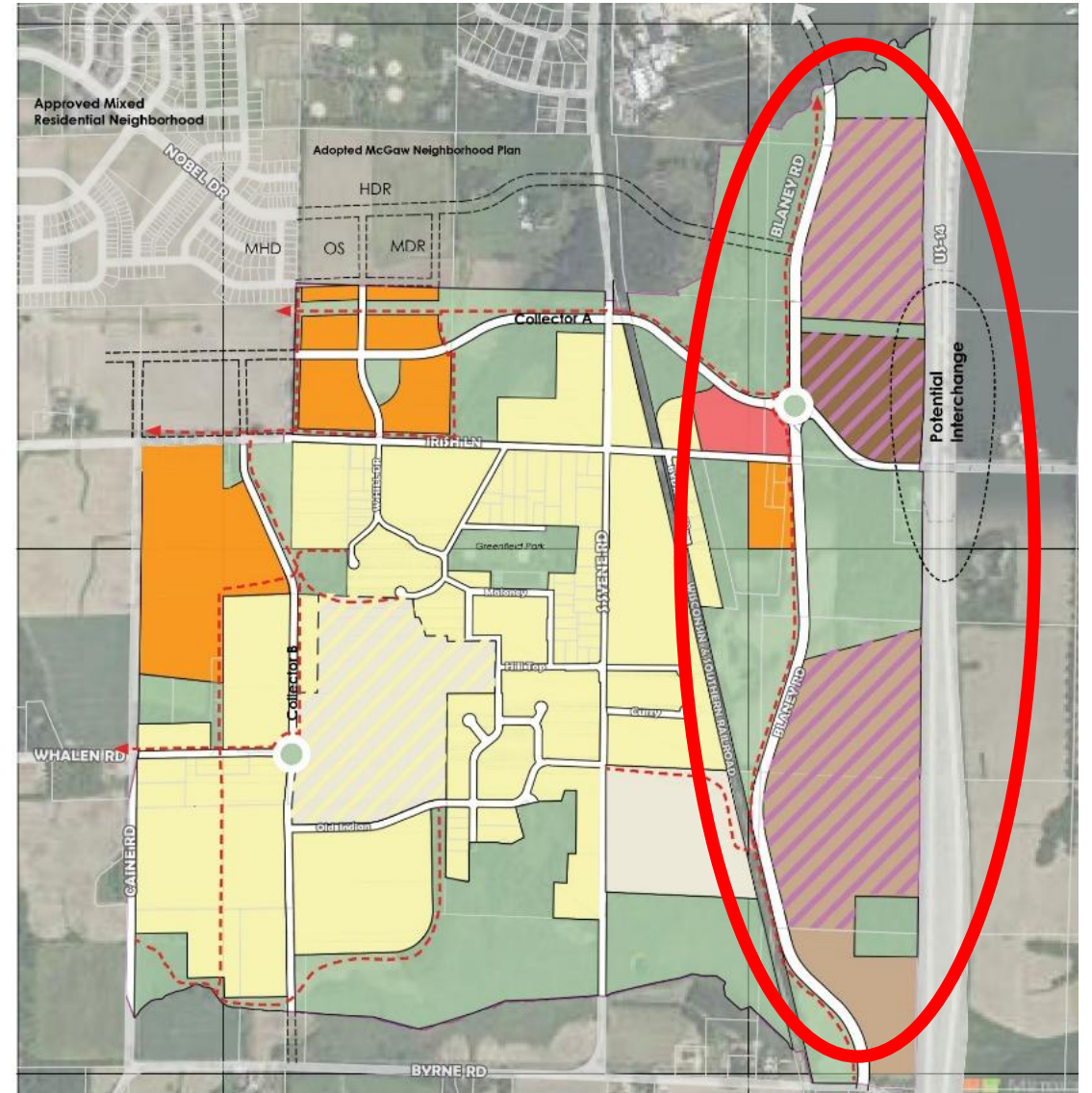


**Preferred Concept**



## Potential Housing Units

- **1,073-4,259** Total Housing Units at full buildout (includes neighborhood)
  - based on Land Use Scenario using Comp Plan FLU Categories (assuming Low to Mid Range)
- **Scenario A** (all residential in flex):  
**2,425 - 4,259 units**
- **Scenario B** (all business park in flex):  
**1,073 - 1,688 units**

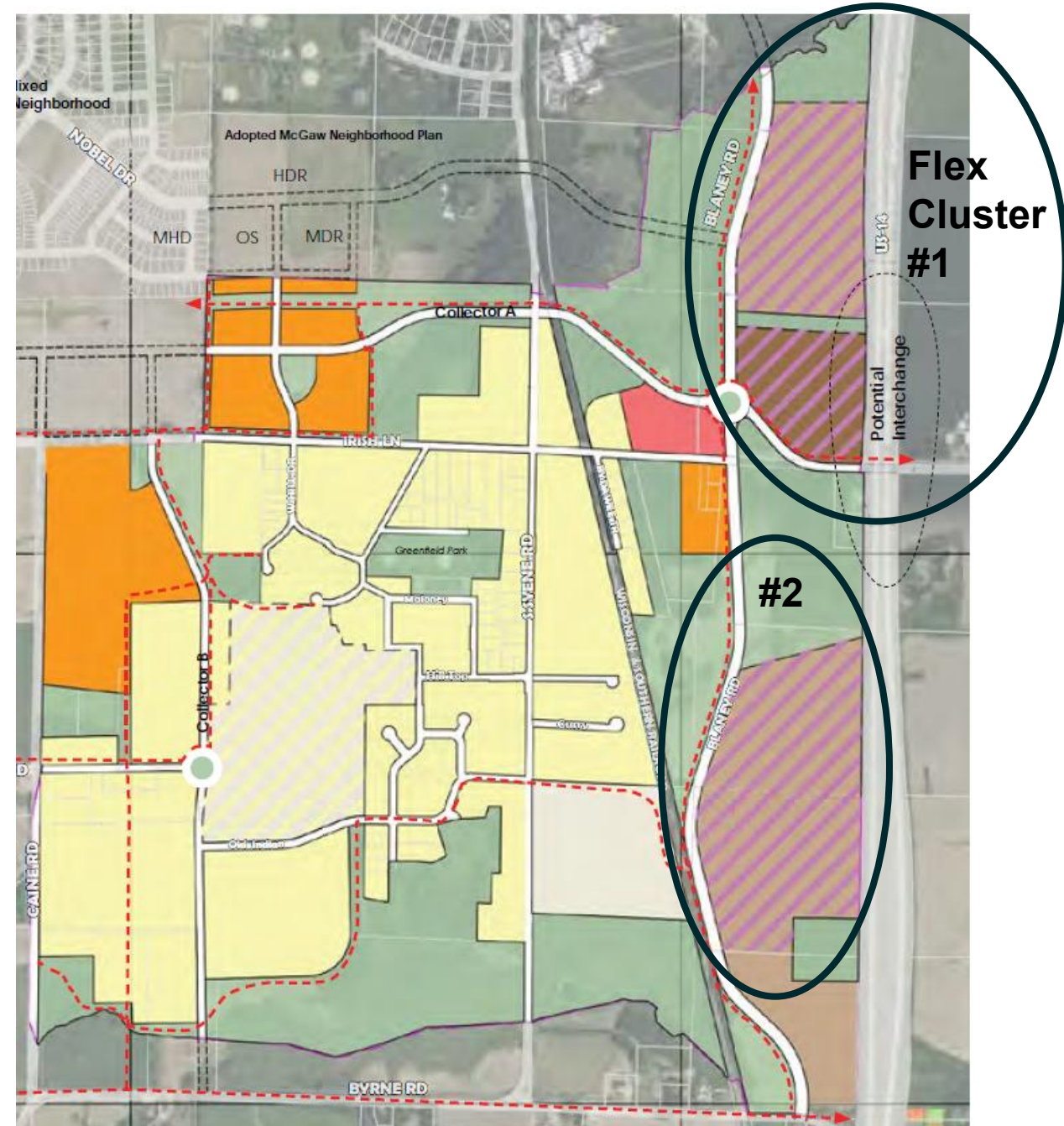


## Future Land Use (FLU) Map



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

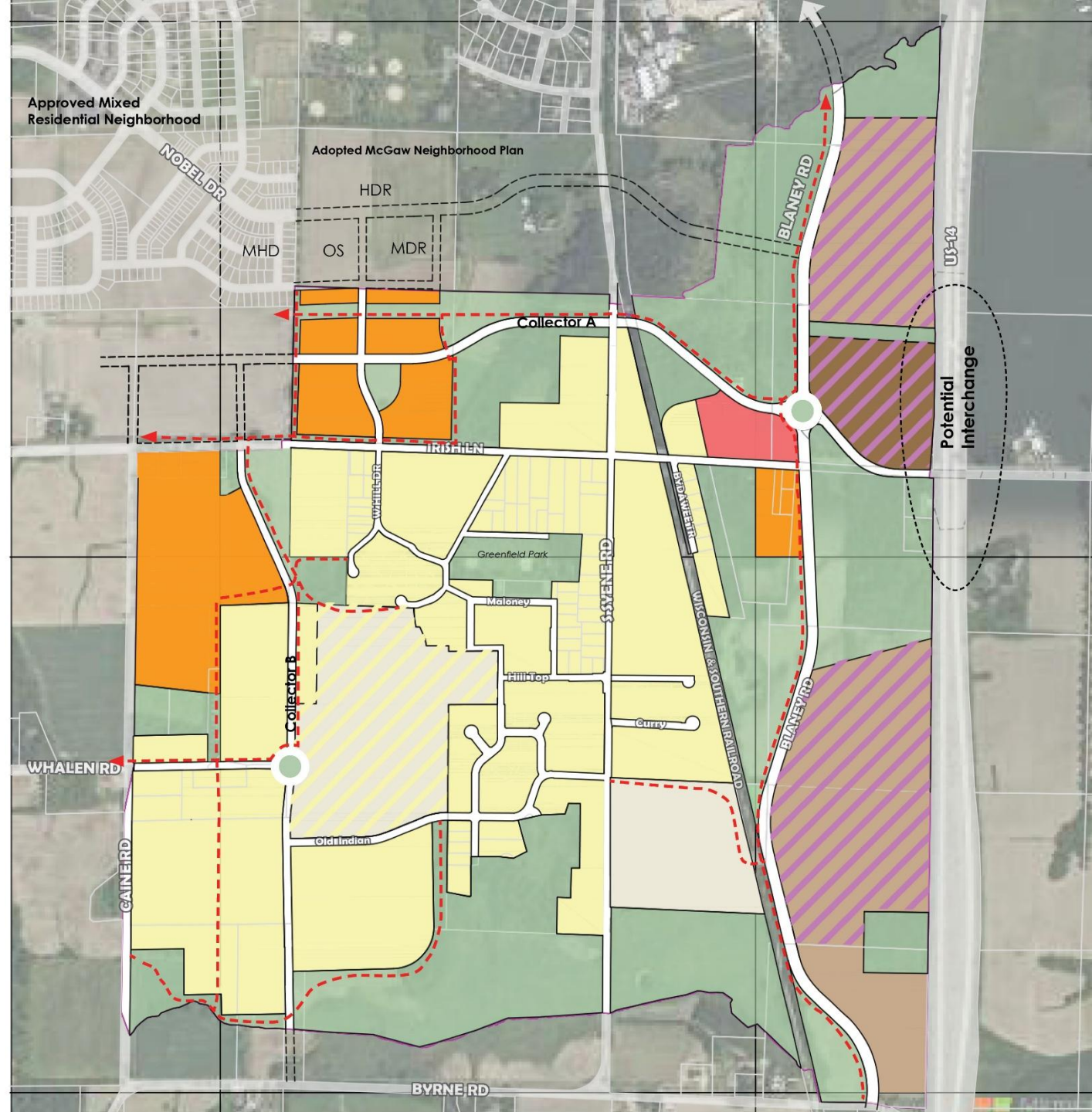
### This FLU Map includes:

- 2 Clusters of Flex area (BP/Residential) along Blaney Rd – 50% coverage of either use in a cluster requires the remaining lands to also develop per that use allowances (Strategy #2.2)
- Extending Commerce Park Drive and additions of Collectors 'A' – 'B' (exact placement of these roads is dependent on developer proposed design)



## Proposed Future Land Use Map

- 0-123 A.** Business Park  
*(Range to include hatched areas)*
- 0-22 A.** High Density Residential  
*(Range to include hatched areas)*
- 17-118 A.** Medium-High Density Residential  
*(Range to include hatched areas)*
- 59 Acres** Medium Density Residential
- 7 Acres** Neighborhood Mixed Use
- 270-325 A.** Low Density Residential  
*(Range to include hatched areas)*
- 29-84 A.** Farming/Agrihood  
*(Range to include hatched areas)*
- 308 Acres** Parks, Stormwater Management, & Open Space
-  Potential Roundabout
-  Proposed Trails



# **ENGINEERING**

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## Conceptual Stormwater Management Plan



## CONCEPTUAL SWMP

### Post-Development Performance Standards

#### Peak Discharge Control:

- Match **pre-development rates\*** for the 1-, 2-, 10-, 100-, and 200-year, 24-hour storm events.

*\* Rates typically based on present conditions (which would be mostly cropland in this study area). To improve conditions, rates are considering pre-settlement conditions.*

#### Infiltration Volume:

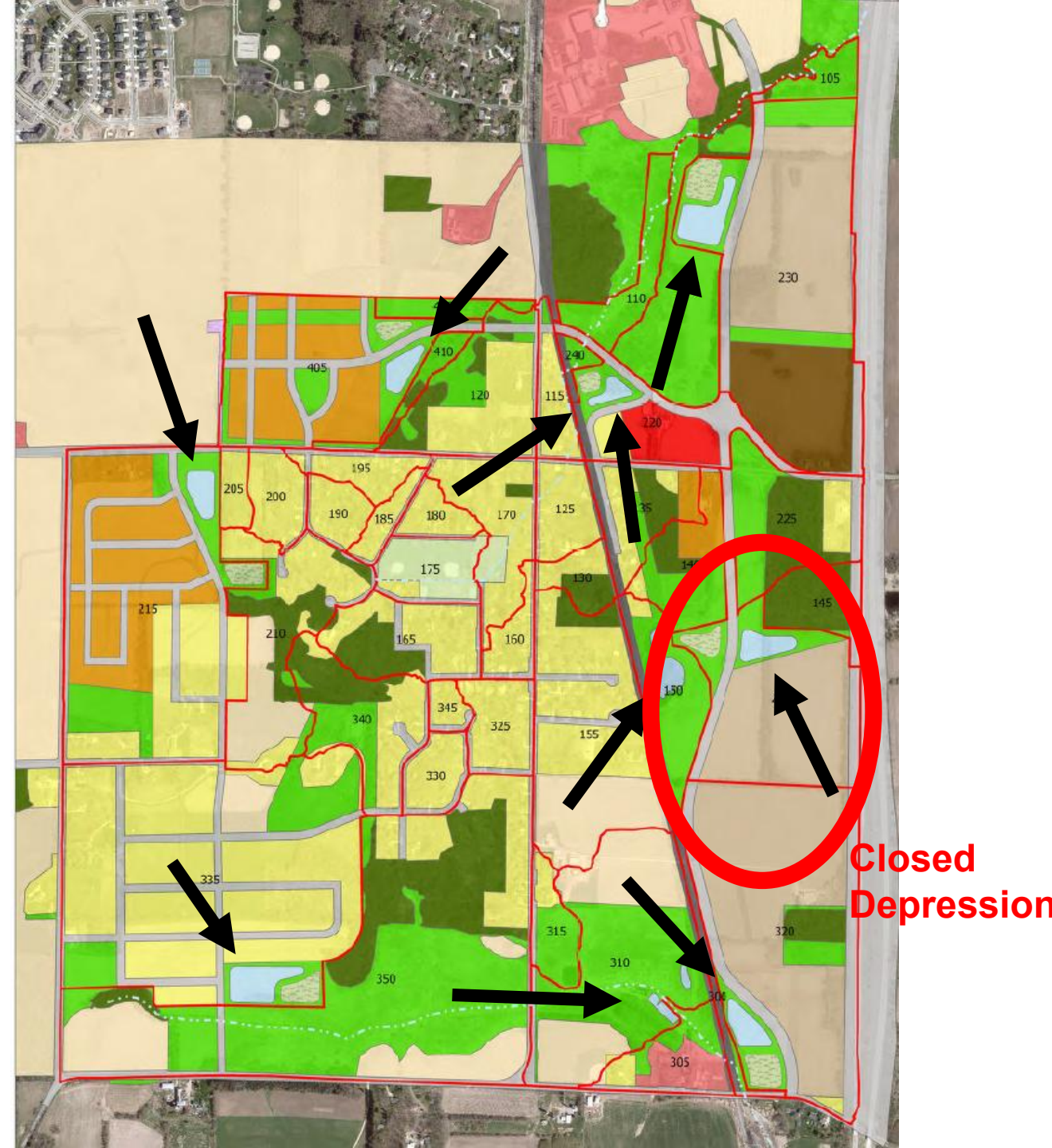
- Maintain **100%** of the pre-development infiltration volume (previously at 90%)

#### Water Quality:

- Retain **80%** of Total Suspended Solids, compared to no controls.

#### Closed Depressions:

- Establish a flood protection elevation equivalent to standing water level that would result from back-to-back 100-year runoff events.



## Stormwater Recommendations and Improvements

### Extension of Blaney Rd (South of Irish Ln):

- Lower closed depression overflow elevation (*east of the railroad tracks*)
- Consider improvements to drainageway (*headed north*)

### Meet the standards described in previous slides, using a pair system approach

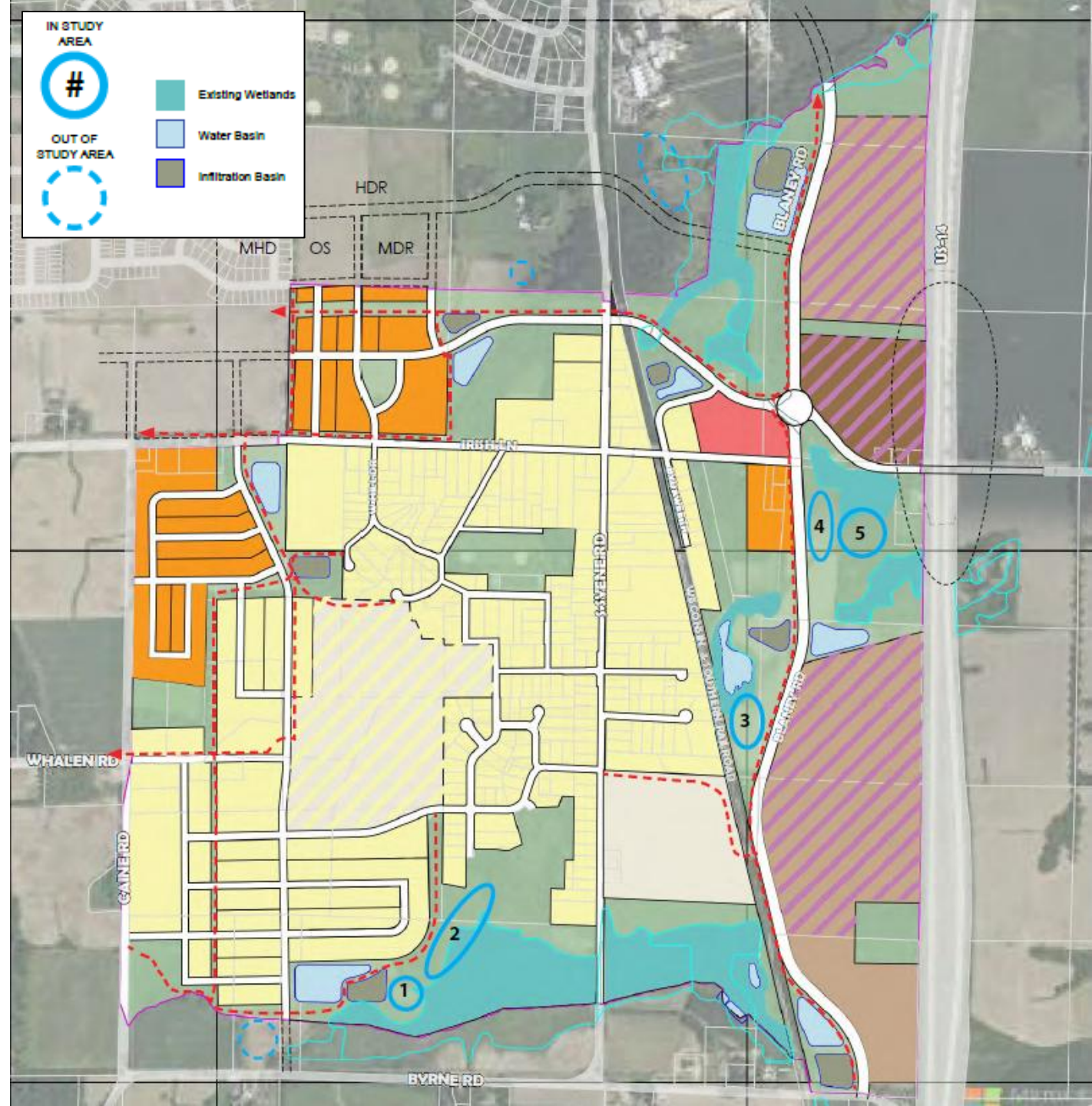
(*wet + dry infiltration basins*)

### New culverts under roadway crossings:

- Convey runoff from the 200-year, 24-hour storm event

### Stormwater facilities:

- Integrate into landscape to support restoration of natural landscape (*including restored/ enhanced wetlands*)



# **ENGINEERING**

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Preliminary Water Design

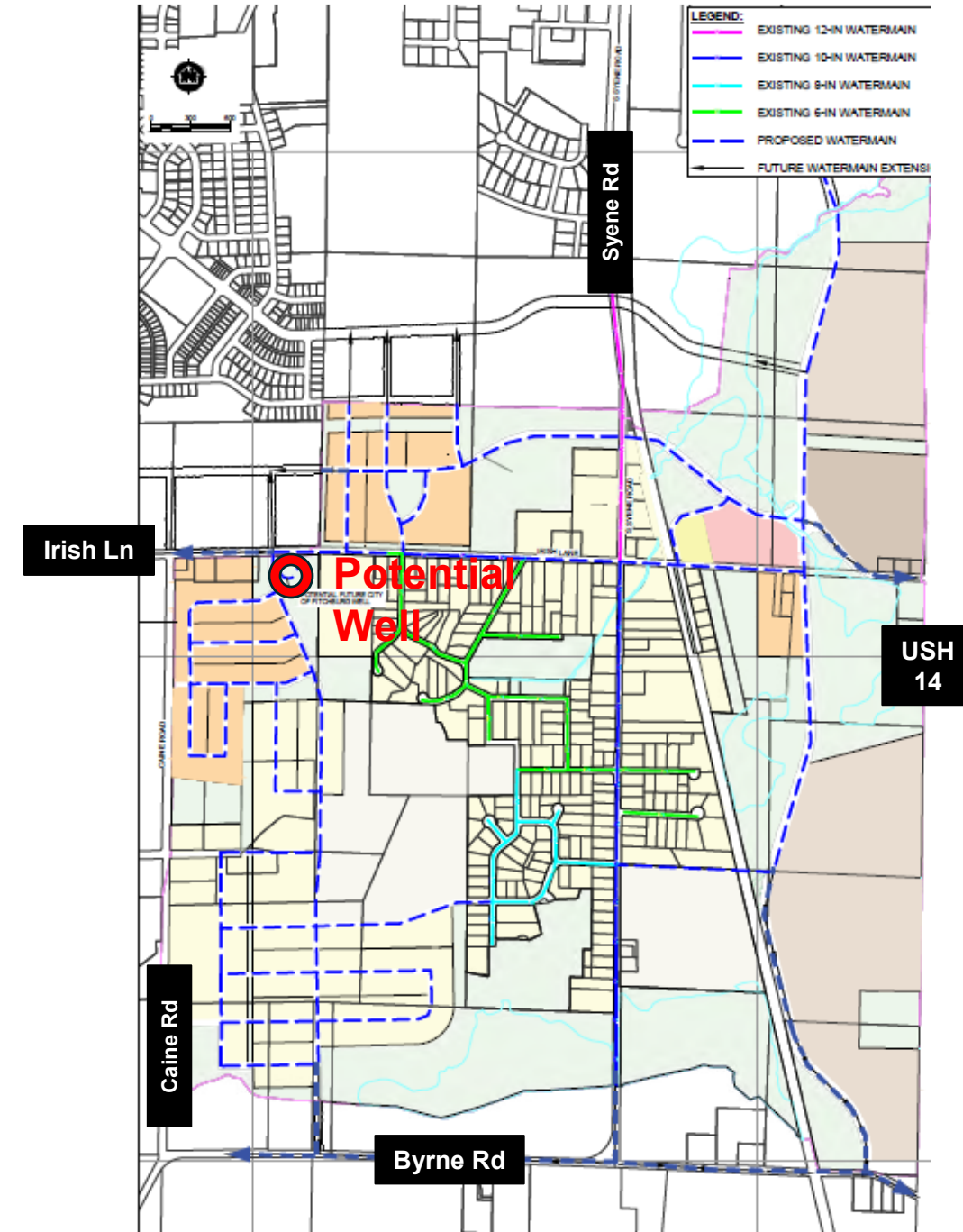
## PRELIMINARY SANITARY DESIGN

- The **average** water demand for the proposed development is estimated to be **431,171 - 620,841 gallons per day**
- **Max day**, the estimated peak water demand for the development would be **866,654 -1,247,890 gallons per day**
- A **well** will be needed with **likely location south of Irish Lane west of the established neighborhood** (red circle)
- **Water looping** is shown on Byrne Road, and on private land between Blaney Road and Syene Road (at Old Indian).

Approximate pipe sizing per area is as follows:

- **12"** along Blaney Rd, Irish Ln, and (potentially) Byrne Road.
- **10"** along Collectors 'A' and 'B', Syene Road (south end), and within Business Park and Higher-Density Res. Areas (BP/HDR)
- **8"** for all other Lower Density Residential areas (LDR/MDR)

Figure 4.8: Proposed Watermain Layout



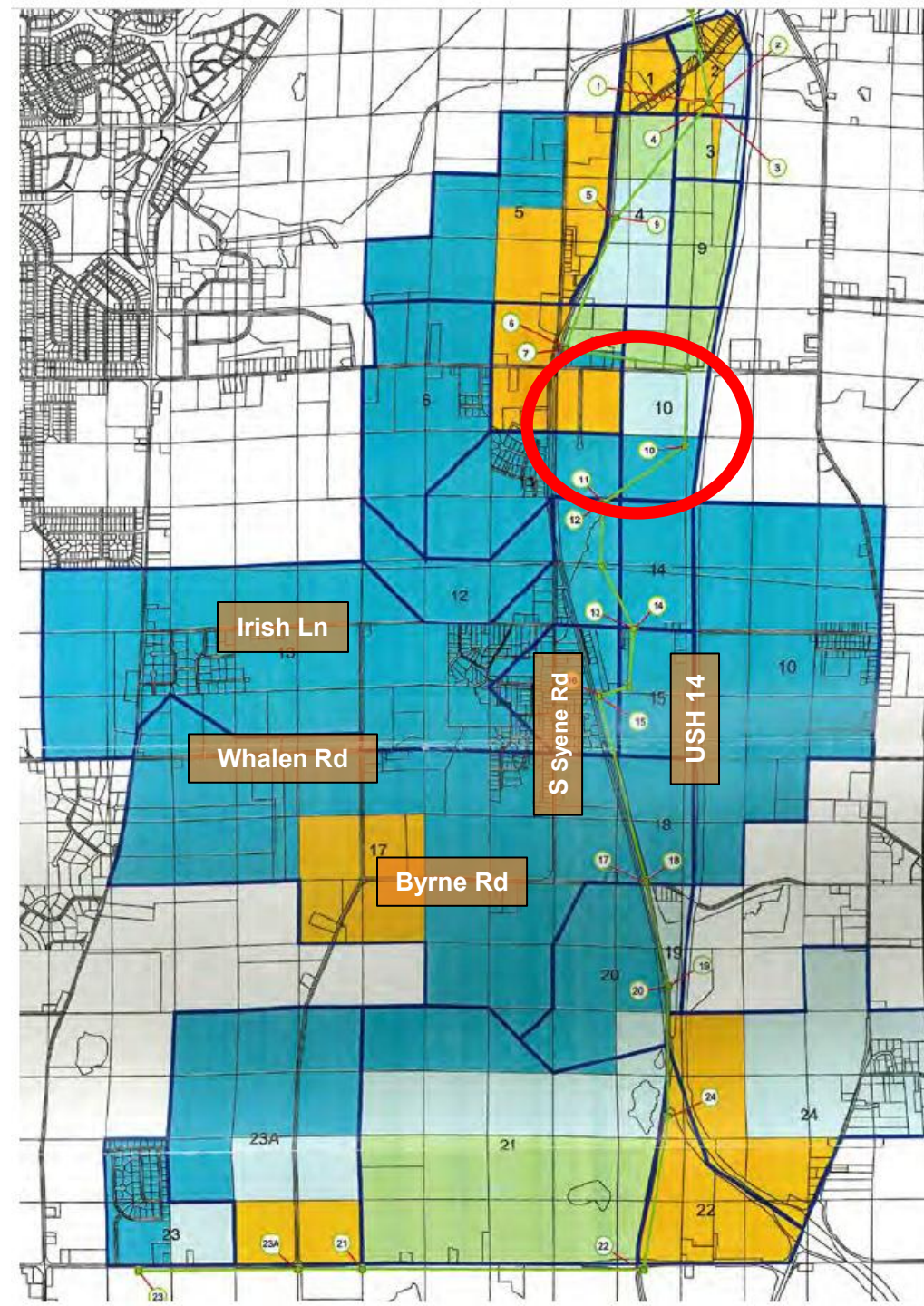
# **ENGINEERING**

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Preliminary Sanitary Design

## Fitchburg Syene Interceptor Tributary Areas

- **2000 Syene Interceptor Design Study identified areas that can be served**
  - Areas in a color can likely be served by gravity by the interceptor
- Interceptor extended to “11” through Hartung development (red circle identified in map)
- Service will be tied to development along the interceptor route (along USH 14/tracks) – **no timeline**



## PRELIMINARY SANITARY DESIGN

### Factors

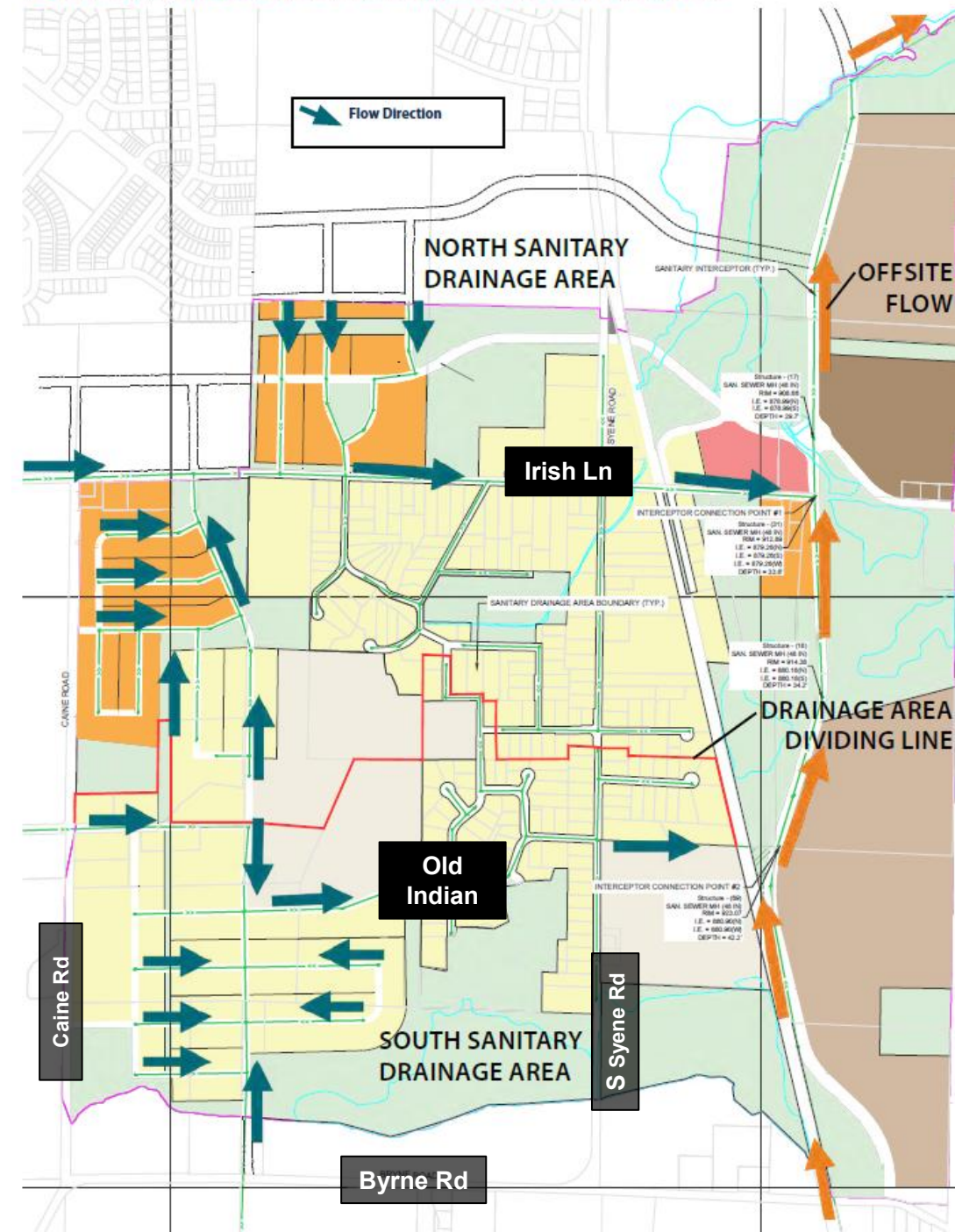
- Water usage of 80 gallons/day/person (100 GDP/day is out of date with new efficient fixtures / household appliances)

- Areas west and south are included as “**off-site**” development areas (at 60% at 8 units per acre) to ensure proposed infrastructure can accommodate potential development beyond Greenfield if City growth management strategies are amended in the future.



- TWO Drainage Areas split based on topography (red line) w/ main service on Irish Lane and Old Indian Trail with 24” pipes based on peak flows

Figure 4.6: Proposed Sewer Interceptor and Collector Layout

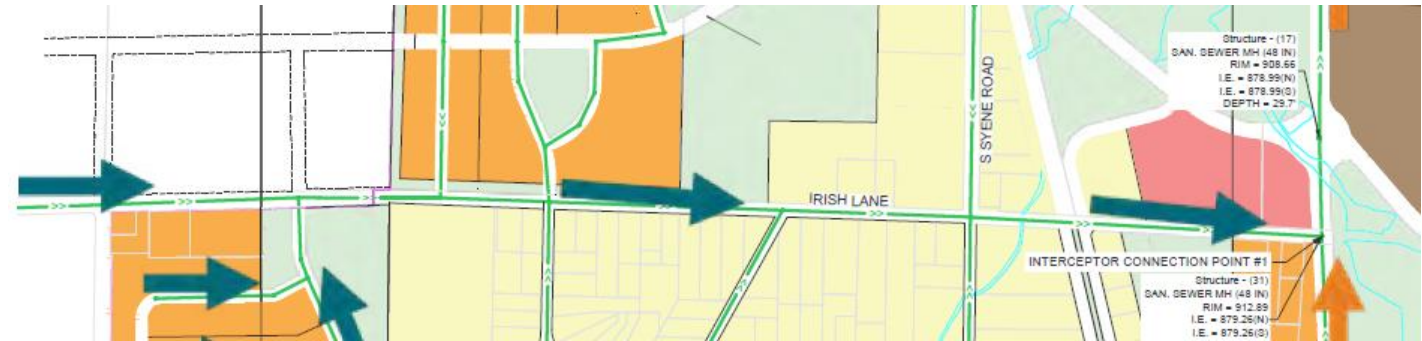


## PRELIMINARY SANITARY DESIGN

### Assumptions

- The plan's utility maps will be used by Fitchburg's engineering staff to demonstrate that utility service is feasible. **It is not for construction.**
- The City is not adopting a sanitary sewer plan through this neighborhood plan.
- New development is required to be on sanitary sewer.
- It's our understanding that at this time if sanitary installed on your street, you will need to connect. **New development does not require connection from established neighborhood, except along Irish Lane and Old Indian. We have no timeline or cost estimates.**
- City staff continues to look for resources to defray any potential costs.

### North Sewershed



### South Sewershed



## DEVELOPMENT PHASING

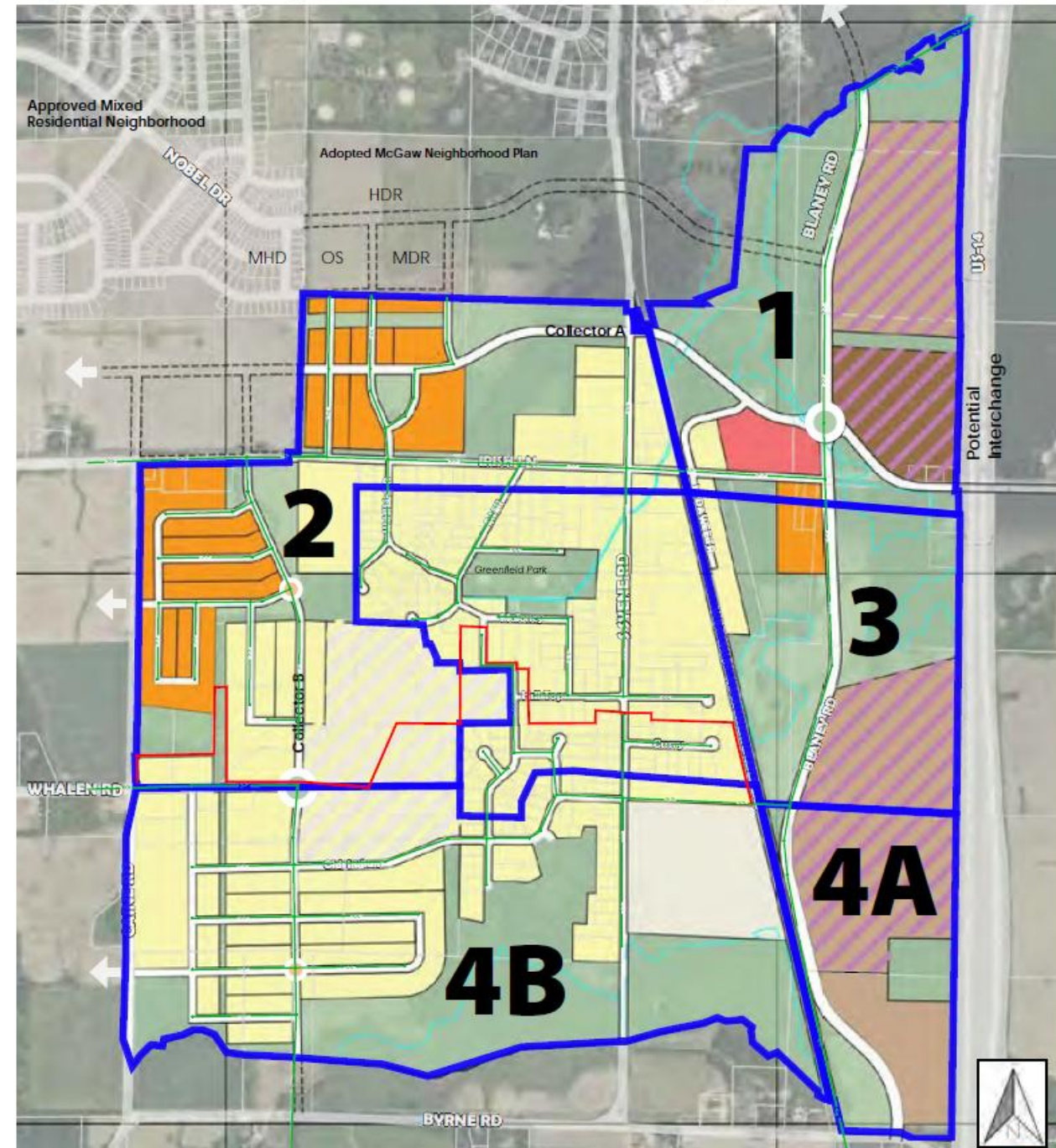
### 4 PHASES

- Phases are based on two factors (**no timetable**):
  - timing of necessary infrastructure
  - expected market demand for new lots

**Established neighborhood is not needed to service these areas, except for properties along Irish Lane and Old Indian.**

- **Phase 1:** Must be constructed first to enable servicing of Areas 2-4.
- **Phase 2:** area likely to develop after Area 1 due to proximity to sanitary interceptor.
- **Phase 3:** this area requires significant infrastructure improvements and offers limited development potential, which is why it is separated from Area 1 after Area 2.
- **Phase 4 (A/B):** this area is broken into two areas that can develop independently after Area 3 provides sanitary service to the area.

**Figure 3.18: Development Phasing Map** (Refer to Appendix D)



# **PRELIMINARY ENGINEERING**

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Traffic

# TRIP GENERATION

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

## Assumptions

- **Based on use:** Single Family detached housing, low-rise apartments, restaurant, strip-retail, office, manufacturing, etc.
- **Factoring total housing units** per residential development site. We are using median of Comp Plan’s residential density ranges
- **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)

Greenfield Development													
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	210	-	-	2669	Dwelling Units	Rate		0.00	0.00		0.00	0.00	
						Percentage		25%	75%		63%	37%	
						Raw Trips	20,709	1,480	370	1,110	2,180	1,375	805
	Minus Linked Trips	0%	Trips	0	0	0	0	0	0				
	Driveway Trips	20,709	1,480	370	1,110	2,180	1,375	805					
	Minus Pass-by Trips	0%	Trips	0	0	0	0	0					
						<b>New Trips</b>	<b>20,709</b>	<b>1,480</b>	<b>370</b>	<b>1,110</b>	<b>2,180</b>	<b>1,375</b>	<b>805</b>
Multi-Family Housing (Low-Rise)	220	-	-	508	Dwelling Units	Rate		0.00	0.00		0.00	0.00	
						Percentage		24%	76%		63%	37%	
						Raw Trips	3,330	180	45	135	240	150	90
	Minus Linked Trips	0%	Trips	0	0	0	0	0					
	Driveway Trips	3,330	485	45	135	240	150	90					
	Minus Pass-by Trips	0%	Trips	0	0	0	0	0					
						<b>New Trips</b>	<b>3,330</b>	<b>485</b>	<b>45</b>	<b>135</b>	<b>240</b>	<b>150</b>	<b>90</b>
Multi-Family Housing (Mid-Rise)	221	-	-	557	Dwelling Units	Rate		0.00	0.00		0.00	0.00	
						Percentage		23%	77%		61%	39%	
						Raw Trips	2,610	235	55	180	220	135	85
	Minus Linked Trips	0%	Trips	0	0	0	0	0					
	Driveway Trips	2,610	235	55	180	220	135	85					
	Minus Pass-by Trips	0%	Trips	0	0	0	0	0					
						<b>New Trips</b>	<b>2,610</b>	<b>235</b>	<b>55</b>	<b>180</b>	<b>220</b>	<b>135</b>	<b>85</b>
High-Turnover (Sit-Down) Restaurant	932	2.0	-	3.6	1,000 sf	Rate	107.20				9.05	5.52	3.53
						Percentage					61%	39%	
						Raw Trips	385				35	20	15
	Minus Linked Trips	20%	Trips	(75)			(5)	(5)	0				
	Driveway Trips	310				30	15	15					
	Minus Pass-by Trips	0%	Trips	0			0	0	0				
						<b>New Trips</b>	<b>310</b>			<b>30</b>	<b>15</b>	<b>15</b>	
							<i>Not open during AM Peak of Adjacent Street</i>						
Strip Retail Plaza (<40ksf) (Lot 13)	822	2.0	-	16.5	1,000 sf	Rate	54.45	2.36	1.42	0.94		0.00	0.00
						Percentage		60%	40%		50%	50%	
						Raw Trips	900	40	25	15	110	55	55
	Minus Linked Trips	20%	Trips	(180)	(10)	(5)	(5)	(20)	(10)	(10)			
	Driveway Trips	720	30	20	10	90	45	45					
	Minus Pass-by Trips	0%	Trips	0	0	0	0	0					
						<b>New Trips</b>	<b>720</b>	<b>30</b>	<b>20</b>	<b>10</b>	<b>90</b>	<b>45</b>	<b>45</b>

Development Trip Generation Summary							Weekday Two-way	AM Peak Hour			PM Peak Hour		
							Total	In	Out	Total	In	Out	
Raw Trip Generation							27,934	1,935	495	1,440	2,785	1,735	1,050
Linked Trips							(255)	(10)	(5)	(5)	(25)	(15)	(10)
Total Driveway Trips							27,679	1,925	490	1,435	2,760	1,720	1,040
Pass-by Trips							0	0	0	0	0	0	0
Total New Trips							27,679	1,925	490	1,435	2,760	1,720	1,040

All land uses shown in this exhibit use trip generation rates from the ITE Trip Generation Manual, 11<sup>th</sup> Edition, unless otherwise noted  
 Fitted curve equation used when Total Rate is not shown  
 All trips rounded to the nearest 5

## TRIP GENERATION

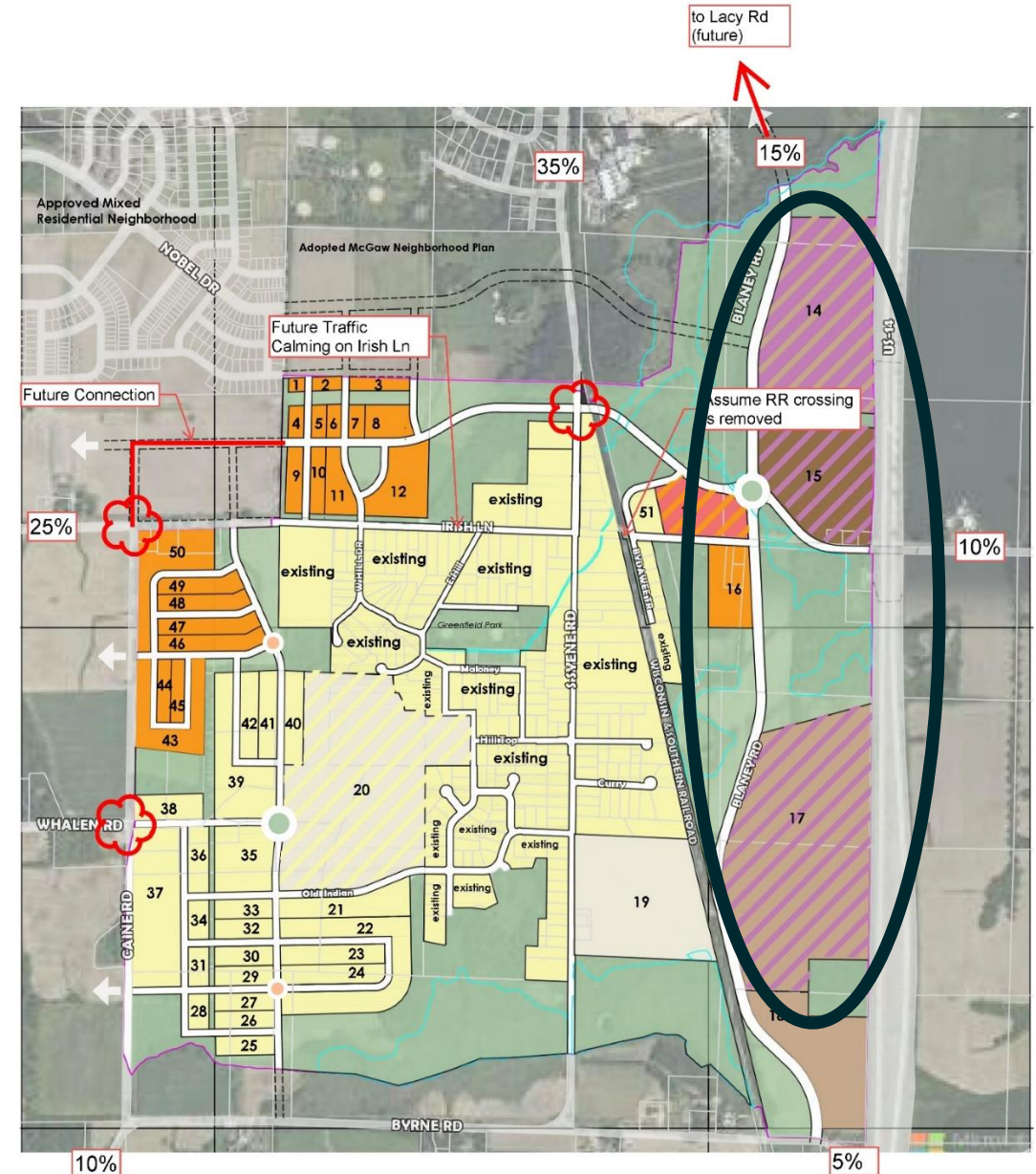
- Determining new trips into the neighborhood
- 2 versions based on the flexible land uses east of the tracks

**Option A:** All lands are Residential

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

## NEW TRIP Comparison

- **Option A (all residential):**
  - 1,925 AM Total Trips
  - 2,760 PM Total Trips
- **Option B (all business park):**
  - 2,170 AM Total Trips,
  - 2,730 PM Total Trips



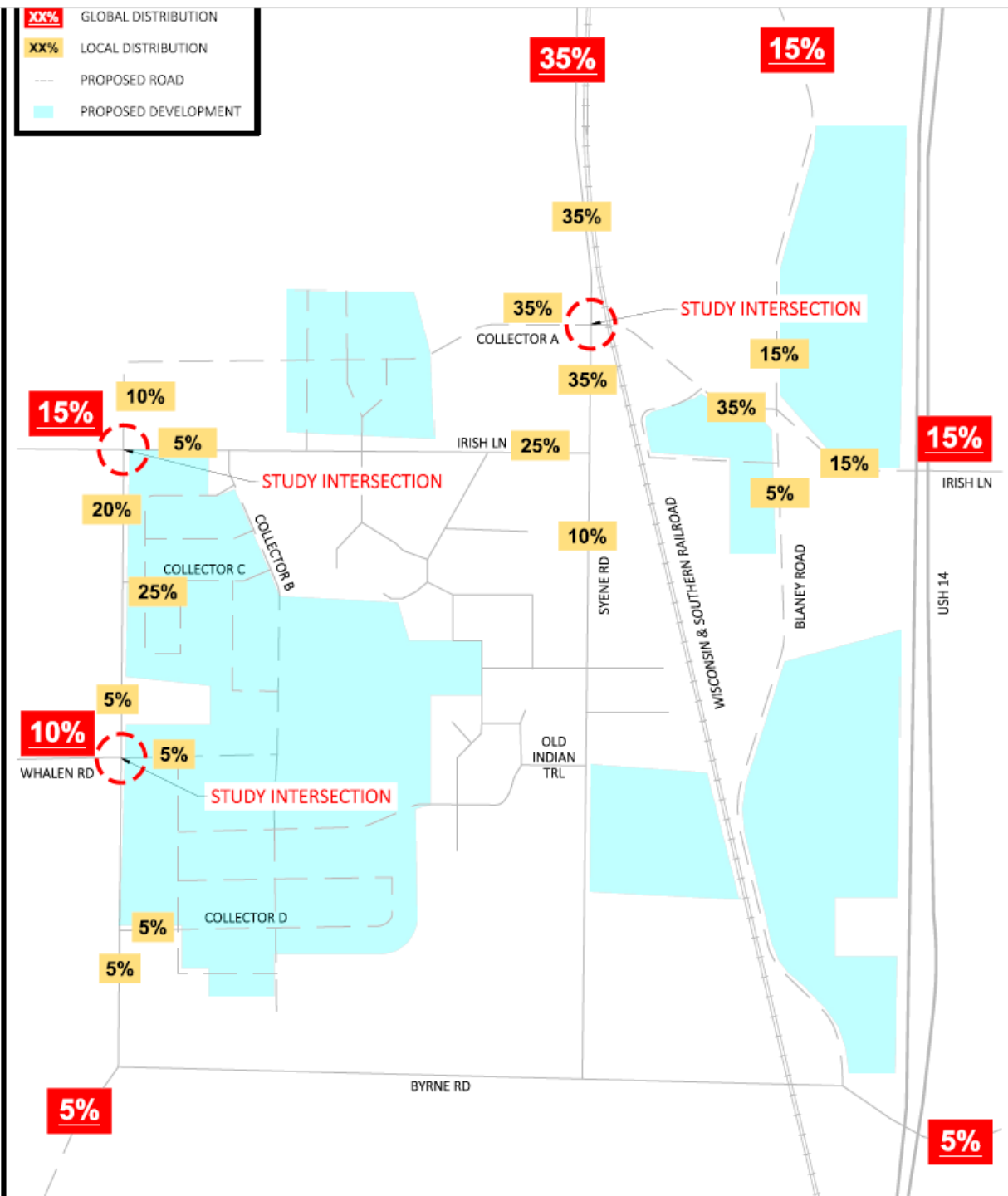
## DISTRIBUTION ANALYSIS – NO INTERCHANGE

Distribution of **new traffic exiting the neighborhood** by % through the neighborhood.

- **Collector 'A' will take 35% of the new trips in the neighborhood**

### Impacts to Established Neighborhood

- Irish Lane (w. of tracks): **25% new trips**
- Syene Road (s. of Irish): **10% new trips**
- Caine Road (s. of Irish): **5-20% new trips**
- Syene Road (n. of Irish): **35% new trips**
- Byrne Road: **5% of new trips**
- Irish Lane (e. of USH14): **15% of new trips**



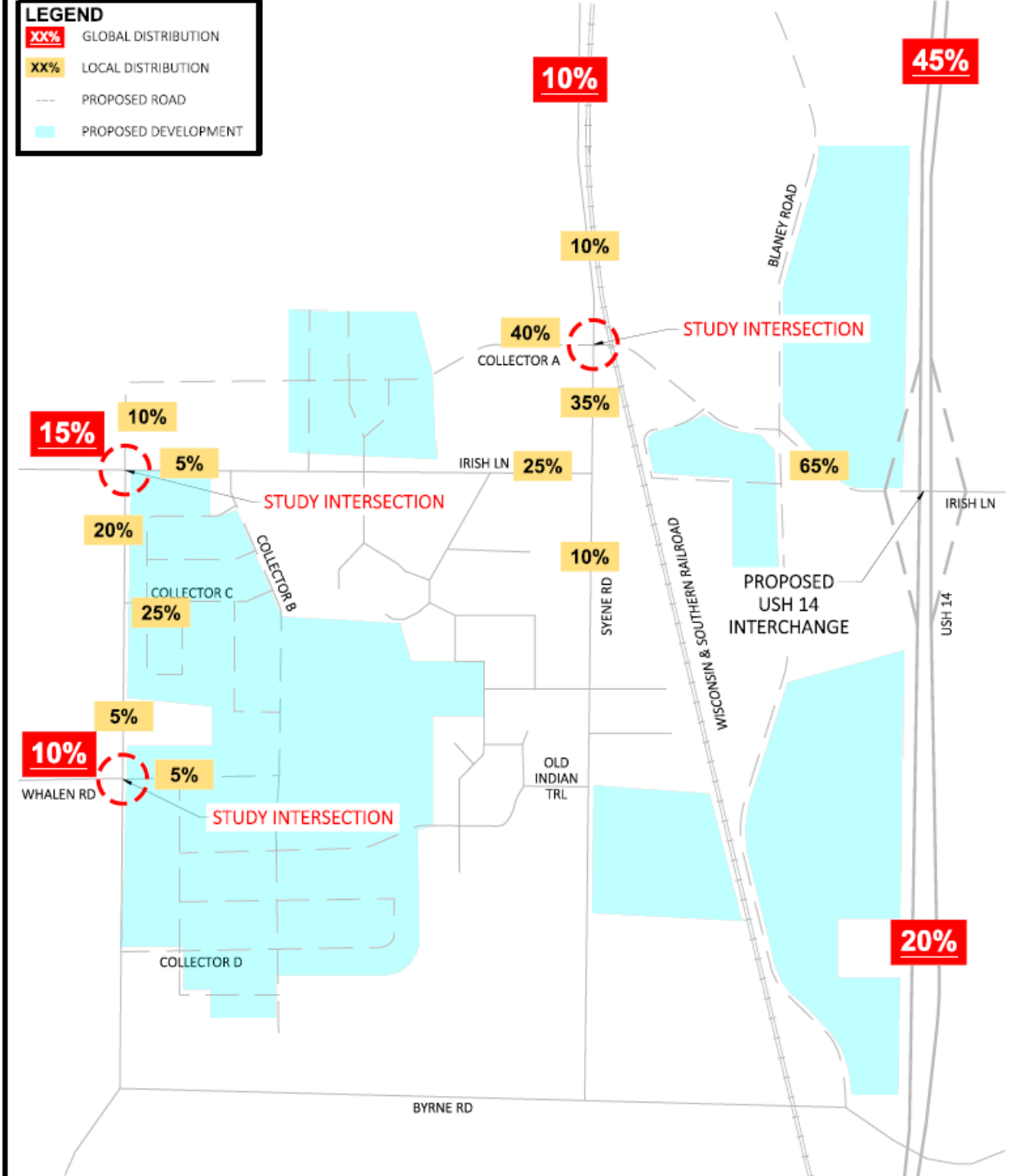
## DISTRIBUTION ANALYSIS – WITH AN INTERCHANGE

Distribution of **new traffic exiting the neighborhood** by % through the neighborhood.

- **Collector 'A' will take 40% of the new trips in the neighborhood**

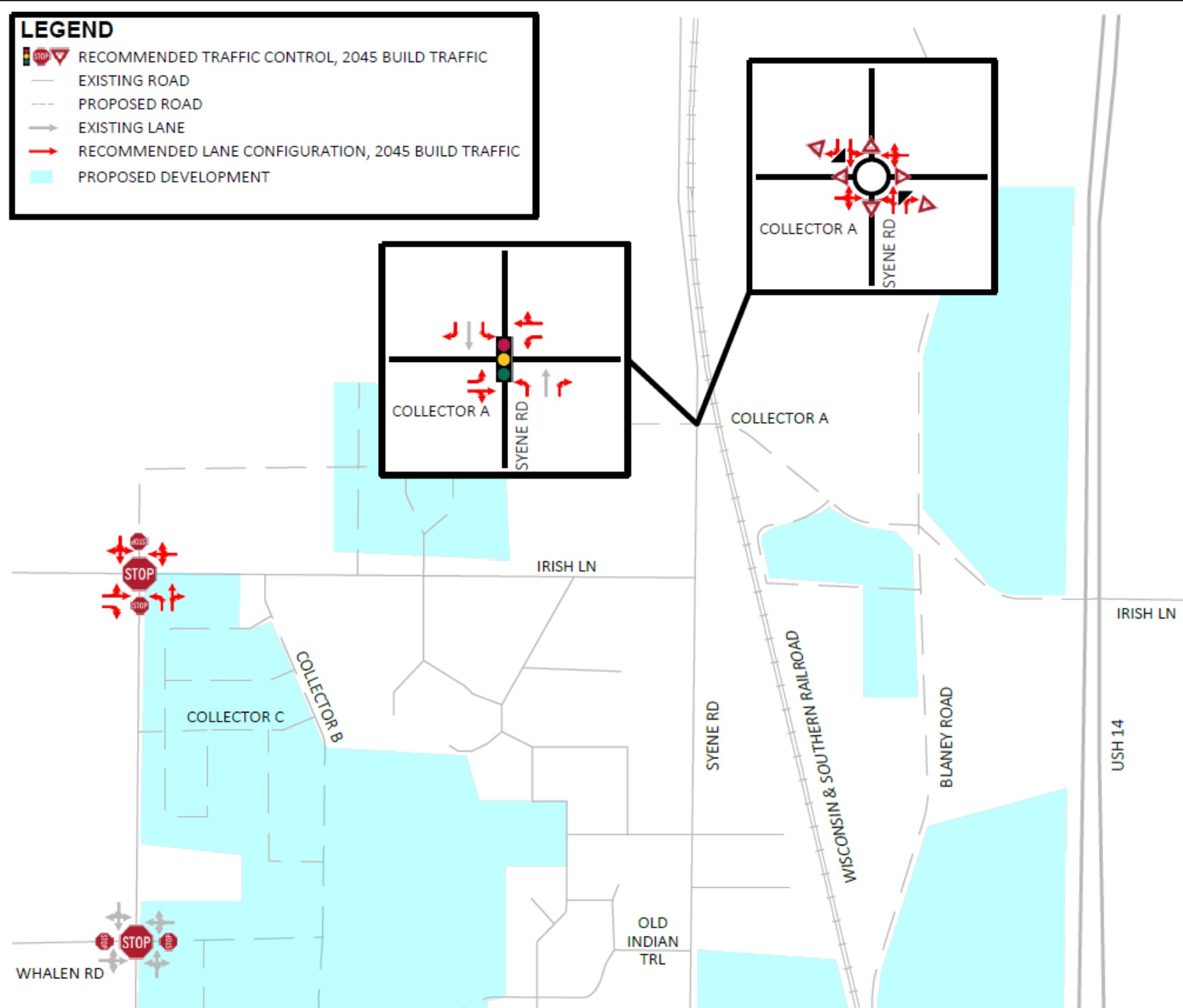
### Impacts to Established Neighborhood

- Irish Lane (w. of tracks): **25% new trips**
- Syene Road (s. of Irish): **10% new trips**
- Caine Road (s. of Irish): **5-20% new trips**
- Syene Road (n. of Irish): **10% new trips**
- Byrne Road: **~0% of new trips**
- Irish Lane (e. of USH14): **~0% of new trips**



## TRAFFIC - Intersection Analysis

- **Caine Road & Whalen Road:** expected to operate at or above **LOS B for both scenarios**
- **Irish Lane & Caine Road:** Assuming the north leg will be added with the development, all approaches except for the northbound lane are expected to operate at or above **LOS C in both scenarios**. At full buildout, an eastbound right turn lane at the intersection of Irish Lane & Caine Road is warranted.
- **Syene Road & Collector 'A':** Based on the anticipated development volumes at this, it is **assumed traffic control warrants would be met**.



## TRAFFIC - Recommendations

**T1-4. Outlines intersection improvements discussed on previous slide.**

**T5.** When development warrants, **consider expansion of bus service** to accommodate existing and new residential and business development in the area. Bus service could **also link the Greenfield development to the future Fish Hatchery Road BRT line.**

**T6.** Concurrent with future development, **consider constructing multi-use paths to connect the Greenfield development to the existing multi-use path to the northwest on Nobel Drive.**

**T7.** Include a **multi-use path through a new Moraine Edge Corridor** to connect through and beyond the study area to the east and west.

**T8.** Require the right-of-way for Whalen Road and Caine Road.

**T9.** Ensure the safety and convenience for bicyclists and pedestrians are prioritized with any future road or intersection projects.

**T10.** **Consider adding bike lanes or a multi use path to Syene Road** within the Greenfield development and **along new collector roads Collector A and B.**

# **RESPONSE TO PETITIONS**

## Friends of Waubesa Wetlands Petition *RESPONSE*

### Petition

- Kline study was utilized to identify potentially restorable wetlands, which were prioritized based on their value to the water resources system. *Wetland restoration in areas contiguous with Swan Creek and Murphy's Creek (priority 1) and existing high-quality wetlands (priority 2) were prioritized.*
- Low-density development with **properly designed and constructed stormwater BMPs will improve current conditions** and will convey the stormwater that is treated prior to releasing some of the stormwater (that is not infiltrated into the soil) to higher quality wetlands.
- Performance standard require **100% stormwater stay-on** as was done in the McGaw Park Neighborhood urban service area amendment.
- The conceptual SWMP also uses **pre-settlement conditions** as the baseline for the stormwater modeling, rather than the existing conditions (agriculture) that are typically used.
- **~308 acres of protected open space, compared to approximately 122 acres of currently protected open space in the Greenfield study area.**

## Greenfield Neighborhood Petition Request *RESPONSE*

### Petition

- This **plan is created as a guide for future development** – not a development plan. Professional engineers and planners have developed a preliminary hydrologic and environmental assessments to locate future land uses and stormwater facilities. *Appendix C has greater detail than in the base document.*
- Plan **does not propose C&G, sidewalks, or sanitary sewer for much of the existing neighborhood.** *Current practice is to install curb, gutter, sidewalk, and sanitary sewer where necessary due to new development, safety, stormwater, or sanitary issues*
- **Sanitary sewer in the existing developed area is proposed only where necessary to serve new development on the west side of the neighborhood** (i.e., Irish Lane and Old Indian Trail) and potentially further west toward Fish Hatchery Road. *However, City staff cannot ensure that infrastructure will never be installed in the neighborhood. At some point, for example due to failing septic systems, the neighborhood property owners may request sanitary sewer*
- **Housing Strategy #1.3 was added to establish mitigation techniques for new development adjacent to the established neighborhood,** *following allowed building heights as in the established neighborhood (3 Stories or 35 feet).*

## Greenfield Neighborhood Petition Request *RESPONSE*

### Petition

- **Path connections are still shown at both East Hill Drive and West Hill Drive**, but that doesn't necessarily mean both will be added, it provides multiple options depending on the feasibility of a path. *Gold Drive has water and terrain issues that make it difficult to connect.*
- **Old Indian Trail is the only street connection proposed between Irish Lane and Byrne Road.** The Old Indian Trail R.O.W. is public and it was clearly intended to continue to the west as the Greenfield Neighborhood continued to develop. Also, important to note:
  - There is 1 mile between Byrne Road and Irish Lane, which far exceeds the typical distance between street (e.g., *urban neighborhood: 200-1,000 feet between streets, suburban neighborhood 300-1,500 feet*).
  - **The proposed street connection at Old Indian Trail still leaves over 3,000 feet between Irish Lane and Old Indian Trail, and over 2,000 feet between Old Indian Trail and Byrne Road.**

## Greenfield Neighborhood Petition Request *RESPONSE*

### Petition

- **No further changes were made to the preferred concept.** These areas have been significantly reduced throughout the planning process. **The business park and higher density land uses were kept to the east side of the neighborhood to create a necessary buffer from the established neighborhood.**
  - Studies have repeatedly shown that low-density residential costs more in public services than it generates in tax revenue.
  - Land costs in the Dane County region are high and the initial investment in infrastructure is expensive, (i.e.,) low-density residential costs significantly more to build than higher densities.
  - **Initial cost is passed onto future occupants of the new homes; however, the long-term maintenance of streets and utilities is carried by all residents of the City, including Greenfield property owners.**
- **Agricultural property owners are free to preserve existing agricultural lands.** Nothing in the plan requires the agricultural areas to develop. **This plan helps guide decisions should a landowner decide to develop or sell their land for development.**
  - Densities have been reduced through this planning process, and areas have been identified for agrihood, allowing this use to continue and/or include clustered homes

# PROJECT TIMELINE

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Next Steps

## Remaining Process

- **TONIGHT**

- **Committee Questions and Comments**

- **Public Comment**

- **Committee Discussion & Consideration Recommending Plan (w/ any edits<sup>\*</sup>)**

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

- June 10 – Referral from Council

- June 17 – Presentation and public hearing for both plans (**PC does not vote**)

- July 10 – comment deadline

- September 16 – Plan Commission Public Hearing & Adoption

- **September 23 - Council Public Hearing and Adoption**

**QUESTIONS?**

## What we learned from this process:

- **Keep Greenfield Green!**
- Preference for low-density residential and farming areas.
- Preference for maintaining the current character of the neighborhood and history of Fitchburg as farming community.
- Concerns with current traffic and stormwater management issues. More development will increase these issues.

## What we changed based on the feedback:

- Lowered residential density
- Added additional “open space” buffering between existing and new development areas
- Preservation of significant open space
- Includes “Agrihood” land use category
- New collector roads to limit non-residential traffic on Irish and Syene
- Reducing commercial and business areas and limiting them east of the tracks
- Limited interventions within the existing neighborhood