

Northeast Neighborhood Public Hearing Issues

Fitchburg Planning Department
September 26, 2007

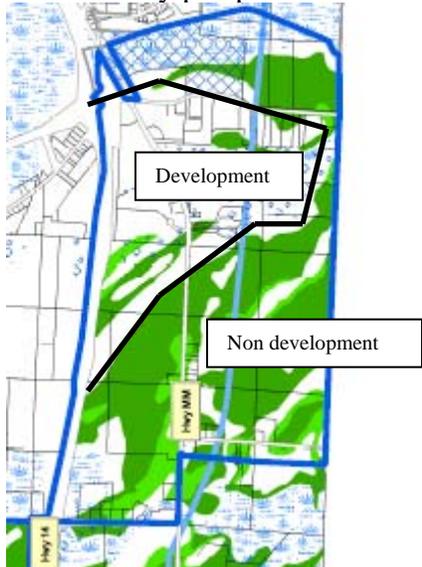
Issue Presented	Strategies to deal with presented Issue
1. Water budget	<p>Undertake a water resource study to determine the water budget of the proposed plan (withdrawal of water vs. infiltration of water) and identification of any additional mitigation techniques. Should existing conditions or pre-settlement conditions be utilized?</p> <p>Public Works has calculated that, using current rates, the withdrawal of water will be ~75 million gals, while the recharge, at the rate proposed in the storm water study, will be ~ 152 million gallons. The connection(s) between the upper aquifer, where recharge takes place, and the lower aquifer, where the municipal wells draw their water from, is not well defined, or well known.</p>
2. Phosphorus (P) loading	<p>The SLAMM (Source Loading and Management model) estimated P levels for urban development; an evaluation of engineering techniques is required to determine what model can best provide P loadings for agricultural use, and yet allow a proper comparison with SLAMM results.</p> <p>Public Works is looking at a model produced by the UW that may provide the information required regarding P. Generally, it can be expected, particularly with the county ban on fertilizers containing P, that urban development may generate less P than agricultural land uses. Ag fertilizers are not subject to the P ban.</p>
3. Traffic analysis	<p>This is being undertaken by MPO; it began in August 2007 and is based on the June 2007 land use plan and street layout.</p>
4. More Open Space on east side (e.g. Arnold's Ridge line)	<p>This will remove, when you also consider his other elements, most of the area east of MM. Is the Commission willing to do that and set density higher on the west side of MM to compensate for that? It would be a market similar to GTV, with little single family housing. Sewer will come from the northeast so there is a cost of taking sewer across undeveloped land which will need to be offset by higher density.</p> <p>Insert Steve Arnold's map of open space when available</p>
5. Lacks innovation	<p>The draft plan was intended to utilize TND elements, with a grid pattern of streets, smaller lots in many areas, off set by cluster housing in the environmentally sensitive areas. We can look at Transit Oriented Development concept. There could also be a more Hatchery Hill type of development west of MM. However, west of MM care needs to be taken in</p>

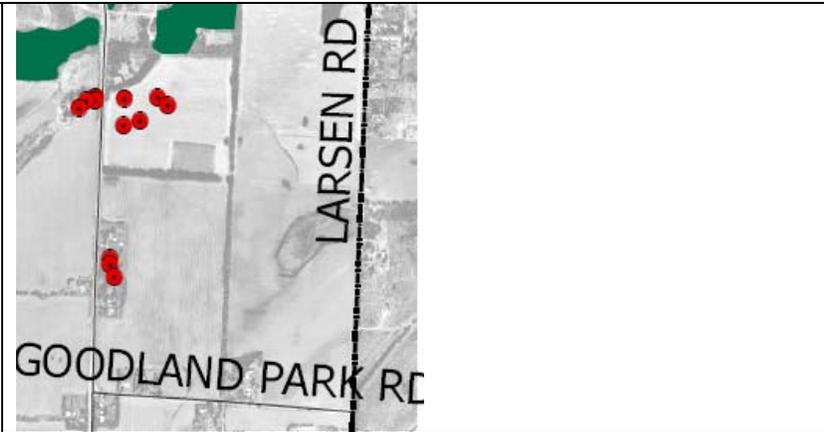
	residential locations to avoid the potential construction of sound walls. Finally, the nature of constraints posed by existing development and the land owner desire to have similar land use, or open space adjoining their property places additional constraints on innovative land use options.
6. More residential west of MM (Offset residential east of MM for more opens space east of MM)	In combination with line 4, above, this would significantly reduce or eliminate the single family housing option for this neighborhood and concentrate more multifamily housing similar to, rather than complementing GTV. The City had a draft goal of 50/50 ratio of single to multi-family housing. Perhaps that is not a desired goal. Staff had placed most residential to the east of MM to avoid sound walls along 14. Areas with residential along 14 had a distance factor, or a natural barrier (drumlin) helping to separate it self from 14.
7. Mixed use only	Can lead to incompatibility of uses, Euclidean zoning was put in place for a purpose and the data center project shows there is still the concern with fully mixed use. Would likely reduce or eliminate most SF housing due to mixture requirement.
8. E Clayton Road	There are three options for this road, relocate north (one option in plan which places at edge or within wetland and within a floodplain), keep in its current location which is too close to McCoy intersection, or relocate further south which bisects the woods property. Topography presents it from going any further south.
9. Pasley land use issue	Mr. Pasley desires more housing, but yet provided earlier comments on the quality of his wetlands. Cluster housing is proposed, similar to the steep slope and wooded areas at the north end of the neighborhood, to account for a desire for some housing, but not to overcrowd it. If the sanitary sewer service area turns out to be larger than currently anticipated than that area too could become cluster housing, provided that it does not encroach into the 300' wetland buffer, and that no significant alteration occurs to the existing grade to account for the change.
10. Pasley drainage channel issue	If the current channel can hold the storm water there is no need for an easement. Engineering analysis, prior to the development stage will inform Public Works of volume and capacity to know if an easement is required. We do not propose to do this at this point given the potential fluidity of land use changes to this plan.
11. Cluster Housing at north end	We have recognized that this area is a large wooded land with steep slopes, but also realize that it may have some development potential. We attempted to note that certain areas, up to 33% may be buildable depending upon tree and specific topography. Two other options are available (1) do not develop this area at all and place it in environmental corridor only allowing current uses to remain in place; (2)

	allow only development of a limited area with private streets and little connectivity to MM, which eliminates the access down the steeper slope area.
12. Croft property	We are willing to look at some of what Mr. Croft has proposed, but he has to recognize that sewer depth may not reach that far west. Do you wish to place single family, as he proposes, next to MM? It will place development further from a current planned mixed use center.
13. Connections to GTV	One bike/ped overpass is being examined north of the interchange, but is difficult due to topographic issues. Other connections are not feasible due to ramp lengths of the interchanges and the wetland areas present at the south end of the NEN, and in the GTV area where the sod farm is.
14. Pedestrian sheds	We can plan on pedestrian sheds, but are persons willing to accept the associated density? There would be little single family housing and it would be similar to GTV land uses with high density and not complementary land uses. There were comments that the density is too high. The current plan has ~75% of low and medium density within ¼ mile radius of mixed use center.
15. Infiltrate 100% of predevelopment water at meadow conditions.	This can be set as a goal; engineers can calculate what that means in terms of increase. May not work in all areas as suitable soils would be required. PC can set the policy it wishes to see reached.
16. Increase minimum sediment loading removal from 80% to 90%	Larger wet ponds will be required to remove sediment and other pollutants which in turn will require mitigation of thermal gain. May be more practical to do what was done in GTV where we looked at 80% of sediment removal but for larger storm events. Public Works does not feel that 90% removal is practical. Current sediment removal is planned for 2 yr event. PC can set a standard it wishes to see met.
17. Street connections to MM	More connections can be made if MM goes from an arterial or collector to more of a slow speed main street, otherwise connections may be limited. The stretches of homes along MM also limit road connection options. One option to retain MM at its current rate, but yet allow for more street connections is a modified jug-head design devised by our City Engineer. This design limits left turns, and the associated left turn bays which reduces street width. However, it would cause a shift in the Lacy-MM intersection, and place roads close or adjoining the single family homes stretched along the road. Residents, one in particular, near the proposed has complained about any road near them. The design also leads to greater trip lengths due to going around the block.

	<p style="text-align: center;">A Concept Idea Lacy / Hwy MM Intersection</p> <p>Cars would be prohibited from making a left turn at the intersection of Hwy MM and Lacy Road. The blue car headed east on Lacy Road would go through the intersection, take a right onto the next street, another right turn to head west, and then a right turn onto Hwy MM to go north.</p> <p style="text-align: right;">Prepared By: Planning Dept.</p>
<p>18. Designate T Zones (from Andres Duany Smart Code)</p>	<p>T Zones represent a theoretical alignment following the Von Thunen concentric growth theory. Such models are best approached on a regional or city wide scale not a neighborhood scale. The neighborhood may represent a couple T zones, and in its design did that.</p>
<p>19. Concern of density</p>	<p>Will persons be willing to accept higher density in exchange for more open space to the east? There are complaints of too much density.</p>
<p>20. Impervious surfaces</p>	<p>Density usually means higher impervious surfaces, and TOD's, or TND's usually have higher ISR's. Will the higher ISR be acceptable?</p>
<p>21. Development effect on springs</p>	<p>There is no well in the NEN. Wells to serve the NEN will be well 11, which will open later this year, and a future well 12 along West Clayton Rd. If we assume that there is a connection between the upper and lower aquifers in this region, we recognize that there is a distance relationship. Overall effect of pumping of water is present with any</p>

	<p>development. If more water is being infiltrated than used, that water is going to the upper aquifer; if the springs are fed from the upper aquifer the infiltrated water will feed that aquifer and provide more water (assuming the infiltration works as planned).</p> <p>This is a larger regional issue, and the City has participated in past groundwater models and is willing to participate with the County when they update the model. This small area is minimal when compared to projected overall growth in Dane County that needs to be examined.</p> <p>If you desire more in-depth studies and analysis a hydrologic study would need to be accomplished. A two year process would be required. This is probably best on a regional scale.</p>
<p>23. Higher density with parking garages</p>	<p>Is the market, and local residents, willing to accept parking garages and high density? We can plan for that, but unless it can be accomplished we will have provided a meaningless plan. Are the Commission and Council willing to stand behind the plan? Proclaimed market forces, and a desire to follow such forces, gave us Orchard Pointe, which is a much different concept than the high density that is commented on here.</p>
<p>24. Grow toward center of the City</p>	<p>Where growth occurs is a policy decision of the City. Is the time right for growth in this region, or is it premature or too late?</p> <p>Phasing plan will be required if and when the Commission considers development of this area, and how it will be phased will be difficult as sewer comes from the northeast and water from the west.</p>
<p>25. Runoff to lakes</p>	<p>Storm water study sets parameters, also see #16 above. Commission can set parameters it feels is necessary for the public benefit and then the engineers can determine feasibility. It may not make sense to do additional storm water work until the development pattern is identified, since the development pattern is crucial to development of storm water plans.</p>
<p>26. Preserve area and add to Centennial state park</p>	<p>Development of the area is ultimately a policy decision. State would need to show area in its Master Plan for the Capital Springs Centennial Park in order to acquire the land area.</p>
<p>27. Have GTV developed prior to developing NEN</p>	<p>The Plan Commission could set this as a policy recommendation for phasing. The definition of what developed means is important, is it 50% of the area, 100% of the area, or some other definition? Water comes from the west, through GTV so some improvements (which may not</p>

	necessarily be building development) makes sense for the GTV prior to any action in the NEN.
28. Maximize environmental and preservation efforts	This was a rather vague comment, perhaps they intend something like #4, or that more “green” measures should be used. The Mayor has formed a sustainability task force and the City could ask that any development here apply those features. Harlan Hills deed restricted the residential lots to limited use of chemical pesticides.
29. Build up with smaller footprints, and taller buildings	Density has been raised as a concern by some, so the question, as posed in #19. Are you willing to offset more open space by higher density development within one part of the neighborhood?
30. Loss of agricultural land and fishing resources	<p>The amount of agricultural or greenfield land to develop in this area is ultimately a policy decision. How you answer #4 may provide some opinion on this aspect. In regard to fishing resources, one would hope that how you answer #15 & 16 would provide direction to this aspect.</p> <p>Develop only areas of non resource areas, and non class 1 and 2 soils. Another option, which simplifies the above, is develop generally in the area shown in the north west part of the proposed neighborhood. This would be difficult to serve from a utility perspective.</p> 
31. Timetable of road improvements or road construction relating to development	The conclusion of the traffic study may provide some information that can be used in the creation of the phasing plan, where road improvements are tied to certain development benchmarks.
32. Preserve Heritage Oaks	Parks Dept has noted Century Oaks exist both east and west of County MM, east it is in and near the proposed HDR classification north of the proposed mixed use area. To preserve the setting of these trees, it will be necessary to work park land into this area, and most likely loose park land elsewhere. Red dots indicate locations of the heritage oaks.

	
33. Represents Sprawl	<p>This may also be related to GTV development (see issue #27). Two main criticisms are presented: First, that the development is disjointed from the remainder of the city and the development is not contiguous, because the GTV has not developed. In response, the GTV is expected to see interchange construction in 2009. It is appropriate to now plan for land use here as the interchange will place additional pressure on this area. If the policy decision is to not develop then the policy guidance has been provided and other plans and related maps should be adjusted as appropriate.</p> <p>The second criticism is related to the plan as representative of sprawled development. Just because development occurs on a non-brownfield site does not mean it is sprawl. One needs to look at the density offered, the overall type of development approach, and location of related infrastructure. In this case we attempted to obtain a level near 8 du/ac, to offer a balanced neighborhood, with some, although we recognize not all, infrastructure adjoining. Development here, however, may not be as cost effective as development of the North McGaw Neighborhood, which represents an issue of timing, not so much of land use. Sprawl is usually defined as “Uncontrolled growth, usually of a low density nature in previously rural areas and some distance from existing development or infrastructure.” (See Moskowitz and Lindbloom ,1993, <u>The New Illustrated Book of Development Definitions</u>, Center for Urban Policy Research.) While on previously developed land it is developing at a decent density and has nearby infrastructure. It is interesting to note that while the plan is being criticized as sprawl, persons have commented that density should be reduced, which leads closer to a definition of sprawl.</p>