

Anton Drive Development Plan

FEBRUARY 28, 2017

PLAN COMMISSION PRESENTATION



Tonight's Presentation

Overview of Process and Stakeholder Engagement

Overview of Plan Document and Final Edits

Stakeholder Engagement

Steering Committee (January, March, April, August, October)

Public Meetings (May, September)

Interviews (February)

Planning Commission (May, September, January 17 Public Hearing)

Various Committee Meetings (CEDA, TTC, Public Works)

Common Council (May, February 28 Adoption)

Vision, Goals and Policies

- *Vision Statement*

The Anton Drive Planning Area will develop and redevelop with diverse uses, high quality buildings and smart urban design. New investment here will benefit the City of Fitchburg in general, and specifically local businesses and the Jamestown Neighborhood, by bringing more customers, jobs and amenities to the area.

Vision, Goals and Policies

- **Goal 1 – Development and redevelopment in the Anton Drive Planning Area will establish this area as unique, walkable and urban.**
- **Policy #1.1 - *A Walkable Neighborhood***
- **Policy #1.2 - *Smart Design along Verona Road***

Vision, Goals and Policies

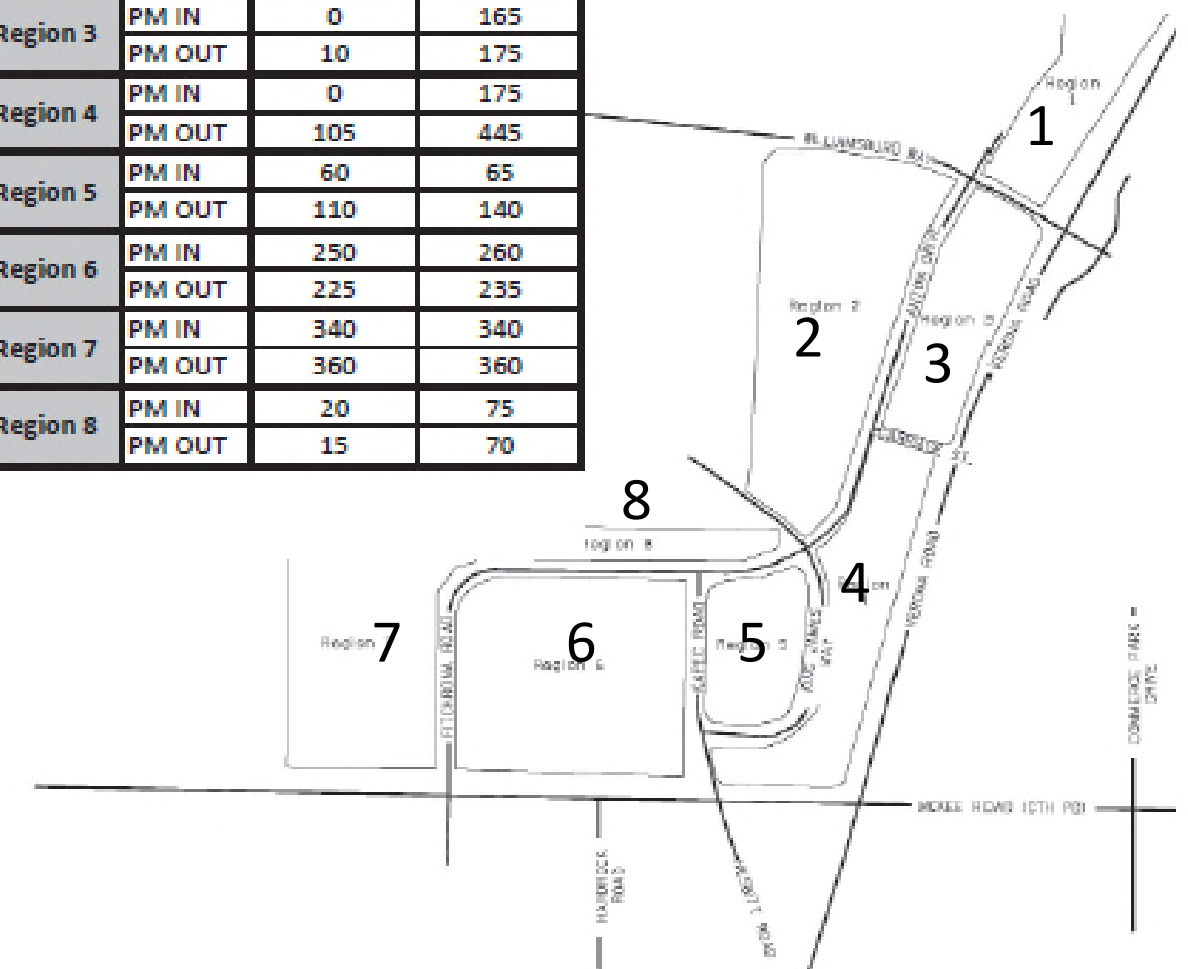
- **GOAL 2 – New development in the planning area will be economically viable and will also be compatible with and support the success of the Jamestown Neighborhood.**
- **Policy #2.1 - *New Residential Uses Desired***
- **Policy #2.2 - *Affordable Housing (maintain # of income qualified units, except no limit on senior housing)***
- **Policy #2.3 - *Business+Resident Connections Encouraged***
- **Policy #2.4 - *Community Meeting Spaces Encouraged***
- **Policy #2.5 - *Maintain Existing Residential Uses***

Vision, Goals and Policies

- **GOAL 3 – Local intersections within and at the edges of the planning area will safely accommodate the new traffic resulting from development within the study area.**
- **Policy #3.1 - Maintain Intersection Level of Service (LOS) D or Better**
- **Policy #3.2 - New Trip Generation Guidelines**

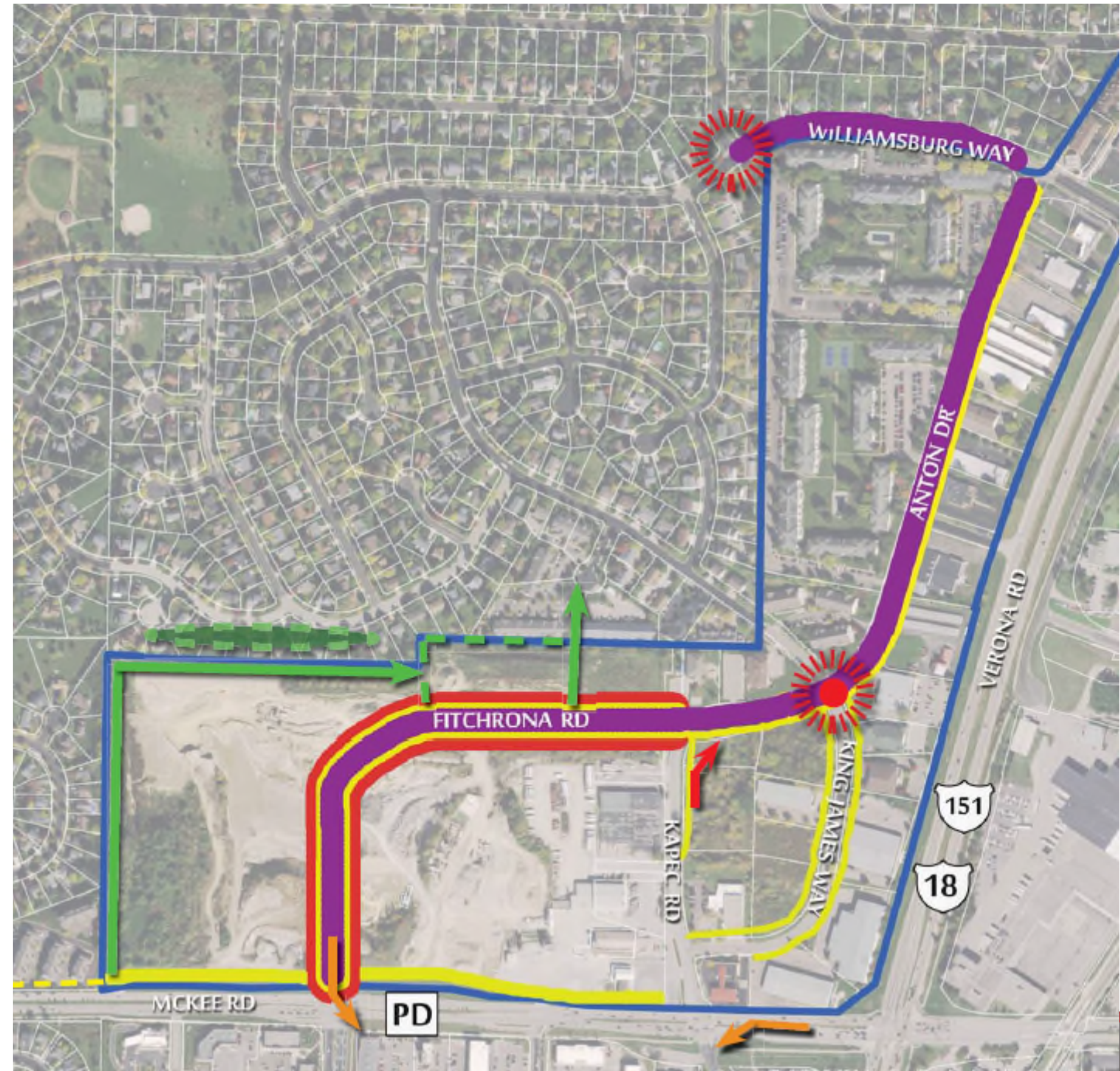
Suggested PM Peak Trip Generation Limits By Region

		New Trips	Total Trips
Region 1	PM IN	10	210
	PM OUT	5	195
Region 2	PM IN	0	240
	PM OUT	0	125
Region 3	PM IN	0	165
	PM OUT	10	175
Region 4	PM IN	0	175
	PM OUT	105	445
Region 5	PM IN	60	65
	PM OUT	110	140
Region 6	PM IN	250	260
	PM OUT	225	235
Region 7	PM IN	340	340
	PM OUT	360	360
Region 8	PM IN	20	75
	PM OUT	15	70



RECOMMENDED MOBILITY IMPROVEMENTS

-  Planning Area
-  Parcel
-  Intersection Review
-  Potential Roundabout (Reserve R.O.W.)
-  Expand R.O.W. (Fitchrona RD)
-  Left Turn Improvement
-  Right Turn Addition (Reserve R.O.W.)
-  Bike Lane Facilities (Both sides)
-  Multi-Use Path Addition
-  Alternative Multi-Use Path
-  Multi-Use Path Connection to Neighborhood (location not specific)
-  Sidewalk Addition
-  Wide Sidewalk Addition
-  City of Madison Sidewalk Addition



Placemaking

- **Urban and Walkable**
- **Design Guidelines:**
 - *Site Design*
 - *Parking lots*
 - *Building Design*
 - *Lighting*
 - *Signage*



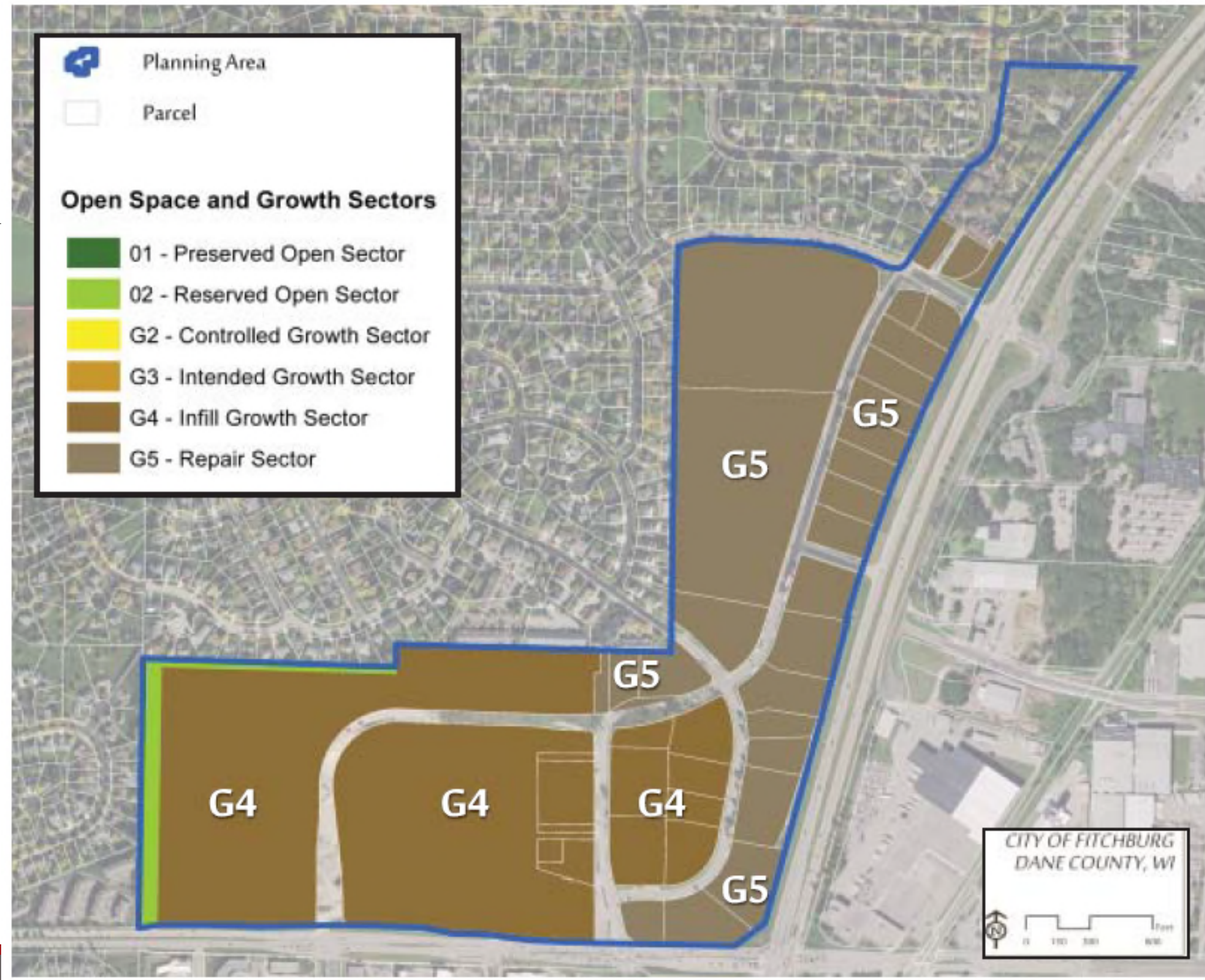
Land Use

For lands west of Fitchrona Road:

- Medium Density Residential – up to 3 stories/35 feet as allowed by zoning
- Development of any part requires detailed plan for development of whole area
- Minimum 60-foot green space buffers to north and west
- Area could be 100% Business if north green space buffer is 120 feet



Smart Code Option



Action Plan

- Mobility
- Economic Development and Housing
- Urban Design

Other Final Edits

Recommended by Plan Commission:

- Policy recommending a new street name for the east-west portion of the Fitchrona extension

Recommended by Staff:

- Updated stormwater language and maps, including:

New construction along King James Way south of Anton Dr. should account for the risk of flooding beyond the street ROW in building and site design.

For any new impervious surfaces within the Anton Drive Area east of Kapec Drive that drains toward McKee Road (including new development or redevelopment that increases the Impervious Surface Ratio (ISR)), on-site detention for peak rate control is recommended, in addition to the required infiltration practices, in order to limit further contribution to street flooding during extreme rain events. The design standards for these rate control practices will be determined by the City Engineering Department based on current regulations and practices at the time of development.

- Correction of text and maps to reflect current property owner names