

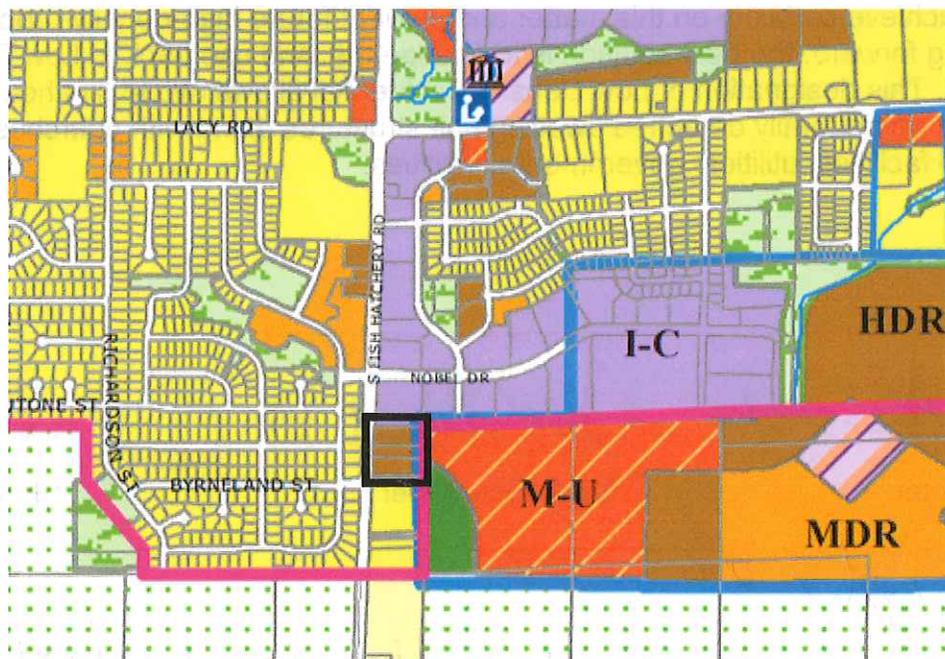
# City of Fitchburg Comprehensive Plan Minor Amendment

Sponsored by: Carpenter, Rice, Schroeder



## Proposed Minor Amendment:

2556 South Fish Hatchery Road; Randy Koth, owner. Specifically, these are described as 4 tax parcels addressed as 2546 and 2556 S. Fish Hatchery Road in the Fitchburg Comprehensive Plan Land Use on page 4 – 16. The black outline on the map below identifies these four tax parcels. The brown color illustrates the currently adopted future land use designation, High Density Residential (HDR). The proposed amendment is to change the future land use designation to Low Density Residential (LDR).



## Intent of the Minor Amendment:

The intent of this minor amendment is to change the land use back to what it was previously, Low Density Residential. The parcel's land use was changed from Low Density Residential (LDR) to High Density Residential (HDR) at the September 10, 2014 Common Council meeting.

Since that time, there have been several high-density proposals brought forward in the

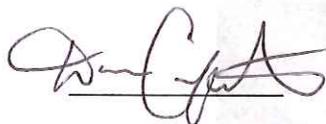
RECEIVED

past few years. In 2017, and in response to significant citizen opposition to a high-density proposal, Alders Richardson, Carpenter and Hartmann introduced a minor comprehensive plan amendment effort to address this matter and encourage other development uses. The amendment provided an Industrial-Commercial (I-C) option.

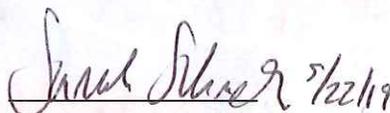
After that amendment was adopted, two high-density proposals came forward that brought significant opposition from residents. The most recent proposal was denied by the Plan Commission on March 19, 2019 as well as the Common Council on April 23, 2019. Many concerns from residents, Plan Commissioners and Alders have been discussed and range from increased and unsafe traffic, poor sightlines for motorists due to the topography of Fish Hatchery Road, storm water management, lack of amenities and access to parks, public transportation and retail, as well as concerns relating to there being only one access driveway in and out of the property.

The Plan Commission and Common Council have expressed concerns about this parcel if the land use stays High Density Residential. For residents and interested business entities to achieve certainty on this matter and prevent future high-density proposals from coming forward, the best solution is to change the land use back to Low Density Residential. This designation of Low Density Residential allows two to five housing units per acre for single-family detached dwelling unit structures along with churches, educational facilities, utilities, governmental facilities.

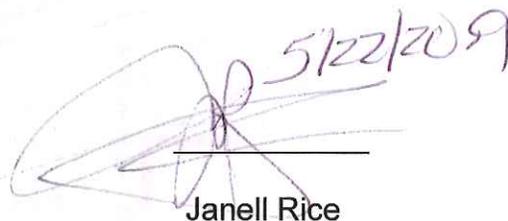
**Alders:**

 5/22/19

Dan Carpenter

 5/22/19

Sarah Schroeder

 5/22/2019

Janell Rice

 6-20-19

**Property Owner's Signature:**

 refused 5/22/19

Plan Commission recommended on July 16, 2019 to designate property associated with 2546 and 2556 S Fish Hatchery Rd as LDR (Low Density Residential), and amend Page 4-16, see page 3 of this document, to reflect the change from HDR to LDR. Common Council recommended on September 10th to strike the language that reads, "but which may, at the discretion of the Plan Commission and Council, be suitable for Industrial-Commercial (I-C)." Plan Commission recommended on October 15th to amend the text to read, "The four tax parcels addressed as 2546 and 2556 S Fish Hatchery Road, which currently are designated Industrial-Commercial provided that development shall not occur until sole access is provided on either Nobel Drive or Research Park Drive." See Page 3. Common Council approved the following language on April 14, 2020, "The four tax parcels addressed as 2546 and 2556 S Fish Hatchery Road, which currently are designated Low Density Residential provided that development shall not occur until sole access is provided on either Nobel Drive or Research Park Drive.

## Future Land Use Map—Notes

Eight areas may be considered for an alternate land use than what is currently identified on the Future Land Use Map or other special considerations may apply.

1. First, in lots 53 & 54 Chapel Valley which is designated High Density Residential (HDR) may be considered appropriate for Medium Density Residential (MDR) land use levels.
2. The second area is lot 1 CSM 4905 which is currently designated as High Density Residential (HDR), but may see land uses more appropriate with the Business (BUS) classification, provided that any businesses allowed at the site are compatible in scale and nature of operation with the residential character of the land area south of McKee Road to which it is most closely linked.
3. The third area is the existing Fire Station #2 site, lot 1 CSM 6539, which currently is designated as Government/Institutional (G/I), but upon vacation of the fire/EMS use may be considered for a use consistent with the Business classification.
4. The fourth area is an existing single family house on lot 16 Forsynthe Downs (east of Yarmouth Greenway, and north of McKee Road). The site is currently designated Park & Conservancy, but may be suitable for Professional Office (B-P) zoning provided an agreement between the city and property owner is reached regarding use and development restrictions to ensure low traffic impact users.
5. The fifth area is the four tax parcels addressed as 2546 and 2556 S Fish Hatchery Road, which currently are designated Low Density Residential, provided that development shall not occur until sole access is provided on either Nobel Drive or Research Park Drive.
6. The sixth area is the I-C land use classification in the Arrowhead Plan. Due to its relationship to the I-G land use classification, some I-C land use designation areas may, by approval of the Plan Commission, change to the I-G designation provided that no negative effects are anticipated to nearby land uses.
7. The seventh area is Lot 10 Orchard Pointe, which is currently designated High Density Residential (HDR), but which may, by approval of the Plan Commission, be suitable for Mixed-Use (M-U).
8. The eighth area is Lot 12 Orchard Pointe, which is currently designated High Density Residential (HDR), but which may, by approval of the Plan Commission, be suitable for Business (BUS).