

**General Implementation Plan  
Fitchburg Technology Campus**

Fitchburg, Wisconsin

Prepared by...

Vandewalle & Associates

Submitted: April 29, 2002

Revised: May 21, 2002

May 30, 2002



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# CONTACTS

## **PROPERTY OWNER**

Kelly Development Company, LLC  
120 East Lakeside Street  
Madison, WI 53715

Scott Kelly

Tel: (608) 284-0120  
Fax: (608) 294-9344

## **SITE PLANNING & DESIGN TEAM**

Vandewalle & Associates  
120 East Lakeside Street  
Madison, WI 53715

Brian Munson, Project Manager  
Rob Gottschalk

Tel: (608) 255-3988  
Fax: (608) 255-0814  
[bmunson@vandewalle.com](mailto:bmunson@vandewalle.com)

Calkins Engineering  
4918 Triangle Street  
McFarland, WI 53558

Mike Calkins  
Dave Glusick

Tel: (608) 838-0444  
Fax: (608) 838-0445  
[bcemikec@chorus.net](mailto:bcemikec@chorus.net)

KEE Architecture  
301 South Bedford Street  
Suite 7  
Madison, WI 53703

Doug Kozel  
Paul Cuta

Tel: (608) 255-9292  
Fax: (608) 255-9011  
[pcuta@keearch.com](mailto:pcuta@keearch.com)

# INTENT OF DOCUMENT

This document summarizes the General Implementation Plan (GIP) packet for the Fitchburg Technology Campus, per Section 22.83 General Implementation Plan, City of Fitchburg, Zoning Ordinance.

This document further defines and develops the architectural character and site planning standards for the development of a pedestrian focused, mixed-use employment district. The photographs included within the packet are intended to offer graphical representations of the proposed character of the development. Actual architectural components will vary from the enclosed pictures and will be included as a part of the Specific Implementation Plans and Architectural and Design review packets.

## **PDD PROCESS**

### Rezoning Process

Submittal of Rezoning Application and General Implementation Plan (GIP) by the applicant.

Public Hearing scheduled before the Plan Commission.

Plan Commission considers the Rezoning and the related GIP and makes a recommendation to the Common Council.

Council meets to consider the Rezoning and GIP.

### Platting Process

Preliminary Plat is submitted, usually at the same time as the Rezoning and GIP is submitted.

Plan Commission considers the preliminary plat and provides a recommendation to the Common Council.

Common Council meets to consider the Preliminary Plat recommendation (City has 90 days to act on the preliminary plat unless extension is provided by the applicant).

Upon approval of Preliminary Plat and zoning, the applicant submits the Final Plat.

Final Plat is considered by the Plan Commission which makes a recommendation to the Council.

Board of Public Works makes a recommendation on the Agreement for Public Improvements.

Council undertakes consideration of the Final Plat, and the Agreement for Public Improvements.

### Additional Zoning Approvals

Specific Implementation Plan (SIP) submittal, initial SIP's may be submitted with Final Plat, or after Plat approvals. SIP's usually submitted on a project area basis.

### Architectural & Design Review

Under Planned Development District Zoning, architectural and design review is usually concurrent with SIP approval, but not necessarily.

**PROJECT TIMELINE****Pre-Submittal Timeline:**

Meetings with City Staff	August, 2000-2001 October 2, 2001 October 16, 2002 October 23, 2001 December 18, 2001 January 10, 2002 January 29, 2002 February 12, 2002 February 20, 2002
Neighborhood Meetings & Presentations	October 30, 2001 December 13, 2001 January 16, 2002 March 28, 2002 <u>May 15, 2002</u>
Economic Development Committee Meeting	January 31, 2002
Comprehensive Development Plan and Land Use Plan Amendment Request Submittal	January 2002
CDP/LUP Amendment Plan Commission (CDP deferred, LUP amendment to Special Study Area forwarded to Council)	February 5, 2002
CDP/LUP Amendment Common Council (LUP amendment to Special Study Area approved)	February 12, 2002
Special Study Area Submittal	March 12, 2002
Plan Commission/Common Council Work Session	March 19, 2002
Special Study Area Plan Commission Approval	April 2, 2002
Special Study Area Common Council Approval	April 9, 2002

**Submittal Process & Preliminary Timeline:**

General Implementation Plan Submittal	April 29, 2002
Preliminary Plat Submittal	April 29, 2002
<u>Plan Commission Meeting 1</u>	<u>May 21, 2002</u>
<u>Plan Commission Meeting 2</u>	<u>June 4, 2002</u>

## WHY PDD?

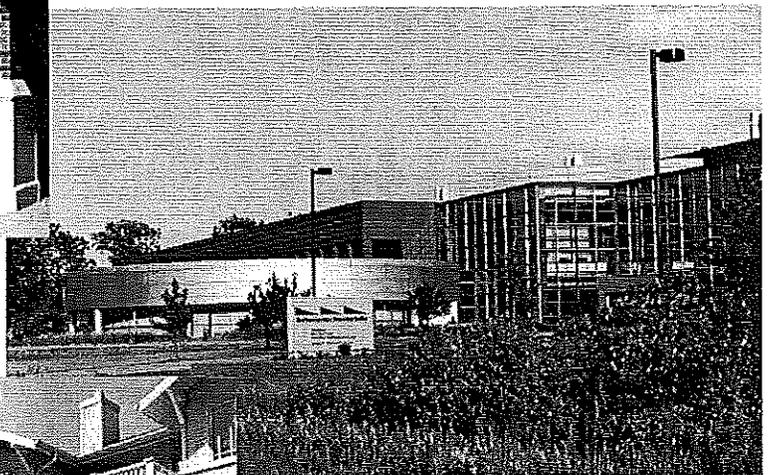
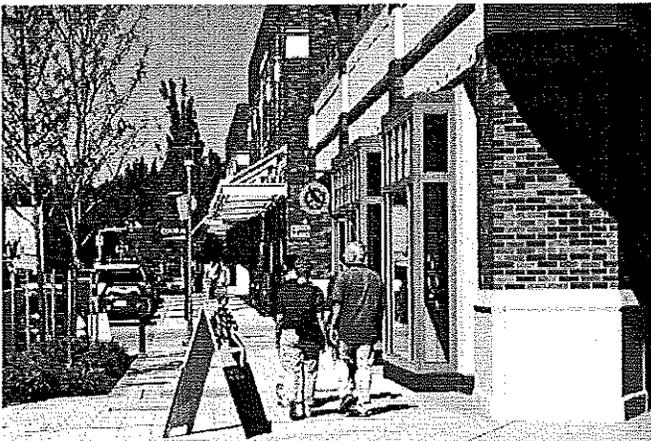
“Whereas, the Plan Commission recognizes that Planned Development District zoning will be utilized by the developer for this property, and such zoning will require additional review under the General Implementation Plan and Specific Implementation Plan phases, as well as architectural and design review approval for buildings within the development thus assuring the maintenance of the study area review and planning standards...”

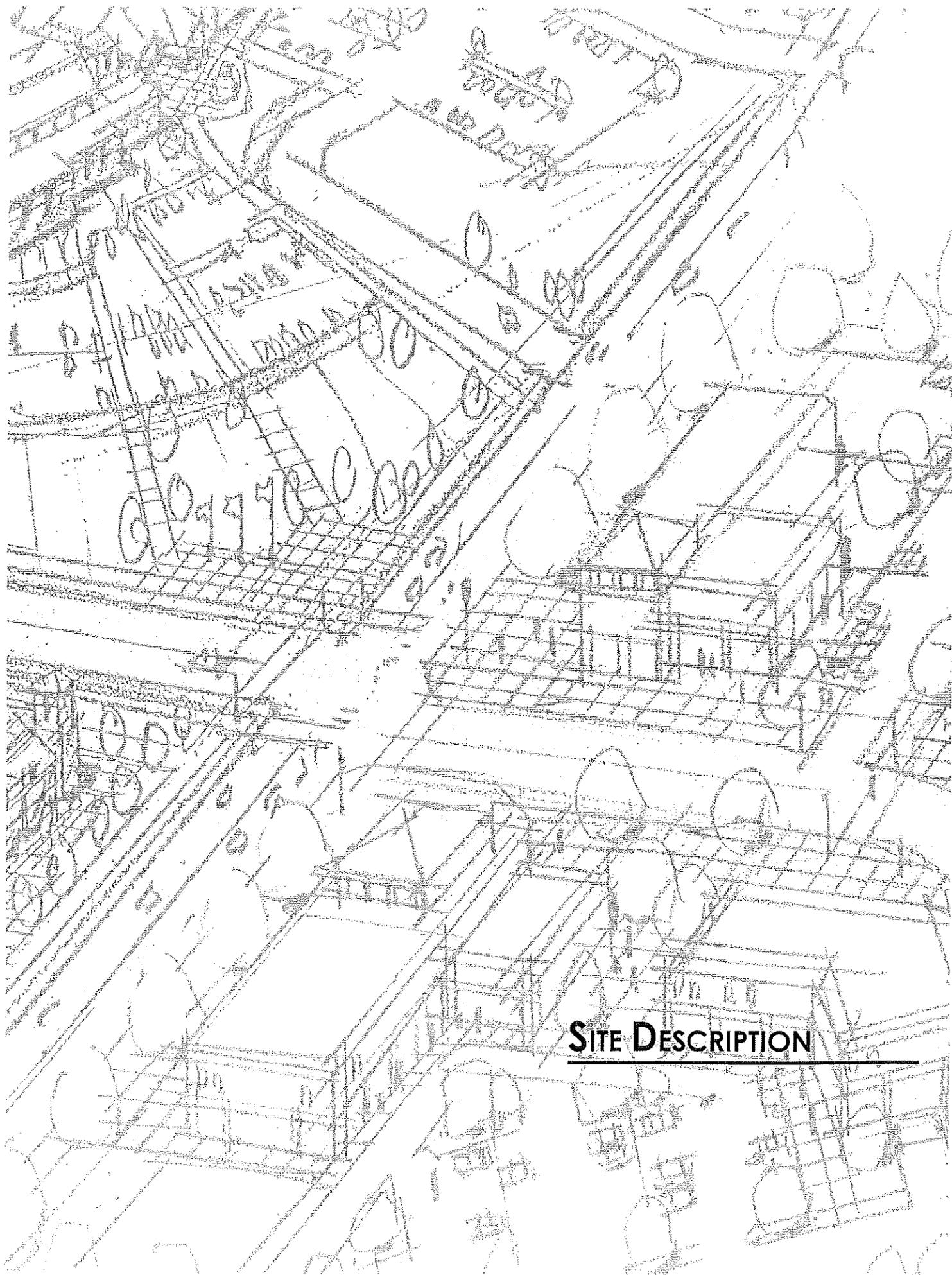
-- A Resolution Amending the General Land Use Plan to Recognize the Appropriateness of Mixed Use Technology Campus in Sections 15 & 16  
Adopted April 9, 2002

The Planned Development District will allow the design flexibility needed to integrate a mix of land uses and maintain a pedestrian friendly environment; enabling both an integrated approach to site and architectural design, as well as expanding the high tech focused employment base within the City of Fitchburg.

The design flexibility contained within the PDD district allows for the following:

- Integrating variable setback requirements
- Integrating neighborhood retail, high technology/research and a mixture of residential options
- Integrating land use and neighborhood character with surrounding areas
- Encouraging and guiding quality architecture, site design, and landscaping
- Integrating site design and circulation to maximize the pedestrian experience
- Establishing and controlling site regulatory and development standards





## **SITE DESCRIPTION**

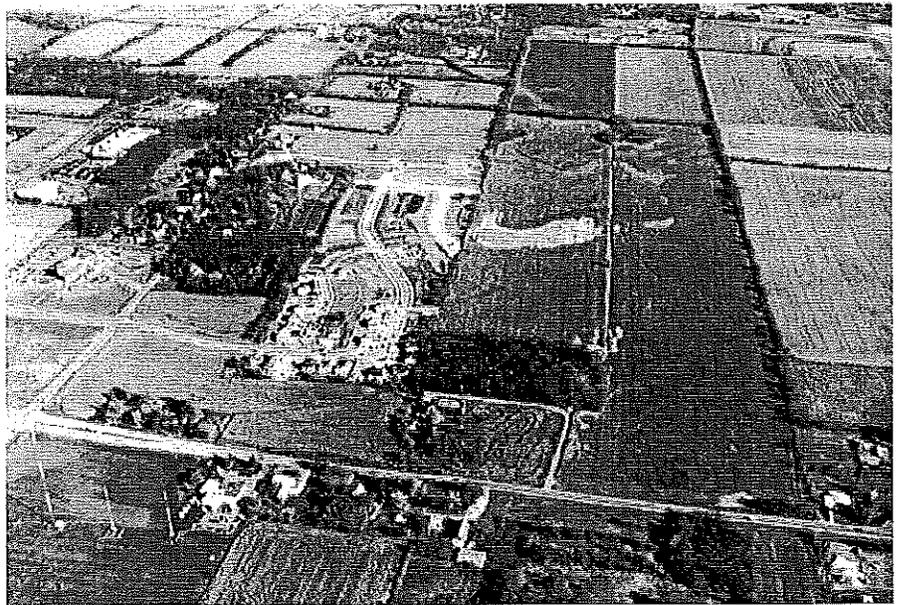
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**Parcel Numbers**

- 225/0609-161-8000-0
- 225/0609-161-9500-3
- 225/0609-161-9520-9
- 225/0609-161-8440-8
- 225/0609-161-8450-6
- 225/0609-161-8460-4
- 225/0609-152-9000-9
- 225/0609-152-9500-4

**Street Addresses**

- 2608 South Fish Hatchery Road
- 2660 South Fish Hatchery Road
- 2666 South Fish Hatchery Road
- 2676 South Fish Hatchery Road
- Aldermanic District 4, Ward 12
- Madison Metropolitan School District



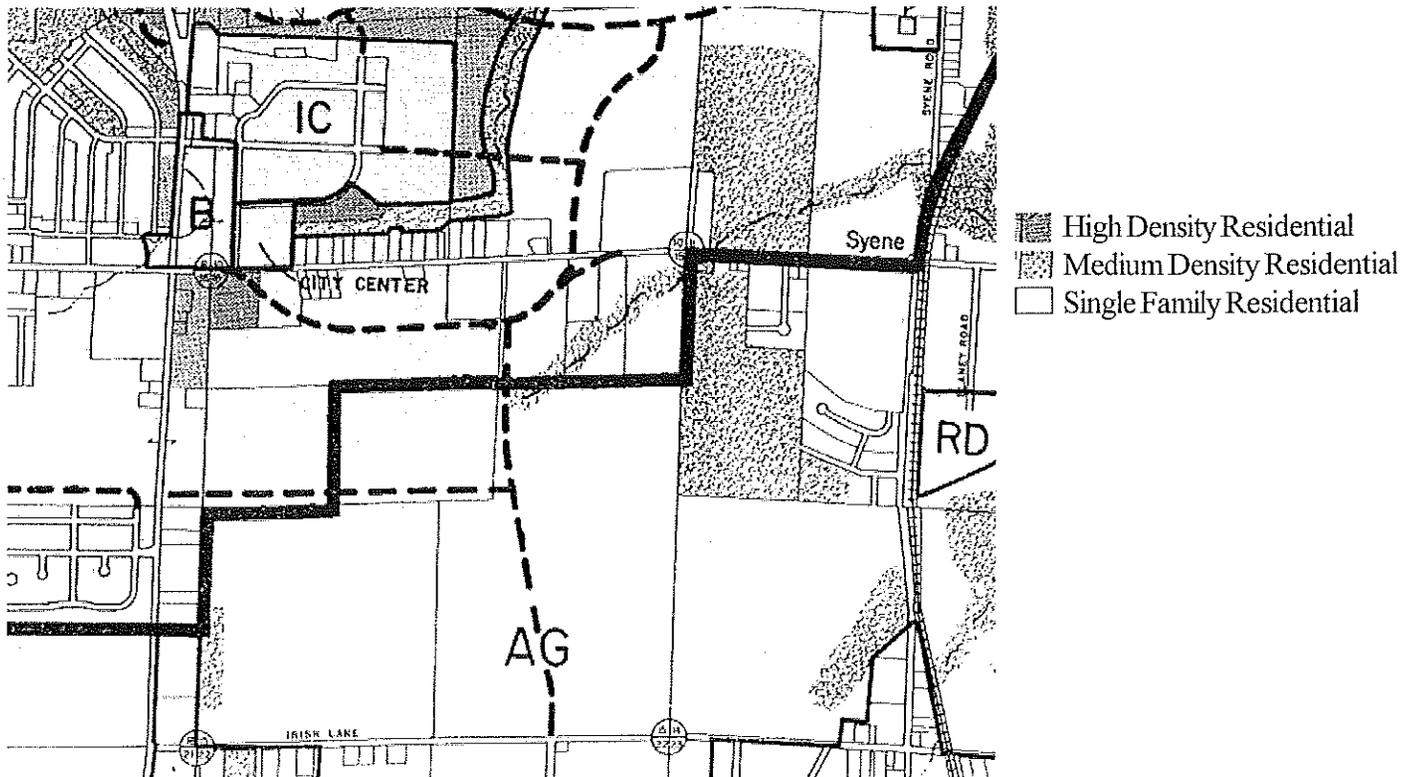
**Existing Zoning**

- R-L Low Density Residential
- A-T District Transitional Agriculture

**Existing Land Use**

- Single Family Residences
- Agriculture

**Land Use Plan Map (Prior to Special Study Area Designation)**



**Adjoining Properties**

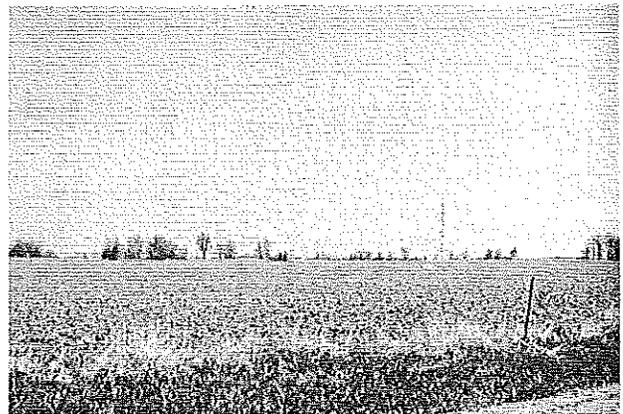
*North:*

Land uses to the north of the site include the Fitchburg Center Technology Park, City Hall, and residential uses along Lacy Road and within Quarry Hill. The Fitchburg Center Technology park employment district, while near capacity, offers the ability for the City to capture and extend the high-technology employment opportunities within the region. Direct connections with the technology park are possible through the extension of Research Park Drive.



*South:*

Rural residential uses and agriculture uses adjoin the property to the south and along the Fish Hatchery Road corridor. The long-term growth patterns for the City should be analyzed as part of the neighborhood planning for the region, so as to maintain the rural/urban interface opportunities presented by the biotechnology/research business focus within the Fitchburg Technology Neighborhood.



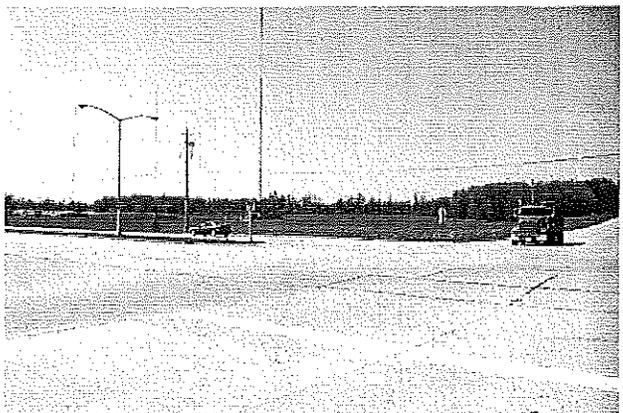
*East:*

The properties to the east of the site include the Quarry Hill residential development, agricultural uses and rural residential uses along Lacy Road. The long-term development of this area should be integrated with existing and future growth through trail and open-space connections, street network extensions and land-use transitions.



*West:*

Fish Hatchery Road bounds the site to the west, with residential, commercial, and agricultural uses along the right of way. The west corner of Lacy Road and Fish Hatchery Road currently contains communications and transmission towers and is expected to remain in a partially developed state. The remaining undeveloped lands along the corridor present future residential development options, featuring a mixture of residential units and lot sizes.



## **SITE FEATURES**

The development conditions on the site are favorable for the development of a pedestrian-focused, mixed-use, employment district. The site is currently utilized for agricultural uses, with scattered residential units along Fish Hatchery Road. Mature tree cover on the site is confined to a five acre oak woodlot in the heart of the site. The potential for expansive views of the Capitol Dome should be factored into the grading and building placement on the site.

### **Existing Structures**

The existing structures on-site include several houses that will be removed in conjunction with the development of the site. Two lots located along the Fish Hatchery Road corridor are not currently included within the project area, and will remain in the current use until such time as they are acquired or redeveloped.

### **Topography**

Site topography in general is split into an upper level area along the southern portion of the site, and a lower level area near the intersection of Fish Hatchery Road and Lacy Road. The transitional areas feature slopes that with proper grading can be integrated into the overall neighborhood.

### **Surface Hydrology**

The general topography for the site dictates two site drainage patterns. The western portion of the site drains towards the Lacy Road/Fish Hatchery Road intersection, and eventually joins the regional stormwater system to the north of the site. The eastern portion of the site drains towards the east and will need to be incorporated into a regional facility on the properties to the east.

Detailed stormwater management planning will be conducted as a component of the planning process.

### **Vegetation and Habitats**

The site is currently utilized as agricultural croplands, with a majority of the vegetation confined to scattered fencerow trees. The highest quality vegetation is located within an existing woodlot along the southwest corner of the Quarry Hill neighborhood. The quality vegetation in this woodlot is confined to approximately five acres of mature oak woods within the heart of the woodlot. The preservation and restoration of the existing oak stand should be factored into the planning process.

### **Utilities**

The site is well served by public utilities including ample sewer and water capacity, redundant power looping, and fiber optics located immediately north of the site.

The site is currently located within the City of Fitchburg Urban Service Area.



## Access

Access to the property is gained through the existing alignment for Castle Rock Road, as well as several curb cuts to existing residential units along Fish Hatchery Road. Secondary access to the site may be gained through the existing road network within the Quarry Hill Subdivision.

Long-term access to the site will be focused to a minimum of two points along Fish Hatchery Road, and several access points along Lacy Road.

*Fish Hatchery Road access points will be restricted to the intersections of Sparkle Stone Crescent and Technology Parkway. Internal access along these streets will be required to be setback a minimum of 200 feet from the Fish Hatchery Road Right of Way.*

*Lacy Road access points, other than Research Park Drive, will be coordinated with City Staff to determine road configurations, right-of-way requirements, and placement. The resulting access requirements will be finalized as a component of the Final Plat, TID district, and SIP submittals.*



**Property Description**

FN: 01CE392

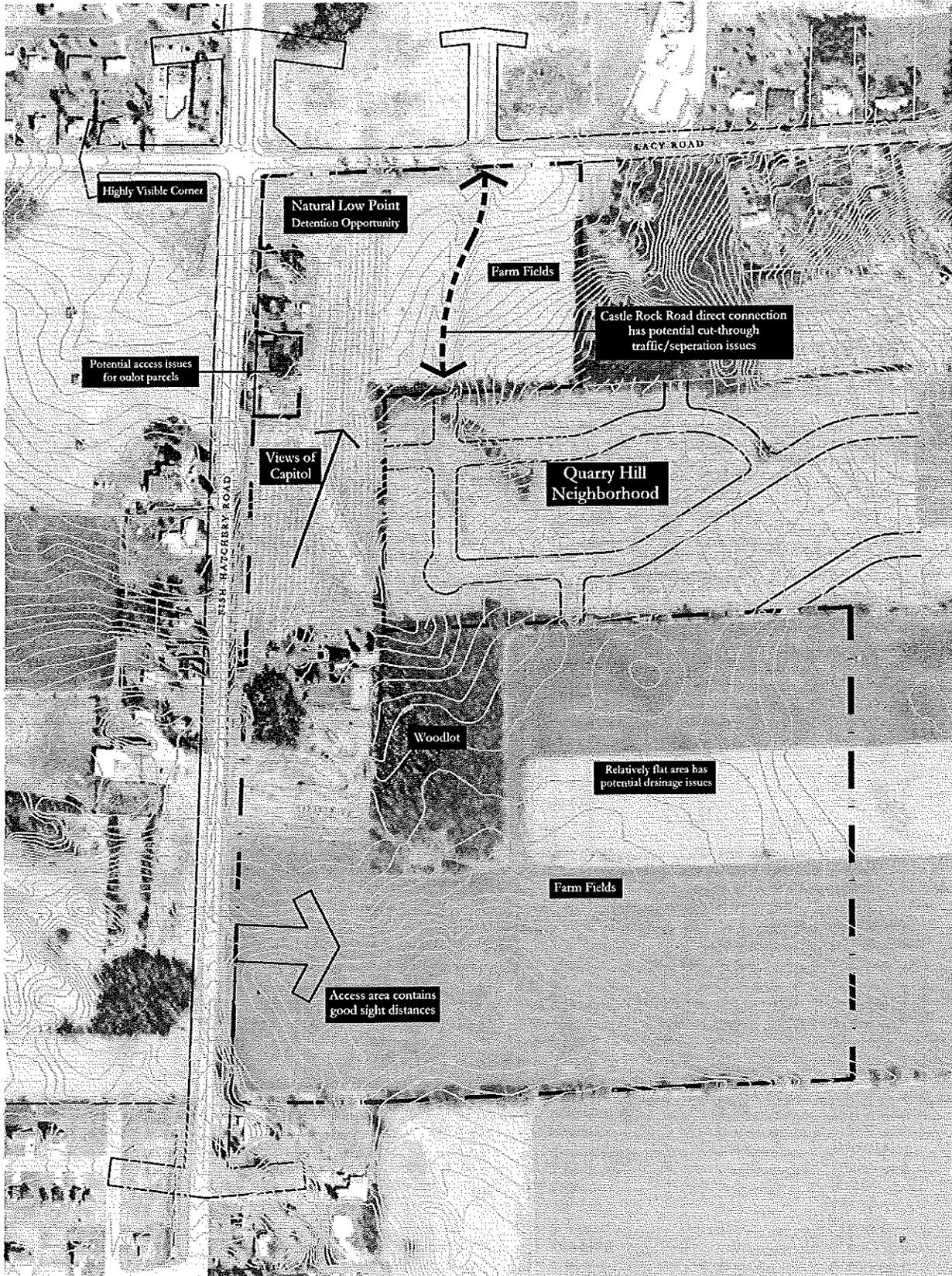
May 21, 2002

**Phase 1 Legal Description**

Located in the Northeast Quarter and the Southeast Quarter of the Northeast Quarter of Section 16 and also located in the Northwest Quarter, Southwest Quarter and Southeast Quarter of the Northwest Quarter of Section 15, all in Township 6 North, Range 9 East, City of Fitchburg, Dane County, Wisconsin, more fully described as follows:

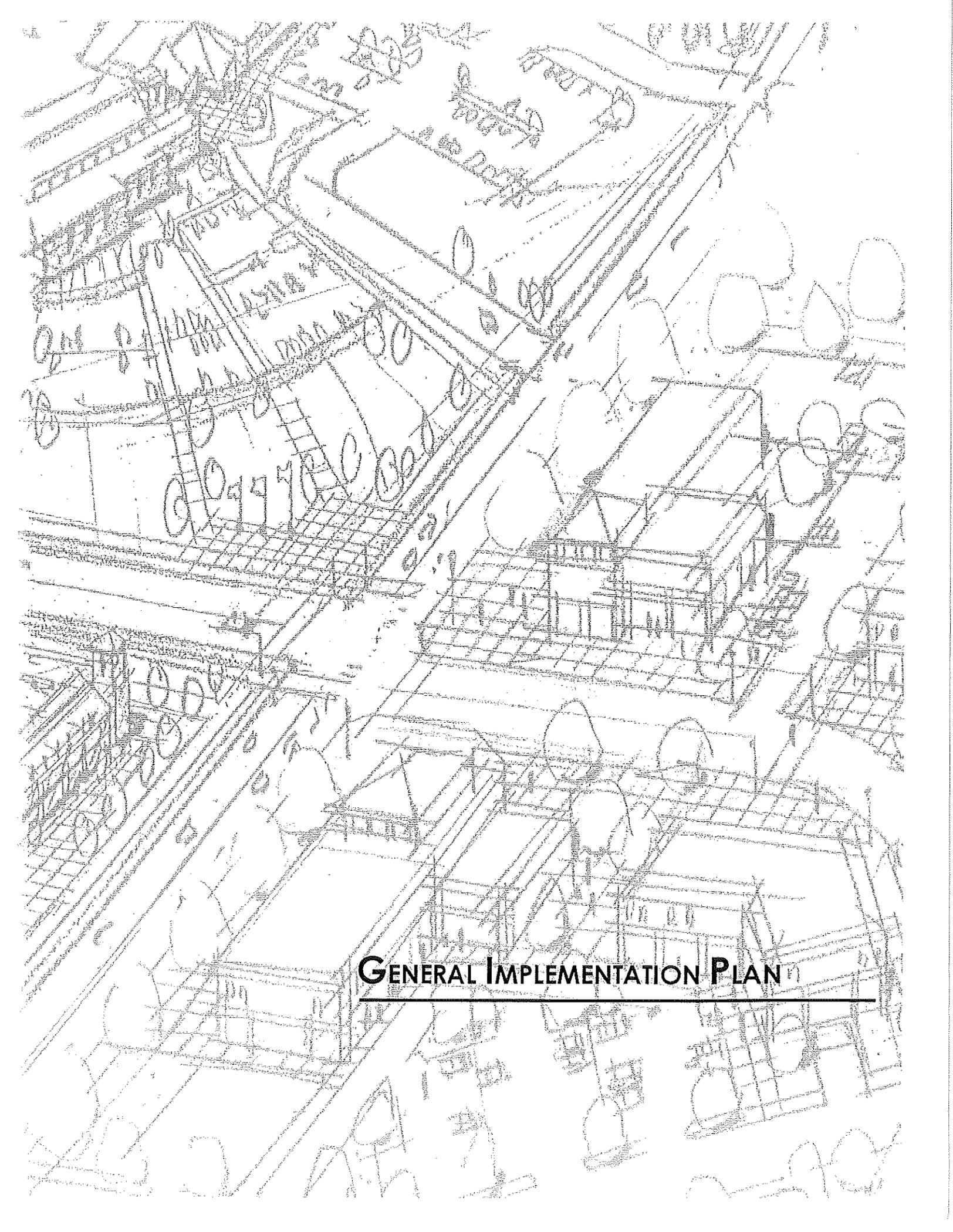
Commencing at the Northwest corner of said Section 15, thence North 86 degrees 42 minutes 44 seconds East, along the North line of said Section 15, 555.05 feet; thence South 00 degrees 13 minutes 15 seconds West, 663.53 feet to the North plat line of Quarry Hill, according to the recorded plat thereof; thence South 86 degrees 49 minutes 06 seconds West, along said North plat line, 555.04 feet; thence South 00 degrees 11 minutes 49 seconds West, along the West plat line of said Quarry Hill, 662.06 feet; thence North 87 degrees 00 minutes 06 seconds East, 1327.52 feet; thence South 00 degrees 06 minutes 42 seconds West, 1326.51 feet; thence South 87 degrees 05 minutes 51 seconds West, along the South line of the Northwest Quarter of said Section 15, 1330.14 feet to the West quarter corner of said Section 15; thence North 89 degrees 47 minutes 33 seconds West, along the South line of the Northeast Quarter of said Section 16, 438.91 feet; thence North 01 degree 41 minutes 20 seconds East, 1149.45 feet; thence North 02 degrees 10 minutes 17 seconds East, 523.15 feet, thence North 89 degrees 40 minutes 44 seconds East, 0.44 feet; thence North 00 degrees 19 minutes 20 seconds West, 10.18 feet; THENCE North 02 degrees 10 minutes 17 seconds East, 244.76 feet; thence South 87 degrees 49 minutes 43 seconds East, 124.50 feet; thence North 02 degrees 10 minutes 17 seconds East, 235.46 feet; thence North 87 degrees 49 minutes 43 seconds West, 124.50 feet; thence North 02 degrees 10 minutes 17 seconds East, 350.34 feet; thence North 46 degrees 48 minutes 49 seconds East, 199.07 feet to the North line of the Northeast Quarter of said Section 16; thence South 89 degrees 48 minutes 35 seconds East, along said North line, 218.41 feet to the point of beginning. This description contains approximately 3,150,579 square feet or 72.3273 acres.

# Site Analysis



## FITCHBURG TECHNOLOGY CAMPUS

*Fitchburg, Wisconsin*



**GENERAL IMPLEMENTATION PLAN**

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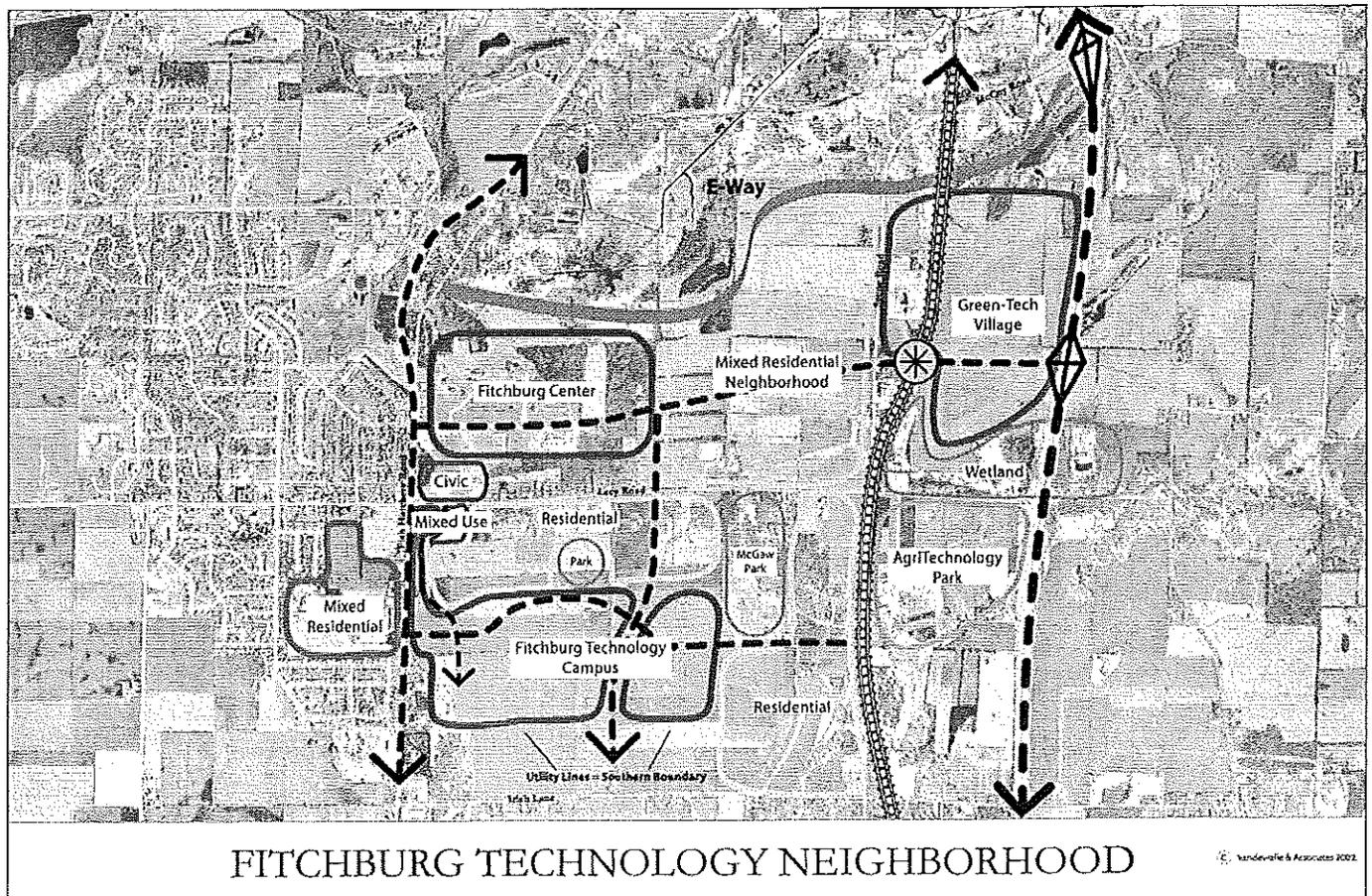
# FITCHBURG TECHNOLOGY CAMPUS

The 71-acre Fitchburg Technology Campus offers a unique opportunity to maintain balanced growth, build nonresidential tax base, and maintain & enhance the quality of life for residents of the City of Fitchburg.

Positioned to accent and build upon the surrounding regional opportunities, the Fitchburg Technology Campus is designed to further the City's goals for creating high technology employment within the City of Fitchburg. Integrated into the overall vision set forth in the Fitchburg Technology Neighborhood, this design creates opportunities to live and work with the efficiency and convenience of a neighborhood setting. Neighborhood assets include pedestrian focused streets, walkable access to the City's civic core, mixed-use neighborhood centers, and defined activity nodes, as well as numerous opportunities to build upon the technology research components and employment base present in the region.

## FITCHBURG: AN INNOVATIVE MODEL

The City of Fitchburg throughout its history has capitalized on a strong residential market and the close proximity to the Madison metropolitan area. The City has shown a strong history of foresight in maintaining transportation options, fostering an integrated open-space and residential base, and preserving the opportunities presented by the geographical proximity to the City of Madison and University of Wisconsin. These well-preserved options have placed the City at the doorstep of development, creating both an opportunity for the City to carefully plan for a new model for city growth, and the necessity to formulate a long-term strategy for the sustainability of the quality of life for its residents. The innovative model set forth in the Fitchburg Technology Neighborhood is developed on the premise that the keys to maintaining the high quality of life are to capitalize on the opportunities to extend the high-technology employment base, develop integrated residential neighborhoods, and utilize sustainable neighborhood design and planning principles. The implementation of the Fitchburg Technology Neighborhood will increase the City's nonresidential tax base and strengthen the City's long-term economic sustainability.



## **PROJECT IMPACT**

### *Smart growth in action*

Creation and expansion of the technology & research employment zone within the City of Fitchburg offers both a connection to its existing job base and a clear path towards realizing the City's goals of high quality employment, diverse tax base, and clean, sustainable development. Through the integration of a mixed-use employment base and residential housing options, the Fitchburg Technology Campus offers the City a continuation of its smart growth and sustainable development goals. Developing compact mixed-use areas is an important component of the overall growth strategy of the City of Fitchburg. Compact development strategies offer the ability to develop areas of density, while reducing the growth pressures on outlying areas, and slowing the pace of farmland development. Creating these mixed-use areas, as a desirable and livable district for residents and employees, requires the careful placement of a land uses, quality design & construction, integrated transportation networks & trail connections, and interconnected parks & open spaces. This mixture of uses when coupled with a walkable pedestrian environment, create the character and aesthetic qualities needed to offer a sustainable future for the City of Fitchburg.

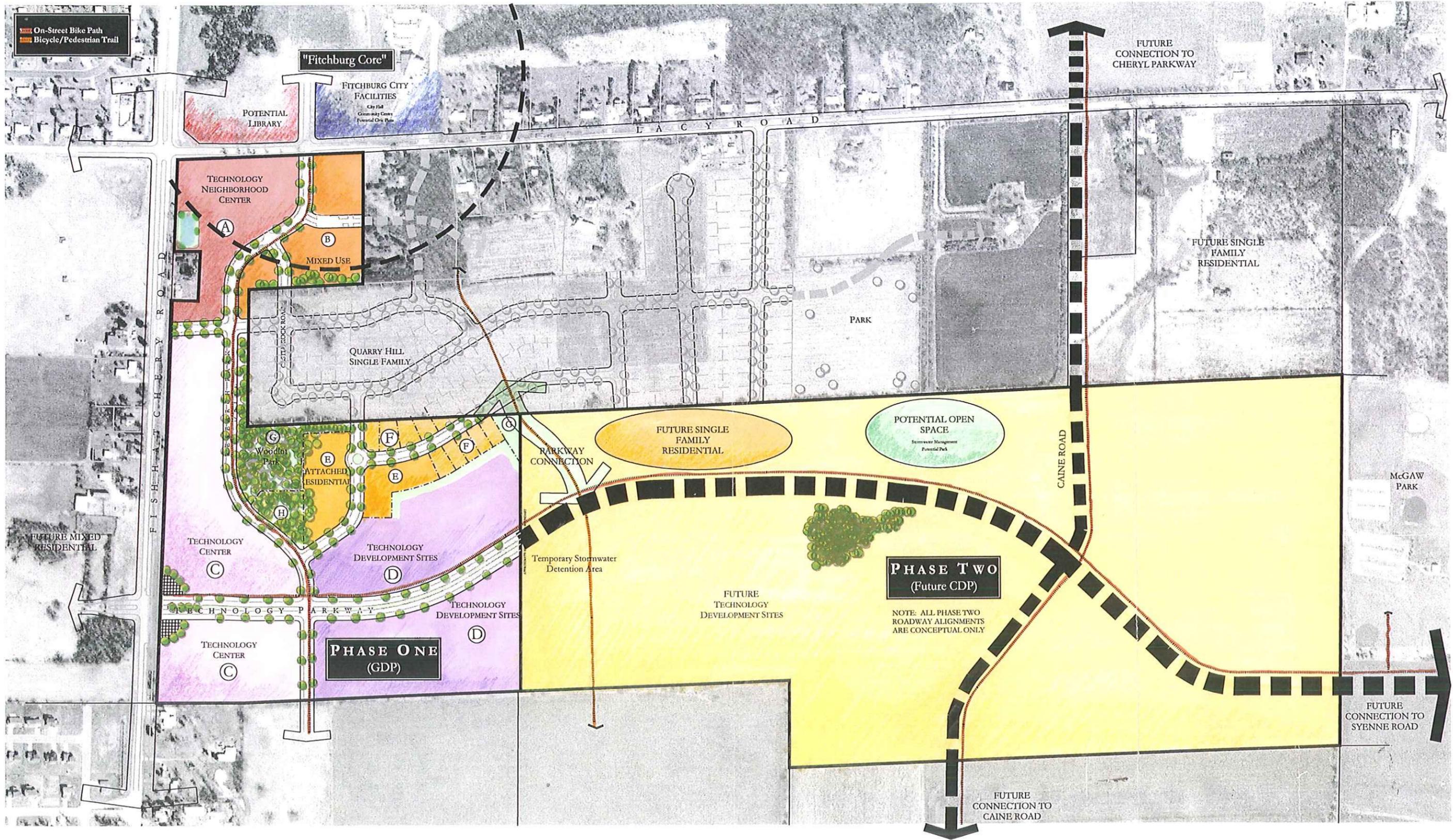
- The Fitchburg Technology Campus plan develops an estimated \$113,977,000 in assessed valuation.
- Housing options within the development include single-family, townhomes, condominiums, and apartments; creating approximately 83 living units.
- Preliminary employment projections include approximately 3,300 technology focused jobs.
- Park and Open space dedications include trail connections, dedication of the Woodlot Park, and buffer placements.
- Trail connections within the project include a network of on-street bike lanes, and the provision for extensions to the off-street paths and open space/park system through future development area.
- Integrated stormwater management approaches for the treatment of quality and quantity of runoff generated onsite.

## **ENVELOPE PLAN**

### *Ensuring a sense of place*

The intent of the primary building zones is to create a framework to guide the development of architecture that ensures the character and pedestrian scale goals are implemented. The architect, site planner or developer is required to locate at least 50% of the primary building within the building zone. Parking areas should not occur between the building facade and any public street within the primary building zone.

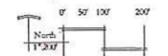
The primary building envelopes included on page 19 reinforce the goals of the General Implementation Plan and allow the developer and architect the flexibility and creativity to design spaces appropriate for their user. If a superior design solution is proposed, or adjoining sites were combined, the developer, site planner or architect would need to define the reasons why the building zone should be redefined and insure that the design intent outlined in the General Implementation Plan goals are maintained.



# FITCHBURG TECHNOLOGY CAMPUS

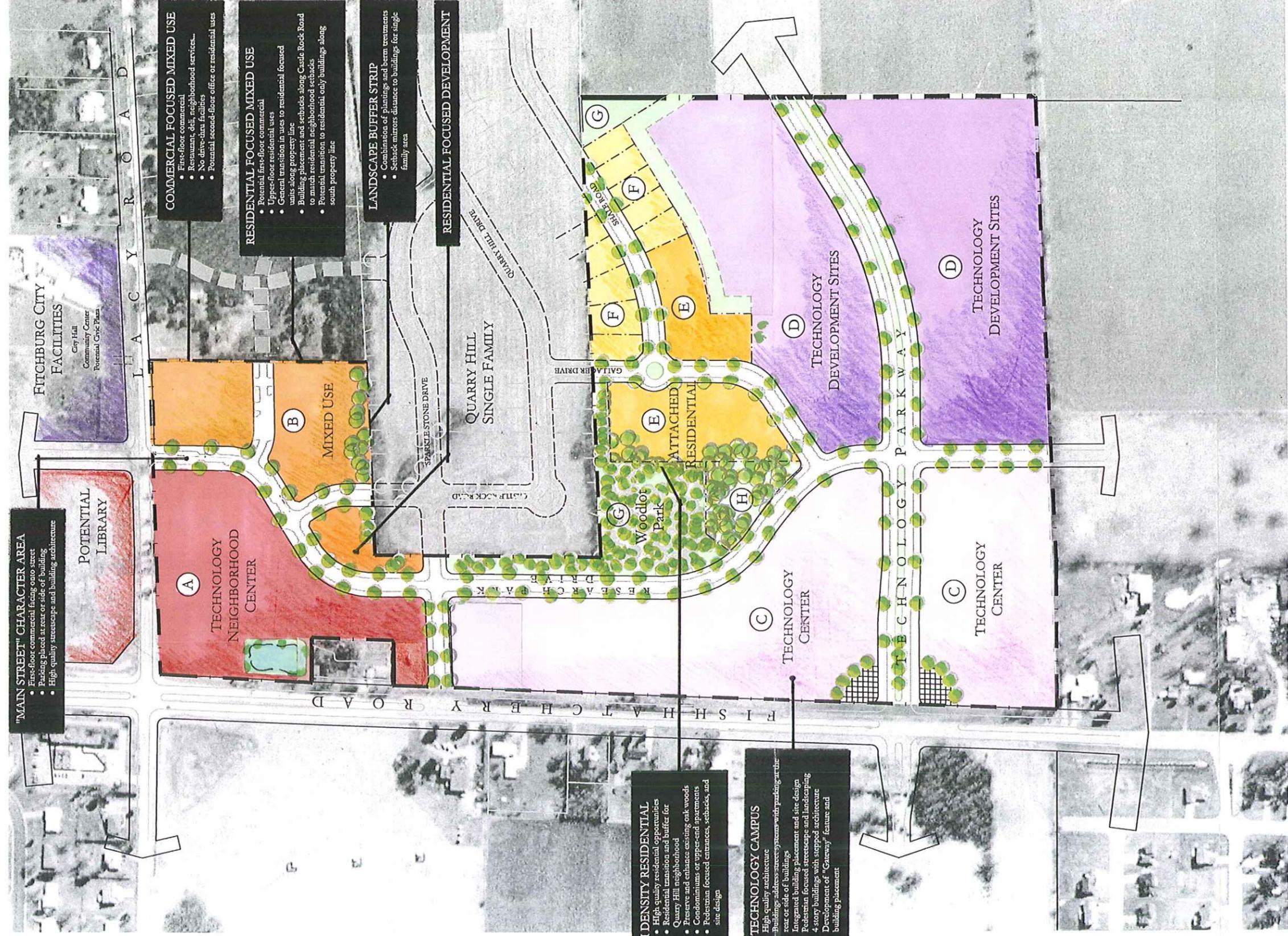
## Fitchburg, Wisconsin

Created: January 14, 2002  
 Revised: April 23, 2002



**Yandewille & Associates**  
 Urban Planning Architects  
 1000 Wisconsin Avenue, Suite 1000  
 Fitchburg, Wisconsin 53511

# General Implementation Plan



**"MAIN STREET" CHARACTER AREA**

- First-floor commercial facing onto street
- Parking placed at rear or side of building
- High quality streetscape and building architecture

**A**  
TECHNOLOGY NEIGHBORHOOD CENTER

POTENTIAL LIBRARY

**B**  
MIXED USE

**COMMERCIAL FOCUSED MIXED USE**

- First-floor commercial
- Restaurant, deli, neighborhood services...
- No drive-thru facilities
- Potential second-floor office or residential uses

**RESIDENTIAL FOCUSED MIXED USE**

- Potential first-floor commercial
- Upper-floor residential uses
- General transition in uses to residential focused units along property line
- Building placement and setbacks along Castie Rock Road to match residential neighborhood setbacks
- Potential transition to residential only buildings along south property line

**LANDSCAPE BUFFER STRIP**

- Combination of plantings and berm treatments
- Setback mirrors distance to buildings for single family area

**RESIDENTIAL FOCUSED DEVELOPMENT**

QUARRY HILL SINGLE FAMILY

**HIGH DENSITY RESIDENTIAL**

- High quality residential opportunities
- Residential transition and buffer for Quarry Hill neighborhood
- Preserve and enhance existing oak woods
- Condominiums or upper-end apartments
- Pedestrian focused entrances, setbacks, and site design

**HIGH TECHNOLOGY CAMPUS**

- High quality architecture
- Buildings address street systems with parking at the rear or side of buildings
- Integrated building placement and site design
- Pedestrian focused streetscape and landscaping
- 4-story buildings with stepped architecture
- Development of "Gateway" feature and building placement

**C**  
TECHNOLOGY CENTER

**E**  
ATTACHED RESIDENTIAL

Woodlot Park

**D**  
TECHNOLOGY DEVELOPMENT SITES

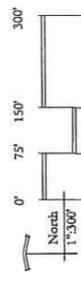
**C**  
TECHNOLOGY CENTER

**D**  
TECHNOLOGY DEVELOPMENT SITES

# FITCHBURG TECHNOLOGY CAMPUS

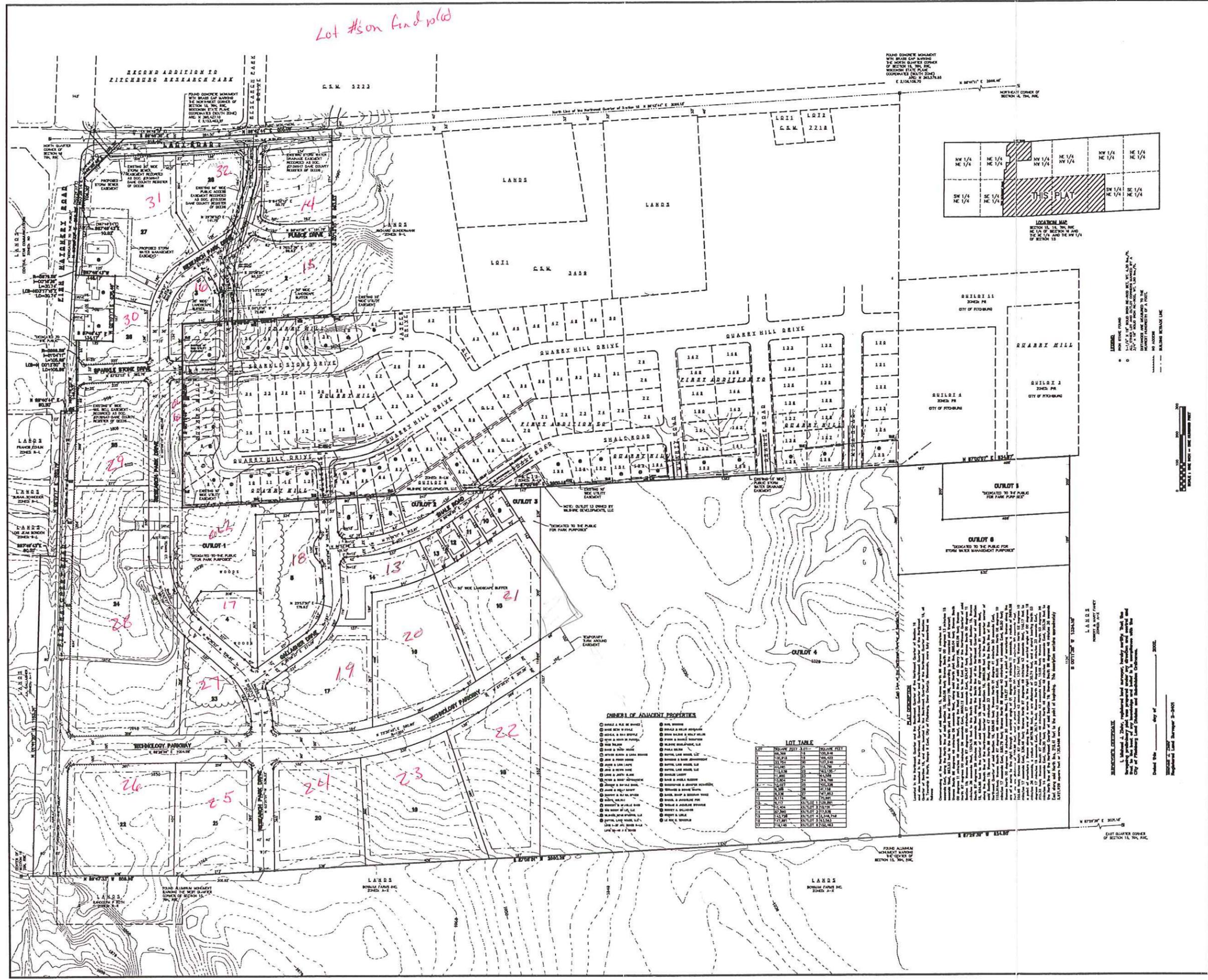
*Fitchburg, Wisconsin*

Created: January 14, 2002  
Revised: April 2, 2002



Validated & Approved  
Planning & Consulting

Lot # on final plat



**PRELIMINARY PLAT OF FITCHBURG TECHNOLOGY CAMPUS**  
 LOCATED IN THE NORTHEAST QUARTER AND THE SOUTHWEST QUARTER OF SECTION 16 AND ALSO LOCATED IN THE NORTHWEST QUARTER, SOUTHWEST QUARTER AND SOUTHWEST QUARTER OF SECTION 15, AND ALSO LOCATED IN THE SOUTHWEST QUARTER OF THE NORTHEAST QUARTER OF SECTION 15, ALL IN TOWNSHIP 6 NORTH, RANGE 9 EAST, CITY OF FITCHBURG, DANE COUNTY, WISCONSIN.

**OWNER/DEVELOPER:**  
 KELLY DEVELOPMENT COMPANY, LLC  
 120 EAST LAKEVIEW STREET  
 MADISON, WI 53710

**ENGINEER/SURVEYOR:**  
 CALSON ENGINEERING, LLC  
 4018 TRANHLE STREET  
 P.O. BOX 378  
 MADISON, WI 53708  
 608-238-0444

**DATE:** May 14, 2024  
**REVISIONS:** 1-2024  
**REGISTERED LAND SURVEYOR #:** 3-3901

**NOTES:**  
 1. The plat is subject to all applicable laws, rules, and regulations of the State of Wisconsin, including but not limited to the Wisconsin Land Surveying Act, Chapter Trans. 100, and the Wisconsin Surveying Board Rules, Chapter Trans. 100.01.  
 2. The plat is subject to all applicable laws, rules, and regulations of the City of Fitchburg, including but not limited to the Fitchburg Zoning Ordinance, Chapter Fitch. 100, and the Fitchburg Planning Board Rules, Chapter Fitch. 100.01.  
 3. The plat is subject to all applicable laws, rules, and regulations of the County of Dane, including but not limited to the Dane County Zoning Ordinance, Chapter Dane. 100, and the Dane County Planning Board Rules, Chapter Dane. 100.01.  
 4. The plat is subject to all applicable laws, rules, and regulations of the State of Wisconsin, including but not limited to the Wisconsin Land Surveying Act, Chapter Trans. 100, and the Wisconsin Surveying Board Rules, Chapter Trans. 100.01.  
 5. The plat is subject to all applicable laws, rules, and regulations of the City of Fitchburg, including but not limited to the Fitchburg Zoning Ordinance, Chapter Fitch. 100, and the Fitchburg Planning Board Rules, Chapter Fitch. 100.01.  
 6. The plat is subject to all applicable laws, rules, and regulations of the County of Dane, including but not limited to the Dane County Zoning Ordinance, Chapter Dane. 100, and the Dane County Planning Board Rules, Chapter Dane. 100.01.  
 7. The plat is subject to all applicable laws, rules, and regulations of the State of Wisconsin, including but not limited to the Wisconsin Land Surveying Act, Chapter Trans. 100, and the Wisconsin Surveying Board Rules, Chapter Trans. 100.01.  
 8. The plat is subject to all applicable laws, rules, and regulations of the City of Fitchburg, including but not limited to the Fitchburg Zoning Ordinance, Chapter Fitch. 100, and the Fitchburg Planning Board Rules, Chapter Fitch. 100.01.  
 9. The plat is subject to all applicable laws, rules, and regulations of the County of Dane, including but not limited to the Dane County Zoning Ordinance, Chapter Dane. 100, and the Dane County Planning Board Rules, Chapter Dane. 100.01.  
 10. The plat is subject to all applicable laws, rules, and regulations of the State of Wisconsin, including but not limited to the Wisconsin Land Surveying Act, Chapter Trans. 100, and the Wisconsin Surveying Board Rules, Chapter Trans. 100.01.

Final plat  
 lot #s  
 in red

# Fitchburg Technology Campus

General Implementation Plan Acreage Breakdown

Lot Breakdown	Net Acreage	Total Units	Net Density DU/Acre	Projected Floor Area Ratio (see note 4)	Projected Impervious Surface Ratio	Projected Use Square Footage	Research/Office Traffic Ratio	Traffic Generation	Traffic Count Projections Trips Per Day			Parking Ratio	Projected Parking Demand				
									Research	Office	Commercial		Residential	Research	Office	Commercial	Residential
<b>A. Technology Neighborhood Center District</b>	<b>6.3</b>	-	-	<b>3.5</b>	<b>0.70</b>	<b>152,214</b>	<b>50/50</b>		<b>783</b>	<b>556</b>	<b>610*</b>	<b>0</b>		<b>274</b>	<b>274</b>	<b>60</b>	<b>0</b>
Lot Number 26	0.9	-	-	0.5									Stalls/1,000 sq.ft.				
Office 30						9,801		11.42	112				4.00		39		
Research						9,801		8.11		79			4.00	39			
Lot Number 27	3.8	-	-	0.5									Stalls/1,000 sq.ft.				
Office 31						41,382		11.42	473				4.00		166		
Research						41,382		8.11		336			4.00	166			
Lot Number 28	1.6	-	-	0.5									Stalls/1,000 sq.ft.				
Office 32						17,424		11.42	199				4.00		70		
Research						17,424		8.11		141			4.00	70			
*Retail (see note 1)						15,000		40.67			610		4.00			60	
<b>B. Mixed Use District</b>	<b>4.7</b>	<b>40</b>	<b>8.5</b>		<b>0.70</b>	<b>30,000</b>			<b>0</b>	<b>165</b>	<b>610*</b>	<b>224</b>		<b>0</b>	<b>60</b>	<b>60</b>	<b>80</b>
Lot Number 1	1.6	-	-	0.5									Stalls/1,000 sq.ft.				
Professional Office						15,000		11.01		165			4.00		60		
*Retail (see note 1)						15,000		40.67			610		4.00			60	
Lot Number 2	2.3	35	15.1										2.0 stalls/unit				70
Apartments		25						6.63					2.0 stalls/unit				50
Townhome Condominiums		10						5.85				166	2.0 stalls/unit				20
Lot Number 3	0.8	5	6.5										2.0 stalls/unit				10
Townhome Condominiums		5						5.85				29	2.0 stalls/unit				10
<b>C. Technology Center District</b>	<b>17.5</b>	-	-	<b>3.6</b>	<b>0.60</b>	<b>456,816</b>	<b>75/25</b>		<b>1,304</b>	<b>2,779</b>	<b>0</b>	<b>0</b>		<b>1,370</b>	<b>457</b>	<b>0</b>	<b>0</b>
Lot Number 21	2.7	-	-	0.6									Stalls/1,000 sq.ft.				
Office 25						17,367		11.42	198				4.00		69		
Research						52,101		8.11		423			4.00	208			
Lot Number 22	3.7	-	-	0.6									Stalls/1,000 sq.ft.				
Office 26						24,473		11.42	279				4.00		98		
Research						73,420		8.11		595			4.00	294			
Lot Number 23	1.5	-	-	0.6									Stalls/1,000 sq.ft.				
Office 27						9,685		11.42	111				4.00		39		
Research						29,056		8.11		236			4.00	116			
Lot Number 24	7.3	-	-	0.6									Stalls/1,000 sq.ft.				
Office 28						47,615		11.42	544				4.00		190		
Research						142,845		8.11		1158			4.00	571			
Lot Number 25	2.3	-	-	0.6									Stalls/1,000 sq.ft.				
Office 29						15,063		11.42	172				4.00		60		
Research						45,190		8.11		366			4.00	181			
<b>D. Technology Development District</b>	<b>19.7</b>	-	-	<b>3.5</b>	<b>0.60</b>	<b>427,903</b>	<b>66/33</b>		<b>1,619</b>	<b>2,320</b>	<b>0</b>	<b>0</b>		<b>1,145</b>	<b>567</b>	<b>0</b>	<b>0</b>
Lot Number 15	3.3	-	-	0.5									Stalls/1,000 sq.ft.				
Office 21						23,715		11.42	271				4.00		95		
Research						47,861		8.11		388			4.00	191			
Lot Number 16	3.4	-	-	0.5									Stalls/1,000 sq.ft.				
Office 20						24,397		11.42	279				4.00		98		
Research						49,238		8.11		399			4.00	197			
Lot Number 17	2.7	-	-	0.5									Stalls/1,000 sq.ft.				
Office 19						19,494		11.42	223				4.00		78		
Research						39,342		8.11		319			4.00	157			
Lot Number 18	3.6	-	-	0.5									Stalls/1,000 sq.ft.				
Office 22						25,715		11.42	294				4.00		103		
Research						51,898		8.11		421			4.00	208			
Lot Number 19	3.8	-	-	0.5									Stalls/1,000 sq.ft.				
Office 23						27,460		11.42	314				4.00		110		
Research						55,419		8.11		449			4.00	222			
Lot Number 20	2.9	-	-	0.5									Stalls/1,000 sq.ft.				
Office 24						20,995		11.42	240				4.00		84		
Research						42,371		8.11		344			4.00	169			

# Fitchburg Technology Campus

General Implementation Plan Acreage Breakdown

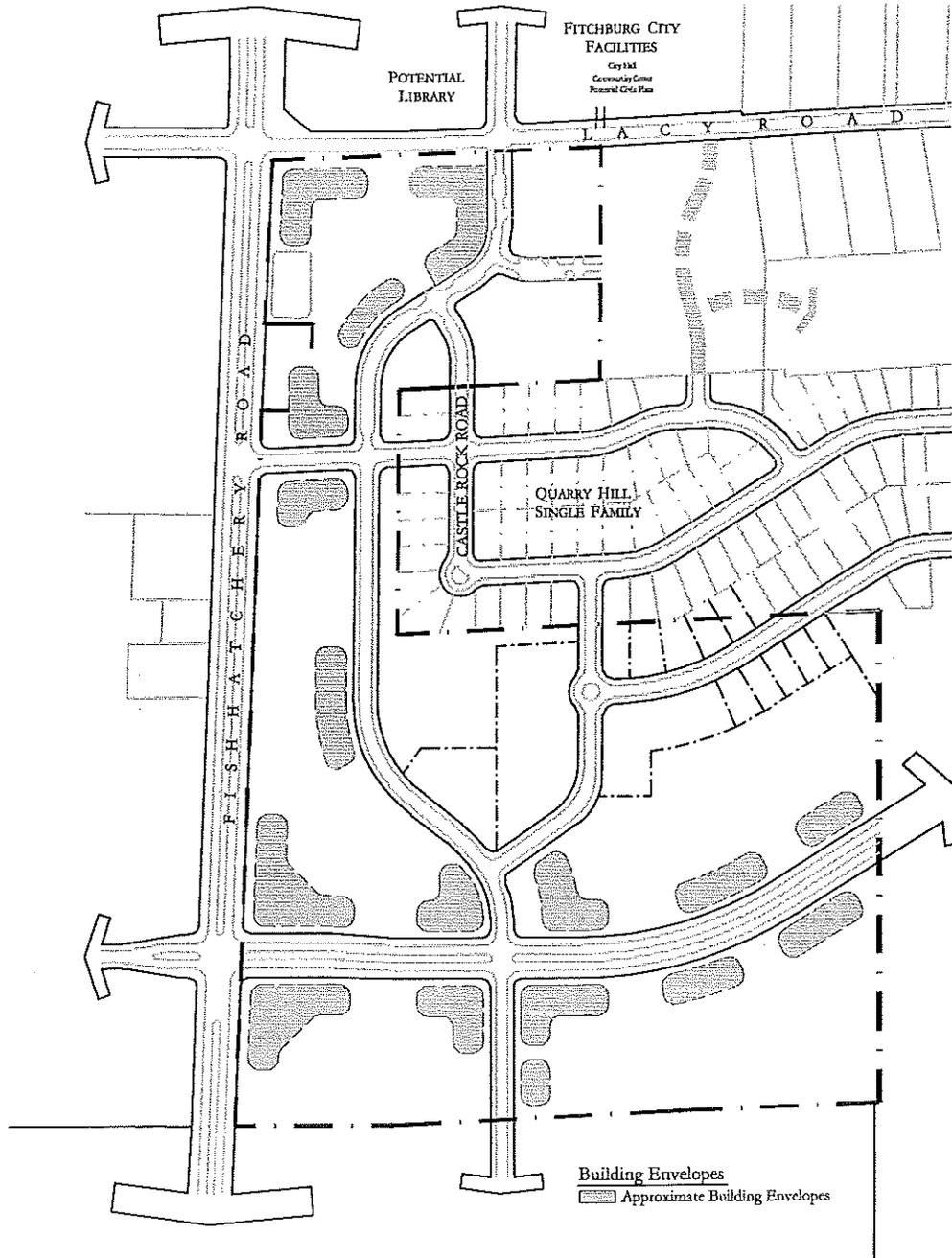
Lot Breakdown	Net Acreage	Total Units	Net Density DU/Acre	Projected Floor Area Ratio (see note 4)	Projected Impervious Surface Ratio	Projected Use Square Footage	Research/Office Traffic Ratio	Traffic Generation	Traffic Count Projections Trips Per Day			Parking Ratio	Projected Parking Demand					
									Research	Office	Commercial		Residential	Research	Office	Commercial	Residential	
<b>E. Attached Residential</b>	3.9	35	8.9	3.4	0.50	-	-	-	-	-	-	232	-	-	-	-	-	-
Lot Number 5 18	2.6	20	7.7	-	-	-	-	6.63	-	-	-	133	2.0 stalls/unit	-	-	-	-	40
Lot Number 14 13	1.3	15	11.3	-	-	-	-	6.63	-	-	-	99	2.0 stalls/unit	-	-	-	-	30
<b>F. Single Family Residential</b>	1.9	8	4.3	2.4	0.50	-	-	-	-	-	-	78	0.50	-	-	-	-	-
Lot Numbers 6,7,8,9,10,11,12,13	1.9	8	4.3	-	-	-	-	9.75	-	-	-	78	2.0 stalls/unit	-	-	-	-	16
*Future Shared Units Outlot 2	0.3	3	9.6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>G. Parks &amp; Open Space</b>	5.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Outlot 1 6L2	3.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Outlot 3	0.4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
*Outlot 5 (located within Phase Two Area) 9	2.1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>H. Privately Maintained Open Space</b>	1.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Lot Number 4 17	1.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Rights of Way</b>	16.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Totals (see note 3):</b>	<b>75.5</b>	<b>83</b>				<b>1,066,933</b>			<b>3,707</b>	<b>5,821</b>	<b>610</b>	<b>224</b>		<b>5,030</b>	<b>610</b>	<b>60</b>	<b>326</b>	

- 1 Retail square footage projections will be shared between the Mixed Use District and Technology Neighborhood Center. The total square footage will not exceed 15,000 square feet (see GIP Text).
- 2 See page 37 for detailed traffic count projections and Technology/Office Splits.
- 3 Total Acreage includes 2.1 acres of park dedication located within Phase Two.
- 4 FAR numbers will be projected district wide and may allow some shafts. The total square footage within a district will not exceed the maximum FAR for the district.

Totals by Land Use	Square Feet	Units
Research	697,347	
Office (See note 5)	324,586	
Professional Office	15,000	
Retail	15,000	
Apartments		60
Townhome Condominiums		15
Single Family		8

- 5 Office projections are included for traffic generation purposes and represent a maximum allocation. The intent of the project is to minimize office uses and foster research components.

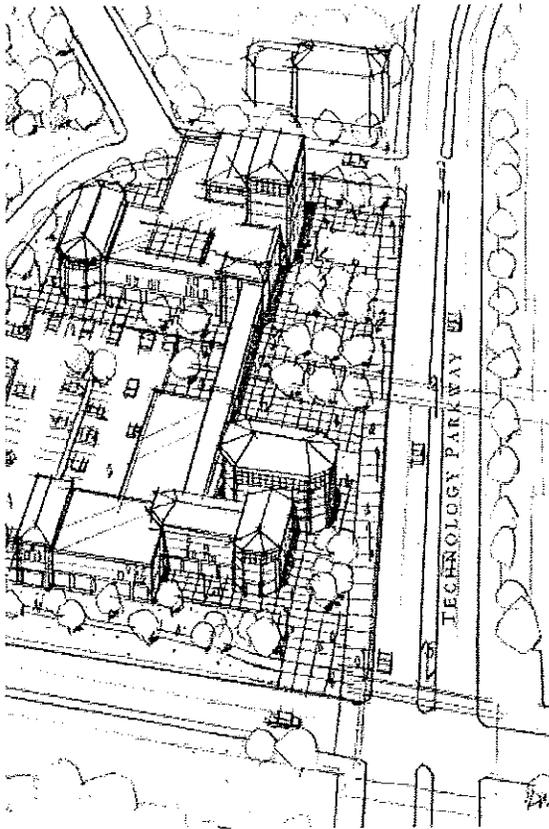
**ENVELOPE PLAN**



FITCHBURG TECHNOLOGY CAMPUS  
*Fitchburg, Wisconsin*



**ILLUSTRATIVE PERSPECTIVES**

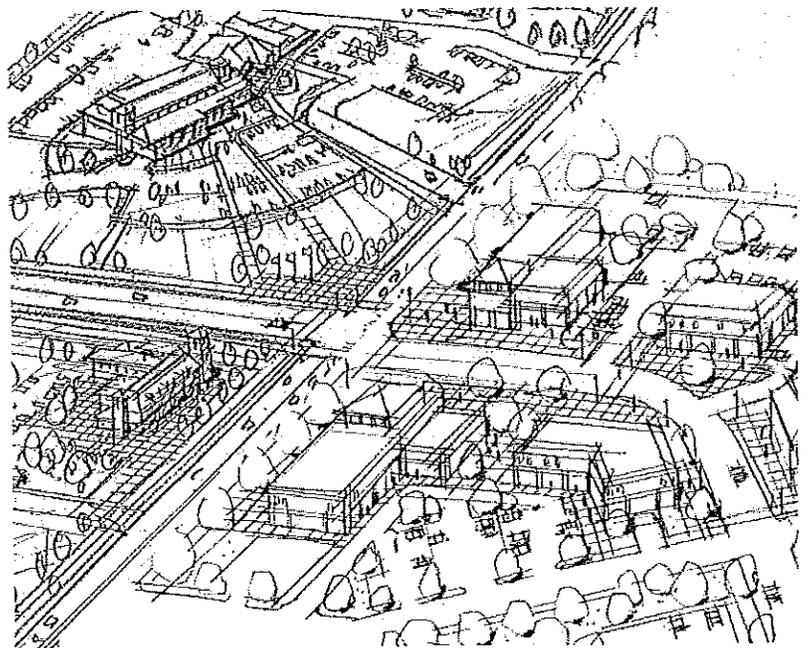


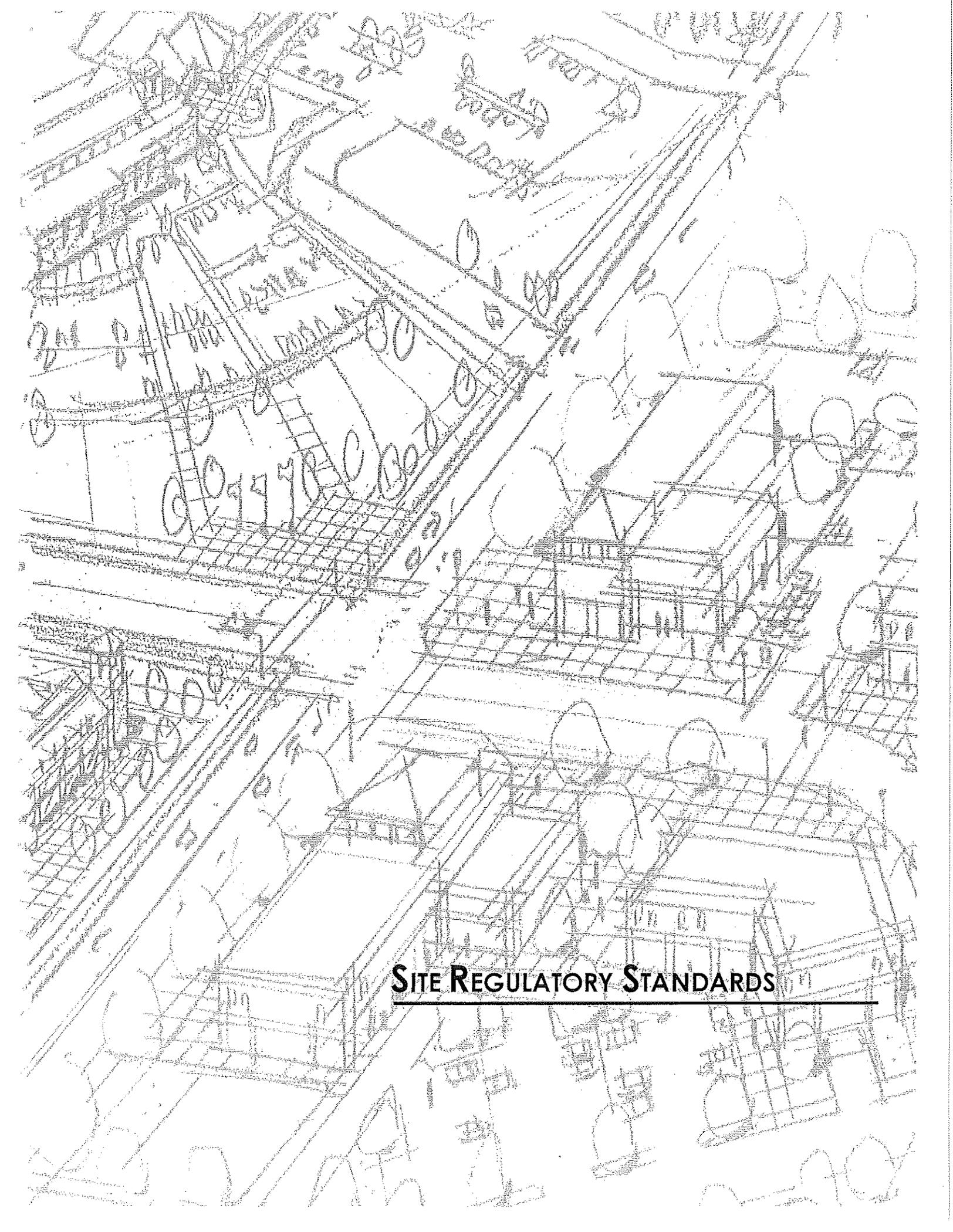
**"TECHNOLOGY EMPLOYMENT DISTRICTS"**

- Pedestrian focused integrated architectural & site design
- 3-4 story height maximums
- Buildings front onto Technology Parkway
- High quality architecture featuring stepped architecture, high quality materials, signature architectural treatments
- Site design featuring integrated stormwater management, unique landscaping and bufferyards

**"MIXED-USE NEIGHBORHOOD CENTER"**

- Small-scale "downtown" character and uses
- Pedestrian focused integrated architectural & site design
- Buildings front onto the public street system with integrated building & streetscape elements
- Parking areas screened from public streets
- High quality architecture featuring stepped architecture, high quality materials, signature architectural treatments
- Site design featuring integrated stormwater management, unique landscaping and bufferyards





**SITE REGULATORY STANDARDS**

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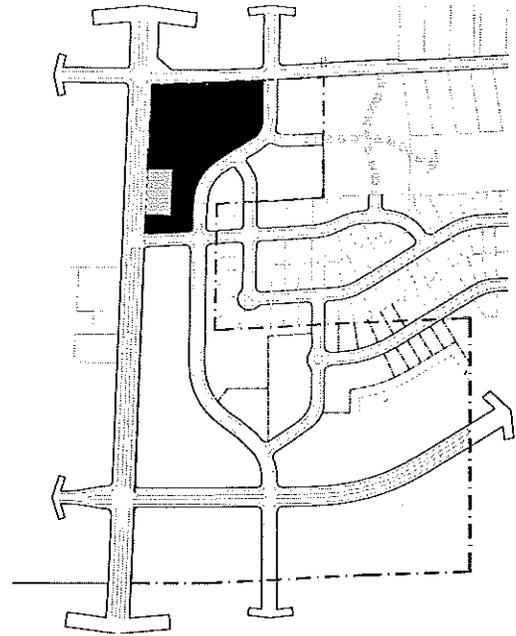
### A. TECHNOLOGY NEIGHBORHOOD CENTER DISTRICT

Preliminary Plat Numbers: 26, 27, 28

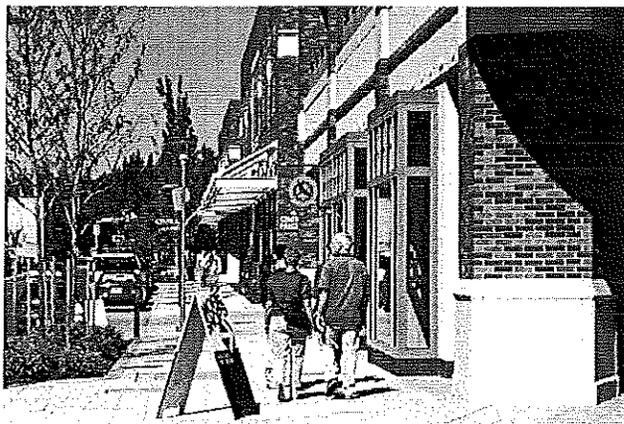
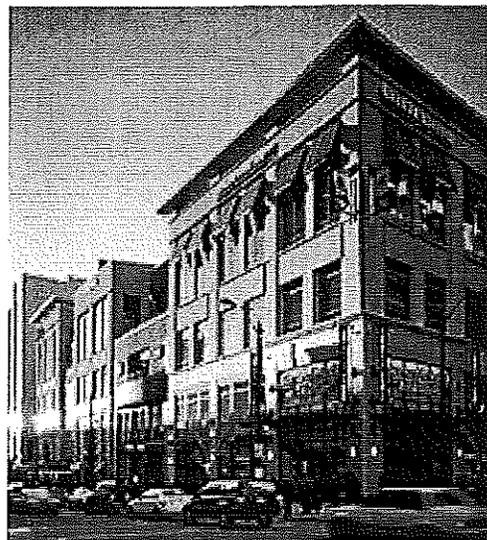
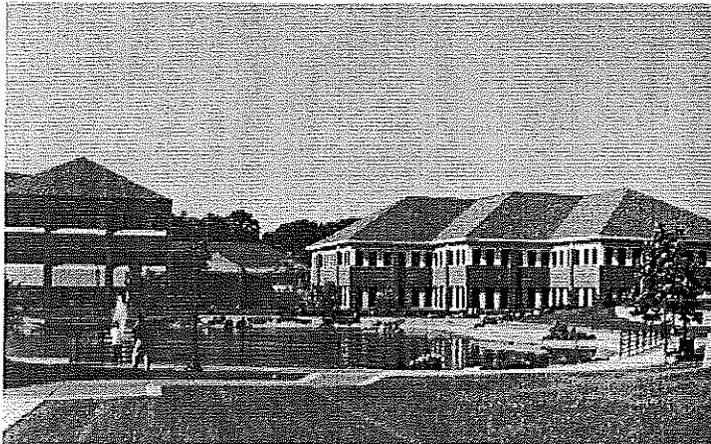
#### District Description

The Technology Neighborhood Center creates a unique mixture of high quality mixed-use buildings featuring neighborhood retail, technology support services, office space, and technology focused incubator space. This pedestrian focused mixed-use core will supply support uses and retail destinations for the neighborhood, with an integrated pedestrian streetscape, centrally located parking, first floor commercial, and upper floor office uses. Buildings within this district will feature street focused entrances, high quality building materials, and quality architectural design.

*Primary building placements within this district will be guided by the building envelope plan as described on Pages 15 & 21.*



#### District Character

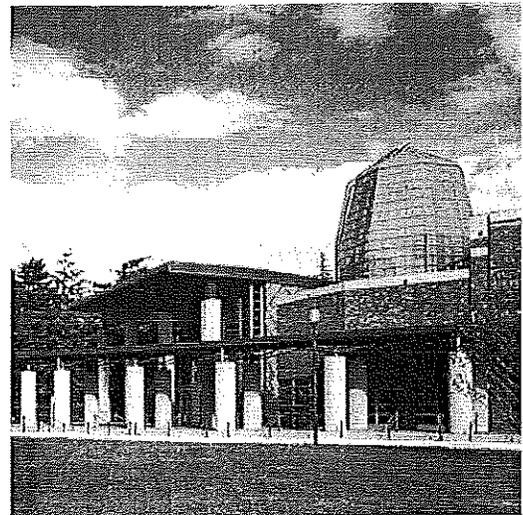


**Proposed Site Development**

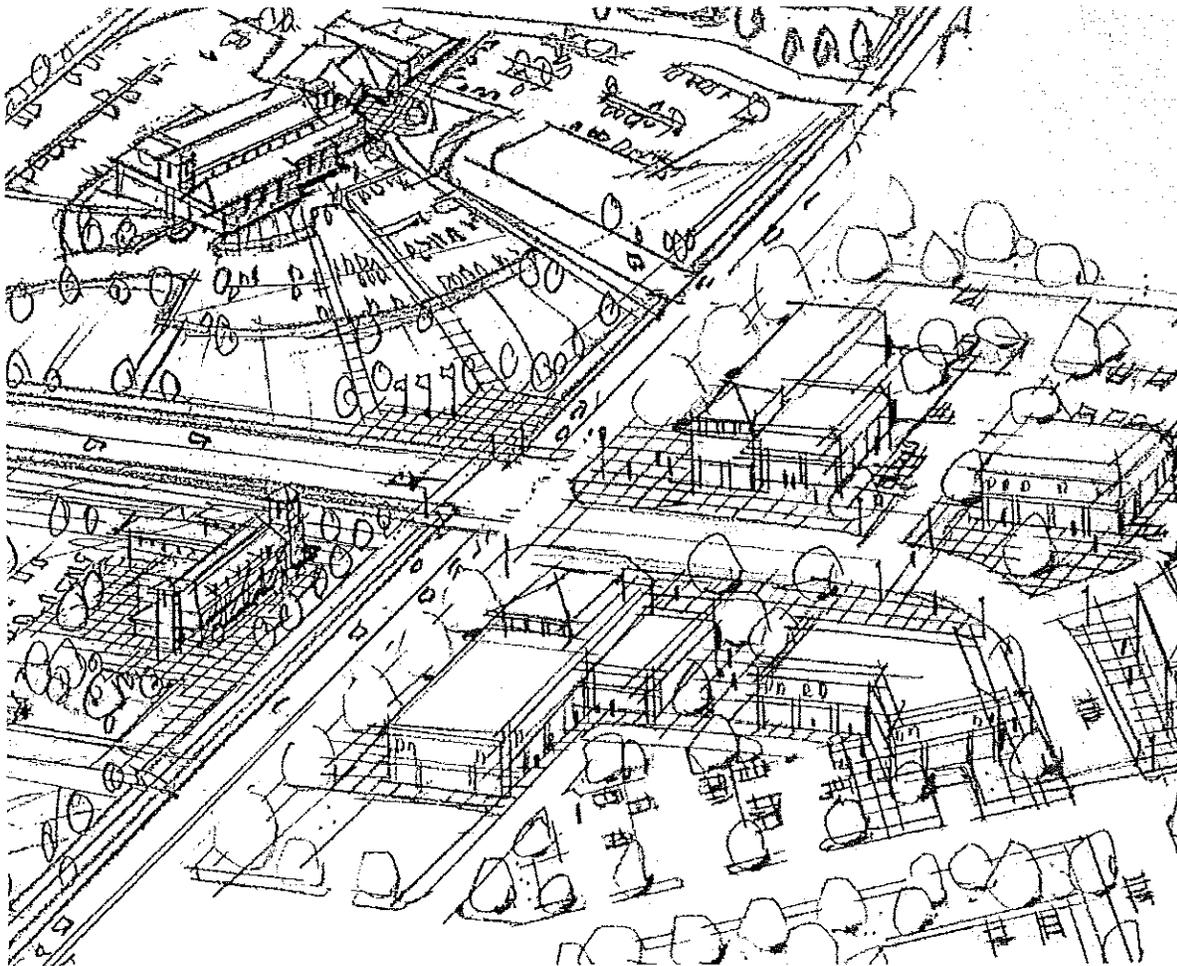
Lot Size	<i>← Fish Hatchery plus lot #'s</i>	
<u>Lot 26</u>	30	<u>0.9 acres</u>
<u>Lot 27</u>	31	<u>3.8 acres</u>
<u>Lot 28</u>	32	<u>1.6 acres</u>
Approximate Development		<p><u>90,000-170,000</u> square feet</p> <p>15,000 square feet maximum retail (<u>Lot 28</u>)                  (retail square footage total includes any retail square footage within the Mixed Use Site, not to exceed 15,000 square feet in total)</p> <p><i>If Lot 28 commercial allocations do not include any retail components, the research &amp; office square footage shall not exceed the 38,034 maximum set forth by the maximum FAR.</i></p>
Parking ratio		3.5-4.0/1000 square feet
Building Placement/Setbacks		<p>30' minimum from Fish Hatchery Road</p> <p>20' minimum from Lacy Road</p> <p>25' minimum from Sparkle Stone Drive (extended)</p> <p>0-10' minimum from Research Park Drive                  (see additional requirements)</p> <p><u>20' setback from adjoining properties</u></p>
Parking Setbacks		10' minimum
Proposed Use		<p>Professional Office</p> <p>Technology &amp; Research</p> <p>Stormwater Management</p>
FAR		.3-.5
ISR		.70 maximum
Building Heights		<p>2-4 stories</p> <p>(4 story heights restricted to the buildings fronting onto the intersection of Fish Hatchery Road and Lacy Road, see building heights map)</p>

**Additional Requirements**

- Buildings fronting onto Research Park Drive, within the “neighborhood focused” mixed use center, shall have a minimum of 50% of the primary building facade placed between 0-10' from the street right of way. Canopies, loggia, or other structural elements could satisfy this requirement if the element is attached to the primary building
- Structural hip walls, fences, and vegetative plantings are encouraged to extend the “urban wall” setting along all public rights of way
- Building entrances and facades should be coordinated within the district to reinforce and extend the pedestrian focused streetscape and surroundings



- Architectural proportioning and character shall draw off of the surrounding land uses
- On-street parking will be utilized and counted into the overall parking requirements *On-street parking will form an important component of the district, and will be encouraged; however, these stalls will be intended as "convenience" or overflow parking and will not be counted in the parking requirement summary for each district.*
- Parking in the district may be accommodated by a mixture of surface, structure, on-street, and underground parking
- Shared parking arrangements will be utilized in an effort to eliminate unused stalls
- Surface parking and circulation shall be located at rear or side of building, and are not allowed between the building facade and the right of way line.
- Surface parking will be screened from all public rights of way with either vegetative or structural treatments
- Buildings will front onto a pedestrian oriented street system with articulated, usable entrances
- Bike racks & pedestrian focused streetscape elements
- *Financial institutions will be required to be a component of a larger multiuse building or will include leasable space as part of its design. This use will be required to generate ample TID increment and demonstrate integrated circulation patterns and site design.*
- *Retail square footage within the district will be focused at the intersection of Lacy road and Research Park Drive. Retail uses within Lot 28 & Mixed Use Lot 1 will not exceed 15,000 square feet of dedicated space, but may be split between the two districts. The allocation of commercial space will be tied to the submittal of the SIP documents or property sales within the two districts. In the event that the retail uses are intended for inclusion within either circumstance, the specific square footage allocations will be clearly defined as a component of the submittal of the SIP or as a component of the property sale. In no instance shall commercial allocation be duplicated or revised beyond the maximum sum of 15,000 square feet for both districts without the express approval of the Plan Commission and Common Council.*
- *The development of SIP Submittals will relate to the approved and accepted street extensions. The phased street improvements will for the boundaries for the SIP areas and will be designed to correspond with the SIP phasing.*
- *SIP submittals will be required to locate and identify existing trees for integration and preservation wherever possible.*



### B. MIXED USE DISTRICT

Preliminary Plat Numbers: 1,2,3

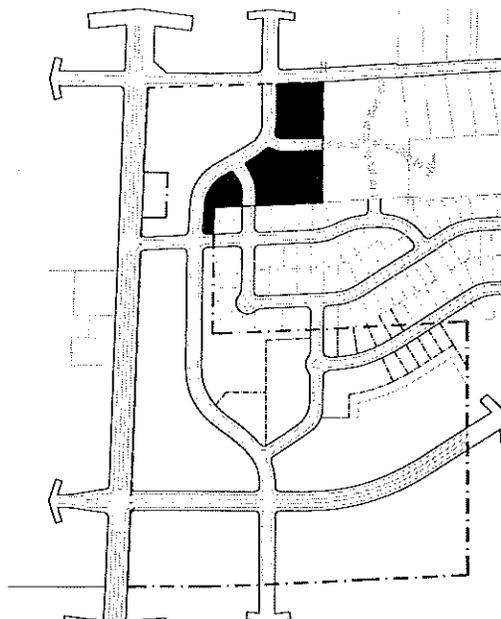
#### District Description

The Mixed Use area will contain a mixture of residential and first floor commercial space along Research Park Drive and Lacy Road. This site will be developed to reinforce the pedestrian streetscape while transitioning the neighborhood center to the surrounding residential development. Development within this district is designed to reinforce the streetscape, with landscaped surface parking located at the rear of the buildings, main entrances oriented towards the street, and unified streetscape elements placed along the front of the buildings.

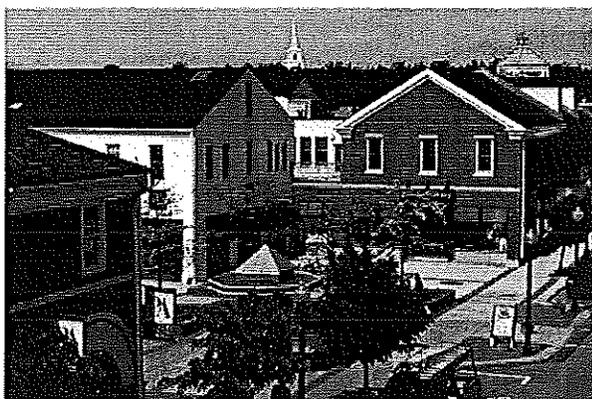
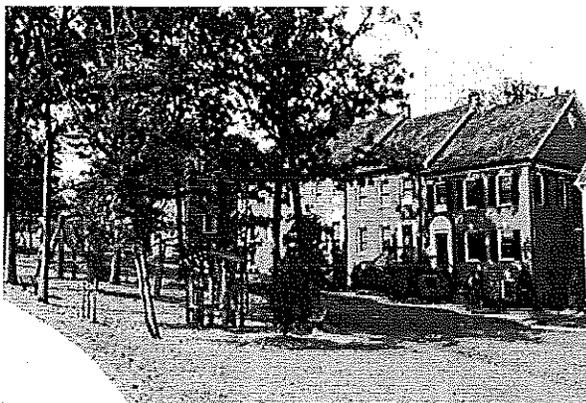
The overall density and land use mixtures will transition from north to south on this site. The commercial focused mixed-use buildings will be placed along the northern portion of the site and will gradually transition to residential focused buildings, including townhomes, along the southern property line. The overall grading plan for this site will further define and create screening opportunities through the terrace and building placements.

Landscape buffers will be created to further soften the edge between the adjoining residential neighborhoods and the Mixed Use district. This buffer edge will consist of a mixture of plantings and berm treatments. The cumulative buffer treatment and setback design will be designed to reinforce the setback and yard conditions found in the adjoining residences.

*Primary building placements within this district will be guided by the building envelope plan as described on Pages 15 & 21.*

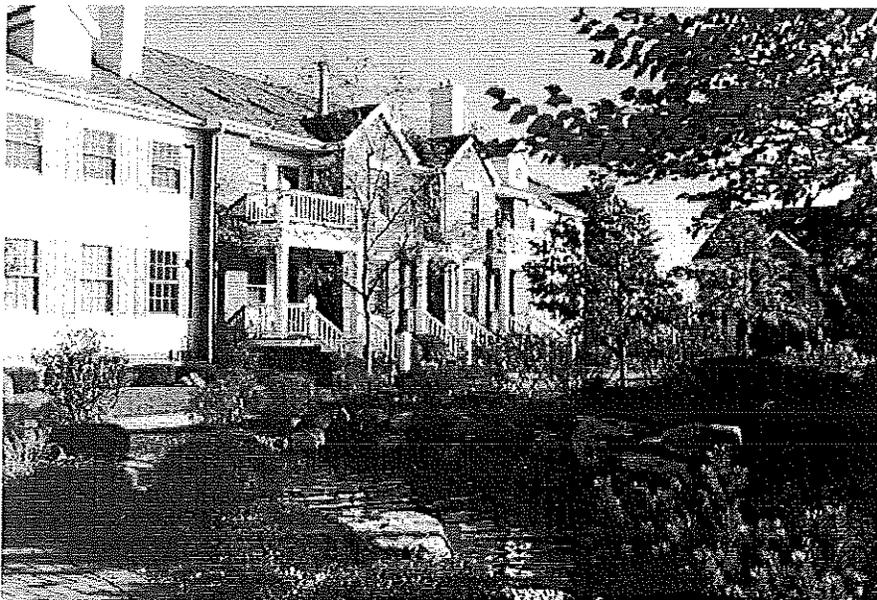
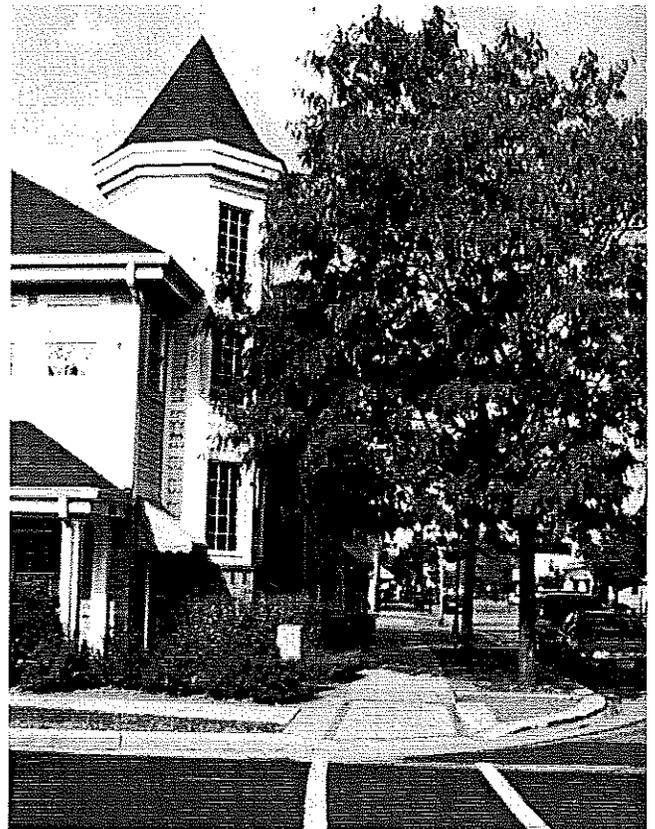


#### District Character

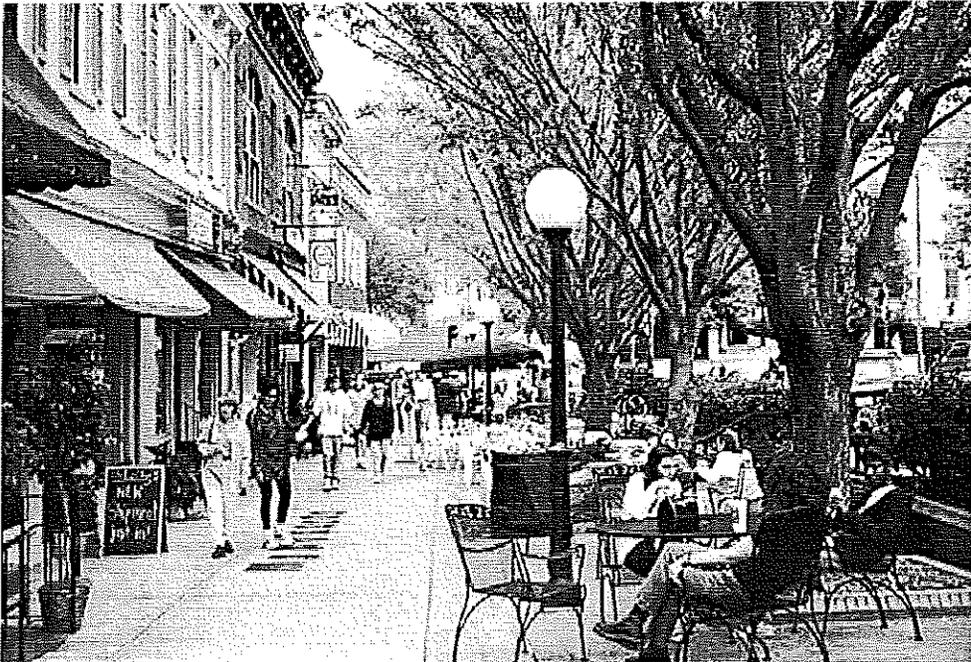




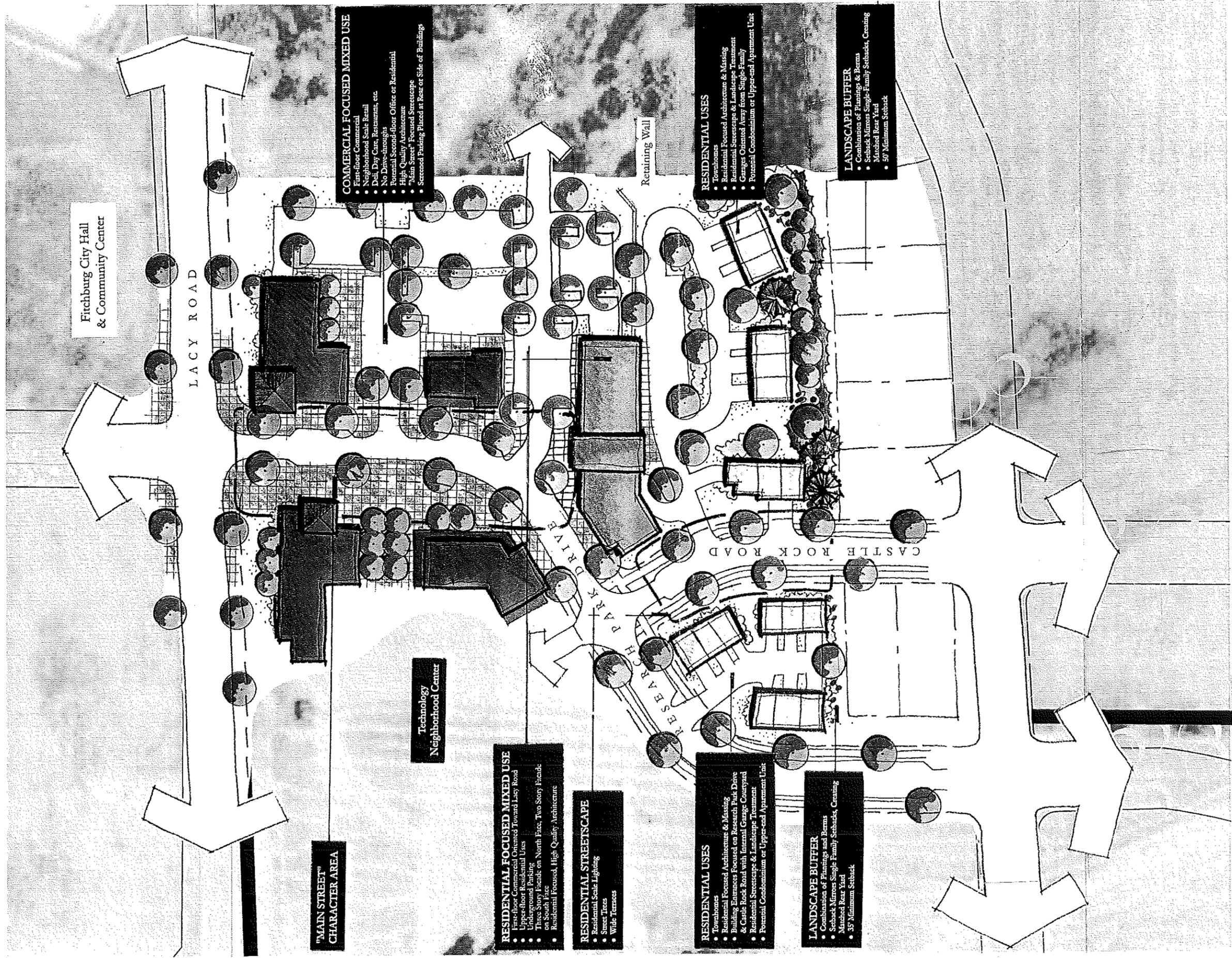
- Building entrances and facades should be coordinated within the district to reinforce and extend the pedestrian focused streetscape and surroundings
- Drive-in, drive-through, and drive-up facilities will not be allowed within the district
- Minimum parking ratio of one stall per 300 square feet of office/retail
- Residential units will have a minimum of 1.75 stalls per unit
- Shuttle/Bus/Future Transit accommodations should be included within the district
- Shared parking arrangements will be utilized in an effort to eliminate unused stalls
- ~~On-street parking will be utilized and counted into the overall parking requirements.~~ *On-street parking will form an important component of the district, and will be encouraged; however, these stalls will be intended as "convenience" or overflow parking and will not be counted in the parking requirement summary for each district.*
- Parking in the district will be accommodated by a mixture of surface, on-street, garage, and underground parking
- Residential units within the district should transition in density and massing from Lacy Road to the existing Quarry Hill residential properties to the south
- Residential units within the district may consist of a mixture of apartment and owner occupied units, ranging from central hallway apartment buildings to individual entrance flats, and townhomes
- Architectural proportioning and character shall draw off of the surrounding land uses to create a cohesive and integrated character for the entire district
- Surface parking shall be located at rear or side of building
- Surface parking will be screened from all public rights of way with either vegetative or structural treatments
- Dumpsters & Waste Management must be placed within the building or screened with a 100% opaque enclosure
- Buildings will front onto a pedestrian oriented street system with articulated, usable entrances



- Primary commercial entrances shall front onto the public street system
- Bike racks & pedestrian focused streetscape elements
- Ground floor retail and residential with second and third story residential, lodging, or office uses
- Potential ground floor residential & flex space
- Pavement extensions between sidewalk and building facades along Research Park Drive are encouraged
- *The development of SIP Submittals will relate to the approved and accepted street extensions. The phased street improvements will for the boundaries for the SIP areas and will be designed to correspond with the SIP phasing.*
- *Retail square footage within the district will be focused at the intersection of Lacy road and Research Park Drive. Retail uses within Lot 1& Technology Neighborhood Center Lot 28 will not exceed 15,000 square feet of dedicated space, but may be split between the two districts. The allocation of commercial space will be tied to the submittal of the SIP documents or property sales within the two districts. In the event that the retail uses are intended for inclusion within either circumstance, the specific square footage allocations will be clearly defined as a component of the submittal of the SIP or as a component of the property sale. In no instance shall commercial allocation be duplicated or revised beyond the maximum sum of 15,000 square feet for both districts without the express approval of the Plan Commission and Common Council.*



# Mixed-Use Concept Plan



Fitchburg City Hall  
& Community Center

LACY ROAD

**"MAIN STREET"  
CHARACTER AREA**

Technology  
Neighborhood Center

**COMMERCIAL FOCUSED MIXED USE**

- First-floor Commercial
- Neighborhood Scale Retail
- Deli, Dry Care, Restaurant, etc.
- No Drive-throughs
- Potential Second-floor Office or Residential
- High Quality Architecture
- "Main Street" Focused Streetscape
- Screened Parking Placed at Rear or Side of Buildings

**RESIDENTIAL FOCUSED MIXED USE**

- First-floor Commercial Oriented Toward Lacy Road
- Upper-floor Residential Uses
- Underground Parking
- Two-story Facade on North Face, Two-story Facade on South Face
- Residential Focused, High Quality Architecture

**RESIDENTIAL STREETSCAPE**

- Residential Scale Lighting
- Street Trees
- Wide Terraces

Retaining Wall

**RESIDENTIAL USES**

- Townhomes
- Residential Focused Architecture & Massing
- Building Entrances Focused on Research Park Drive & Castle Rock Road with Internal Garage Courtyard
- Residential Streetscape & Landscape Treatment
- Potential Condominium or Upper-stad Apartment Unit

**RESIDENTIAL USES**

- Townhomes
- Residential Focused Architecture & Massing
- Residential Streetscape & Landscape Treatment
- Garages Oriented Away from Single-Family
- Potential Condominium or Upper-stad Apartment Unit

**LANDSCAPE BUFFER**

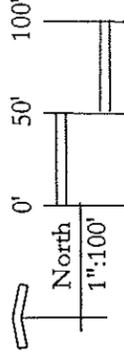
- Combination of Plantings and Berms
- Setback Mirrors Single-Family Setbacks, Creating Matched Rear Yard
- 35' Minimum Setback

**LANDSCAPE BUFFER**

- Combination of Plantings & Berms
- Setback Mirrors Single-Family Setbacks, Creating Matched Rear Yard
- 50' Minimum Setback

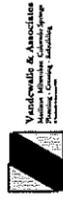
CASTLE ROCK ROAD

RESEARCH  
PARK DRIVE



# FITCHBURG TECHNOLOGY CAMPUS

Fitchburg, Wisconsin



Vankovick & Associates, Inc.  
Architects  
1000 University Avenue  
Fitchburg, Wisconsin 53411

### C. TECHNOLOGY CENTER DISTRICT

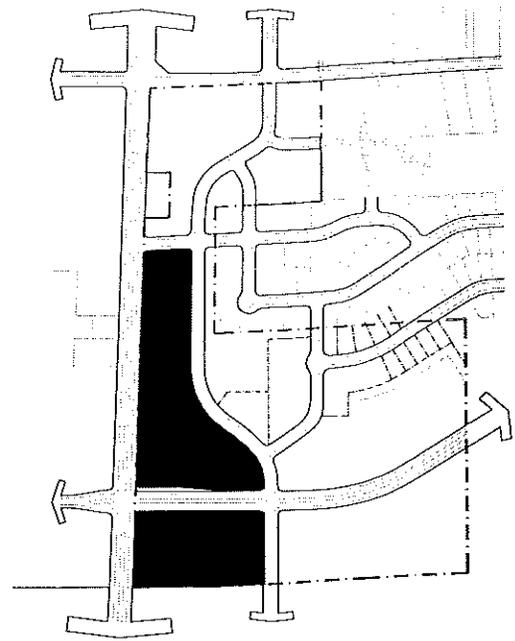
Preliminary Plat Numbers: 21,22,23,24,25

#### District Description

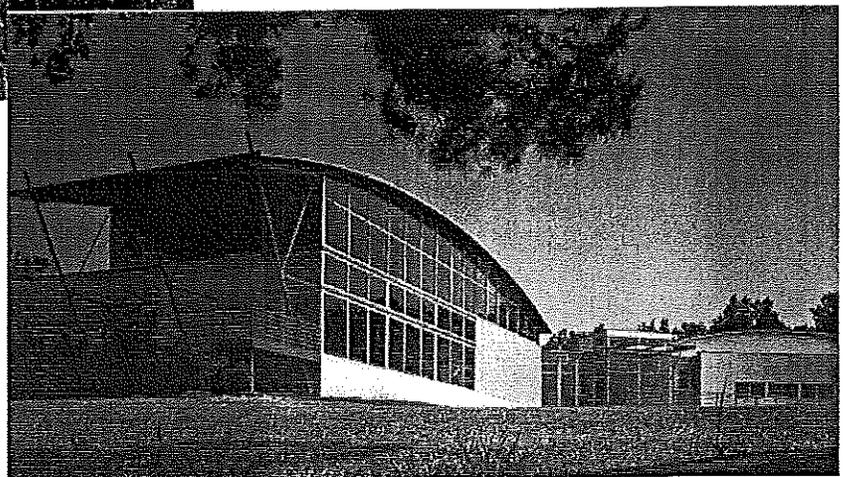
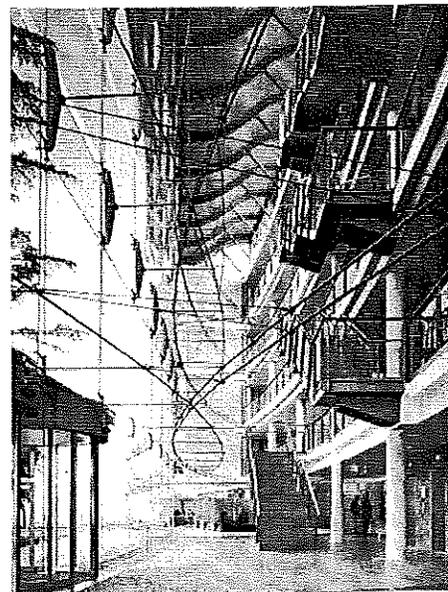
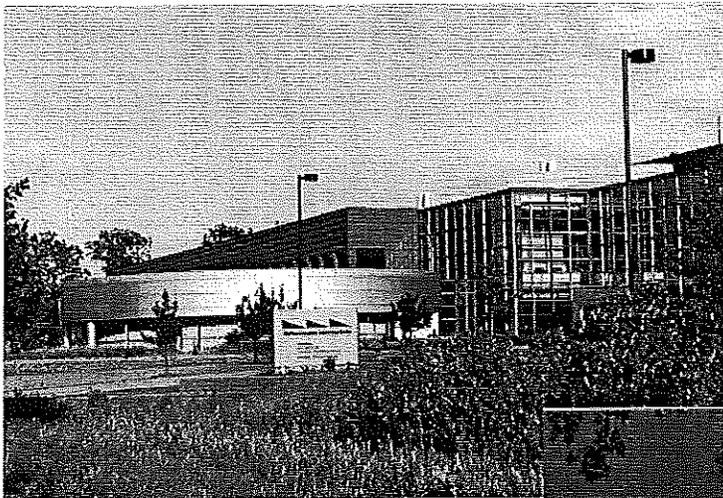
The Technology Center district is designed as a high-quality corporate campus development, forming a strong gateway to the Technology Campus. Technology research buildings within this district are focused at supplying technology employment opportunities with the potential for employee focused services and support retail or restaurant uses in the ground floor. Building materials, architectural design, and site design will reinforce the pedestrian focus of the neighborhood and create a strong high-tech campus setting.

Landscape buffers will be created to further soften the edge between the adjoining residential neighborhoods and the Technology Center district. This buffer edge will consist of a mixture of plantings and berm treatments.

*Primary building placements within this district will be guided by the building envelope plan as described on Pages 15 & 21.*



#### District Character



**Proposed Site Development**

Lot Size	FP			
Lot 21	25		CSM	2.7 acres
Lot 22	26			3.7 acres
Lot 23	27		144,764 <sup>257</sup>	1.5 acres
Lot 24	28	314, 864	185,764	7.3 acres
Lot 25	29	100,280	85,120	2.3 acres
Approximate Development				250,000- 450,000 square feet
Parking Ratio				3.0-4.0/1000 square feet
Building Placement/Setbacks				30' minimum from Fish Hatchery Road 20' minimum @ 3 stories from Technology Parkway 30' minimum @ 4 stories from Technology Parkway 20' minimum from Research Park Drive (extended) 25' minimum from Gallagher Drive 475' 25' minimum from Sparkle Stone Drive <u>20' minimum setback from adjoining properties</u>
Parking Setback				10' minimum
Proposed Use				Professional Office Technology & Research Support Commercial Uses Stormwater Management
FAR				.3 - .6
ISR				.60 maximum
Building Height				2-4 stories (4 story heights restricted to the buildings fronting onto the intersection of Fish Hatchery Road and Technology Parkway, see building heights map)

**Additional Requirements**

- Architectural proportioning and character shall draw off of the surrounding land uses
- Parking in the district will be accommodated by a mixture of surface, structure, ~~on-street~~, and underground parking
- Shared parking arrangements will be utilized in an effort to eliminate unused stalls
- Surface parking and circulation shall be located at rear or side of building, and are not allowed between the building facade and the right of way line
- Surface parking will be screened from all public rights of way with either vegetative or structural treatments
- Buildings will front onto a pedestrian oriented street system with articulated, usable entrances
- The development of SIP Submittals will relate to the approved and accepted street extensions. The phased street improvements will for the boundaries for the SIP areas and will be designed to correspond with the SIP phasing.

**D. TECHNOLOGY DEVELOPMENT SITES DISTRICT**

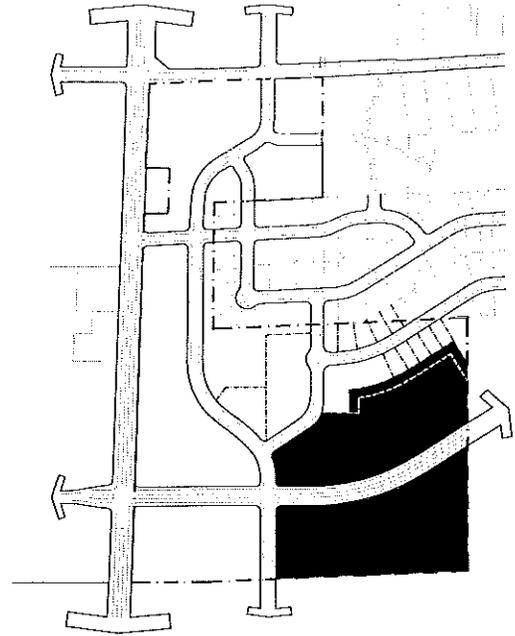
Preliminary Plat Numbers: 15, 16,17, 18, 19, 20

**District Description**

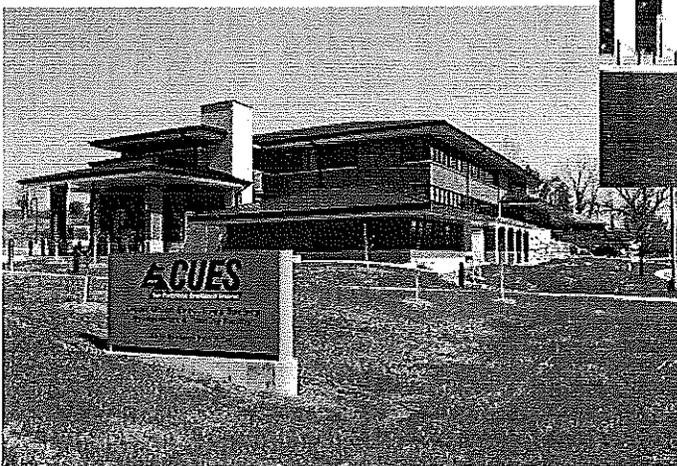
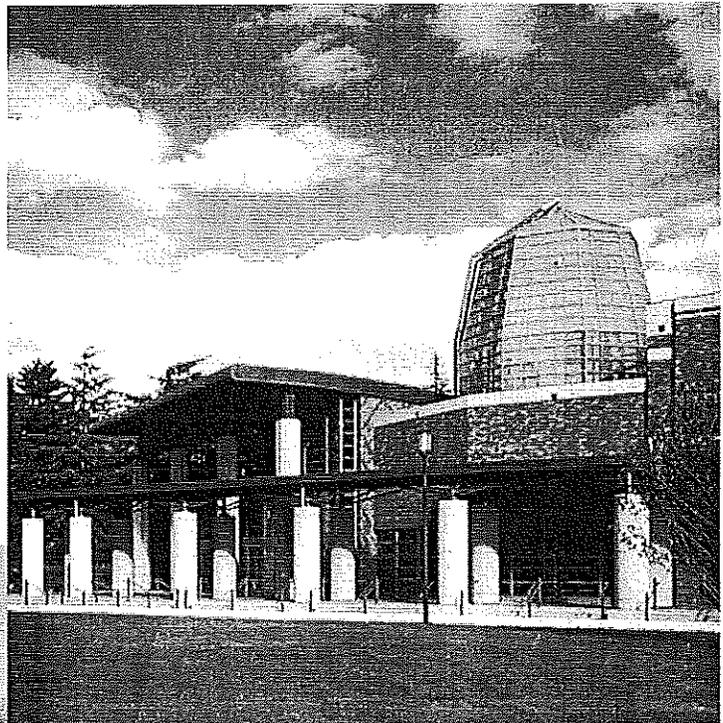
Technology Development Sites district continues the technology and employment focus of the Fitchburg Technology Campus. These high technology research and office sites are designed to extend the high quality office surroundings while transitioning to future development areas to the east and residential sites to the north.

Landscape buffers will be created to further soften the edge between the adjoining residential neighborhoods and the Technology Development Sites district. This buffer edge will consist of a mixture of plantings, setbacks and berm treatments.

*Primary building placements within this district will be guided by the building envelope plan as described on Pages 15 & 21.*



**District Character**



## Proposed Site Development

### Lot Size

<u>Lot 15</u>	<u>3.3 acres</u>
<u>Lot 16</u>	<u>3.4 acres</u>
<u>Lot 17</u>	<u>2.7 acres</u>
<u>Lot 18</u>	<u>3.6 acres</u>
<u>Lot 19</u>	<u>3.8 acres</u>
<u>Lot 20</u>	<u>2.9 acres</u>

### Approximate Development

250,000-375,000 square feet

### Parking Ratio

3.0-4.0/1000 square feet

### Building Placement/Setbacks

20' minimum @ 3 stories from Technology Parkway  
 30' minimum @ 4 stories from Technology Parkway  
 20' minimum from Research Park Drive (extended)  
 25' minimum from Gallagher Drive  
 35' 20' minimum from adjoining properties

### Parking Setback

10' minimum

### Proposed Use

Professional Office  
 Technology & Research  
 Stormwater Management

### FAR

.3 - .5

### ISR

.60 maximum

### Building Height

2-4 stories

## Additional Requirements

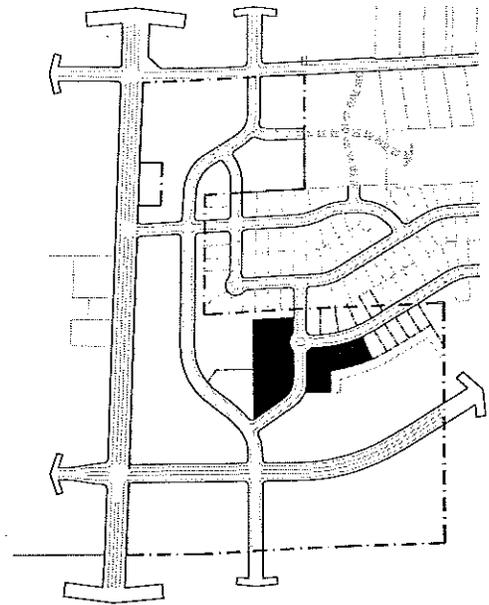
- Architectural proportioning and character shall draw off of the surrounding land uses
- Parking in the district will be accommodated by a mixture of surface, structure, ~~on-street~~, and underground parking
- Shared parking arrangements will be utilized in an effort to eliminate unused stalls
- Surface parking and circulation shall be located at rear or side of building, and are not allowed between the building facade and the right of way line
- Surface parking will be screened from all public rights of way with either vegetative or structural treatments
- Buildings will front onto a pedestrian oriented street system with articulated, usable entrances
- The development of SIP Submittals will relate to the approved and accepted street extensions. The phased street improvements will for the boundaries for the SIP areas and will be designed to correspond with the SIP phasing.

**E. ATTACHED RESIDENTIAL DISTRICT**

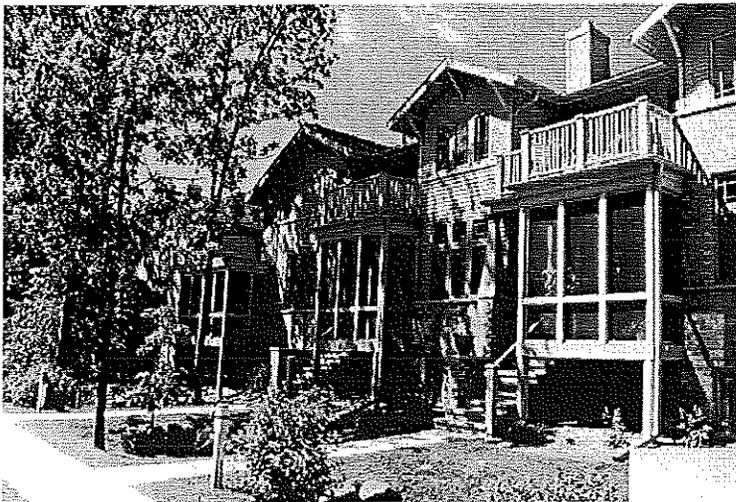
Preliminary Plat Numbers: 5, 14

**District Description**

These residential sites create the opportunity for high quality residential development placed in close proximity to the employment base. This high-density area will include integrated site design with buildings that front onto the street and integrate into the existing woodlots, as well as offer a transition between the employment and existing housing bases.



**District Character**



## Proposed Site Development

<u>Lot 5</u>	<u>2.6 acres</u>
Approximate Development	20 dwelling units
<u>Net Density</u>	<u>7.7 dwelling units/acre</u>
Parking Ratio	2.0 parking stalls per unit minimum
Building Placement/Setbacks	<u>25' 20' from street right of way</u> <u>30' minimum setback from adjoining properties</u>
Proposed Use	Residential
FAR	.3 - .4
ISR	.50 maximum
Building Height	2-3 stories
 <u>Lot 14</u>	 <u>1.3 acres</u>
Approximate Development	15 dwelling units
<u>Net Density</u>	<u>11.3 dwelling units/acre</u>
Parking Ratio	2.0 parking stalls per unit minimum
Building Placement/Setbacks	<u>25' from street right of way</u> <u>15' minimum setback from adjoining property lines</u>
Proposed Use	Residential
FAR	.3 - .4
ISR	.50 maximum
Building Height	2-3 stories

## Additional Requirements

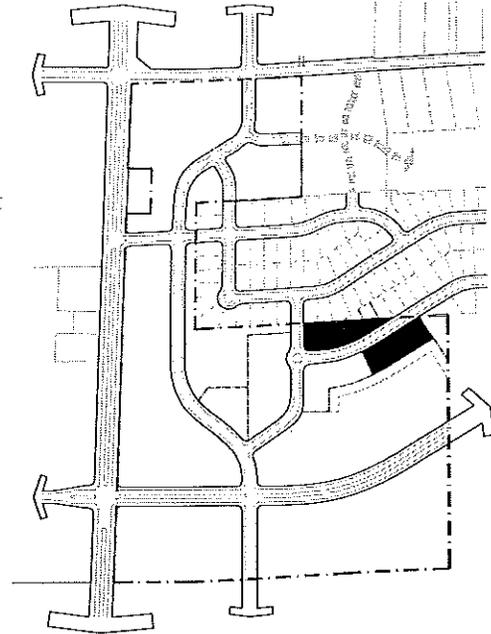
- Architectural proportioning and character shall draw off of the surrounding land uses
- Balconies, entry bays, and front porches are encouraged to create and extend the residential character from the Quarry Hill neighborhood
- Front entries for a majority of the units should be faced towards the street frontage
- Buildings will front onto a pedestrian oriented street system with articulated, usable entrances
- Residential units within the district should be designed to integrate with the site and existing trees to maximize the preservation of the wooded character along the western edge of Lot 5
- On-street parking will be utilized and counted into the overall parking requirements
- Parking in the district will be accommodated by a mixture of surface, on-street, and underground parking
- Surface parking and circulation shall be located at rear or side of building, and are not allowed between the building facade and the right of way line
- Surface parking will be screened from all public rights of way with either vegetative or structural treatments
- Parking within Lot 14 will be restricted to rear loaded garages or parking areas. Individual unit garages within this district will not face onto the public street system. If underground parking is utilized in this district, a maximum of two entrances may face onto the public street system (any additional entrances must be side or rear loaded).
- Parking within Lot 5 will be required to supply a minimum of one stall per unit within either a tuck-under garage or underground parking area.
- The development of SIP Submittals will relate to the approved and accepted street extensions. The phased street improvements will for the boundaries for the SIP areas and will be designed to correspond with the SIP phasing.

### F. SINGLE FAMILY RESIDENTIAL

Preliminary Plat Numbers: 6,7,8,9,10,11,12,13, Oulot 2

#### District Description

The single-family residential area both completes the Quarry Hill street pattern, and offers a transitional buffer of lots between the completed homes and the proposed land uses within the Technology Development Sites district. This addition will be coupled with site design and landscape treatments within the adjoining district that will soften the transition between the neighborhoods.



#### District Character



**Proposed Site Development**11 single-family lots (3 future lots)

Lot Size

Lots 6,7,8,9,10,11,12,131.9 acresFuture shared lots (Outlot 2)0.3 acres

Approximate Development

8 dwelling units

(3 potential units may be developed in conjunction with the Quarry Hill neighborhood)

Gross Density

4.4 dwelling units/acre

Building Height

2-3 stories

Parking Ratio

3.0 off-street parking stalls per unit minimum

Building Placement/Setbacks

25' 30' from street right of way

10' minimum side yard setbacks

25' rear yard setback

Proposed Use

Single Family Residential

FAR

.2-.4

FSR

.50 maximum

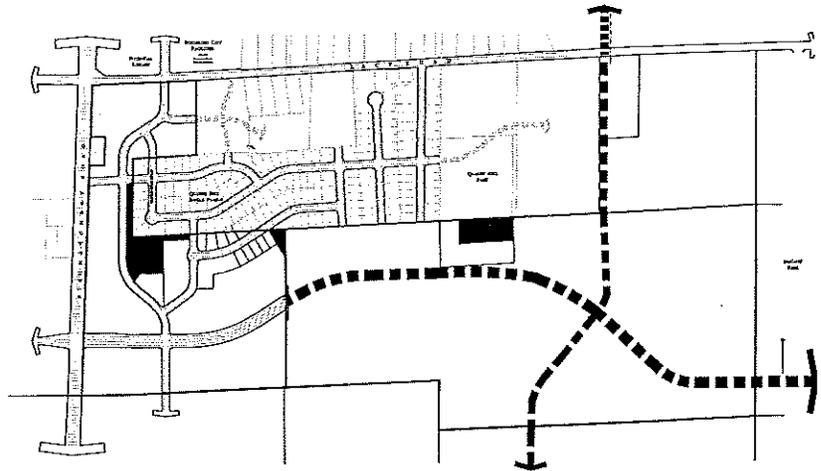
Lot Coverage (As defined by the Zoning Code)35%

### G. PARKS & OPEN SPACE

Preliminary Plat Numbers: Outlots 1,3,5

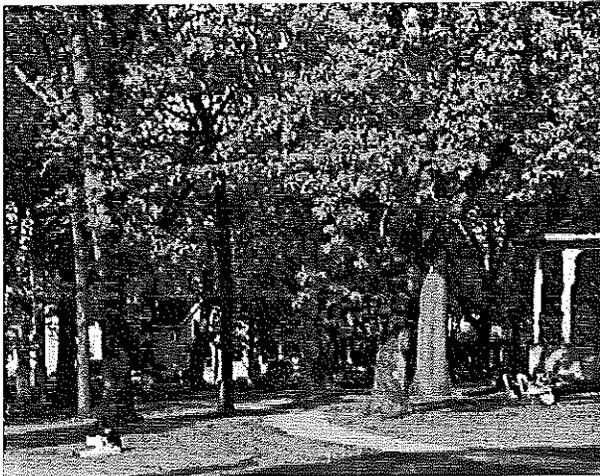
#### District Description

The park and open space components of the neighborhood are focused within the Woodlot Park and trail connection areas. These passive use areas offer residents and employees opportunities for open space recreation within close proximity to homes & jobs.



*The parkland dedication and location will include both dedication within Phase One and Phase Two. The Phase Two dedications includes an area not less than two acres and is placed to extend the existing Quarry Hill neighborhood park. This dedication will be coordinated with the stormwater management dedications and will be dedicated as part of Phase One land divisions. The resulting layout will be subject to review and revision as part of the neighborhood planning process for the Phase Two areas and will be finalized as a component of the Final Plat submittals in conjunction with Phase Two. Revisions to this area will be limited to boundary adjustments that maintain or expand the acreage.*

#### District Character



#### Proposed Site Development

Lot Size

<i>Outlot 1</i>	<i>3.0 acres</i>
<i>Outlot 3</i>	<i>0.4 acres</i>
<i>Outlot 5 (Phase Two Dedication)</i>	<i>2.1 acres</i>

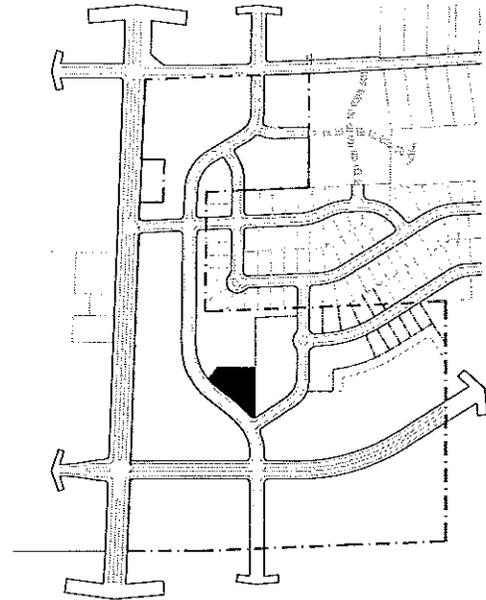
**H. ASSOCIATION COMMONS**

*Preliminary Plat Numbers: Lot 4*

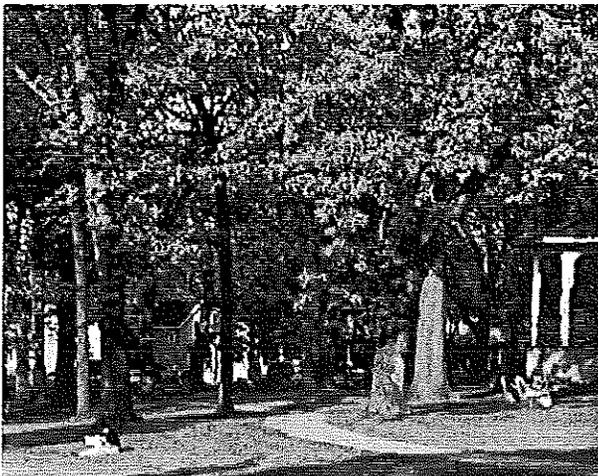
**District Description**

*This district extends the tree protection area within Outlot 1, and creates an extended public open space. The private holding of this lot will allow for integrated maintenance and site design to be developed in conjunction with the surrounding uses. Lands within this designation will be privately owned by the Research Park Association and will be available for both public enjoyment and private functions.*

*Development of landscaping plans within this district will be formulated to integrate sidewalks, public art, seating areas, hardscape improvements, and tree preservation. Detailed maintenance agreements and site plans will be developed as a component of the SIP submittals.*



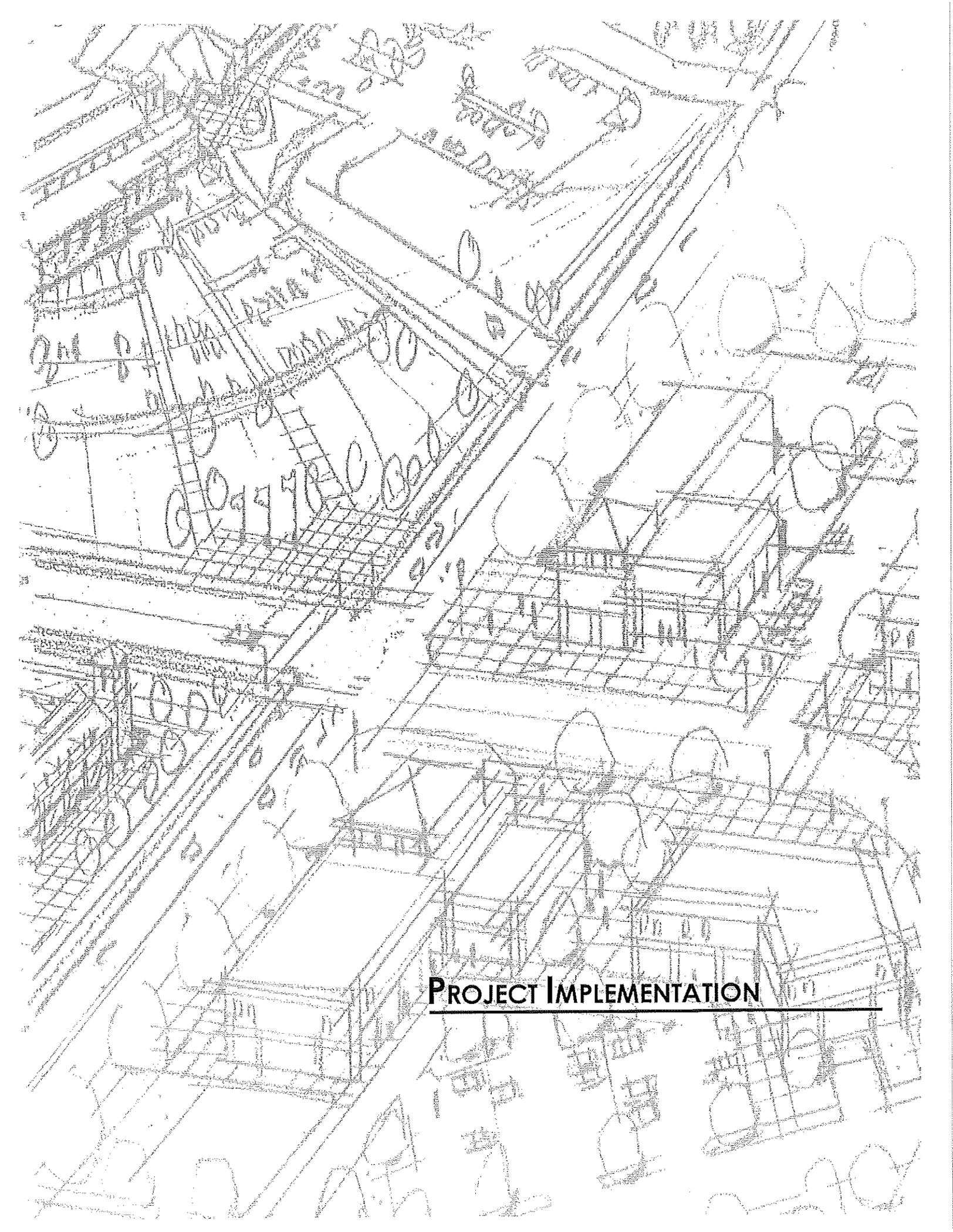
**District Character**



**Proposed Site Development**Lot SizeLot 41.0 acres**Open Space Maintenance**

The project will be managed by the Research Park Association which will be a nonprofit membership corporation whose purpose will be to maintain, improve, and preserve certain properties within the project. To that extent, Wis. Stats. § 779.70 provides for the imposition of a Maintenance Lien on all properties in the project. Within the procedures set forth in the Maintenance Lien statute, an Association may impose upon each lot the cost of maintenance of common areas and common open space. Under the procedures set forth in the statute, these charges may become liens if not paid and the liens may be enforced by foreclosure or direct action against property owners to collect the amounts at law.

In the event the City of Fitchburg wishes further security for payment of these amounts, we would recommend that the City be named as a third party beneficiary of the liens imposed by the Association. In addition, there should be a Declaration of Covenants on all lands within the project. The Declaration will set forth the provisions of the Maintenance Lien outlined above and also provide for the right of the City to enforce these rights as a third party beneficiary. We recommend that the enforcement be preceded by a thirty (30) day written notice allowing the property owner or the association to perform the maintenance required. In the event no correction is made, the City may directly make the repairs or maintenance and charge the costs of those maintenance or repairs as assessments to an individual lot owner or to several lots within the project. It is very important that the declarant for itself and its assignees specifically waive notice and protest of tax or assessments which may be levied by the City for the maintenance or repairs performed by the City.



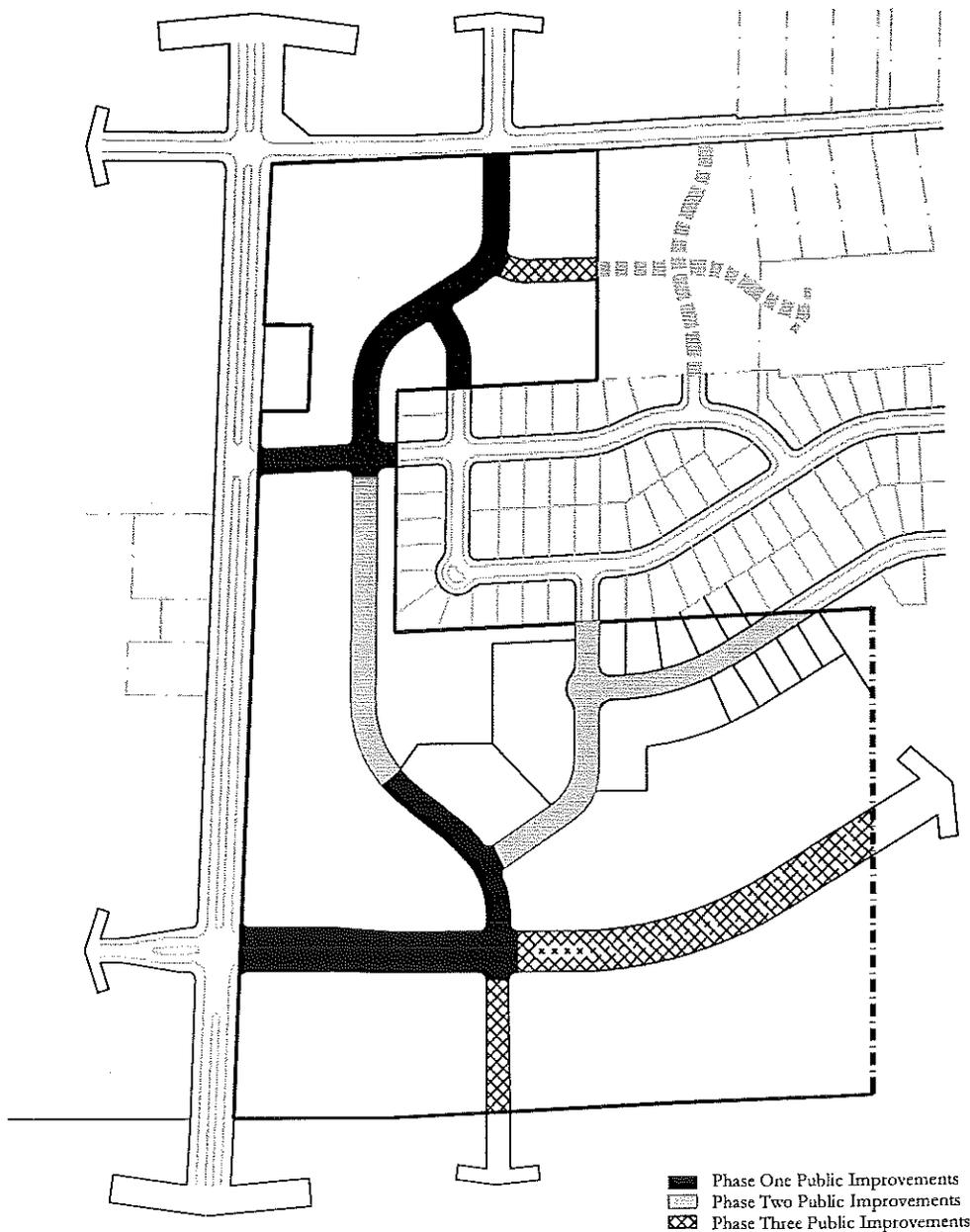
**PROJECT IMPLEMENTATION**

### DEVELOPMENT SCHEDULE

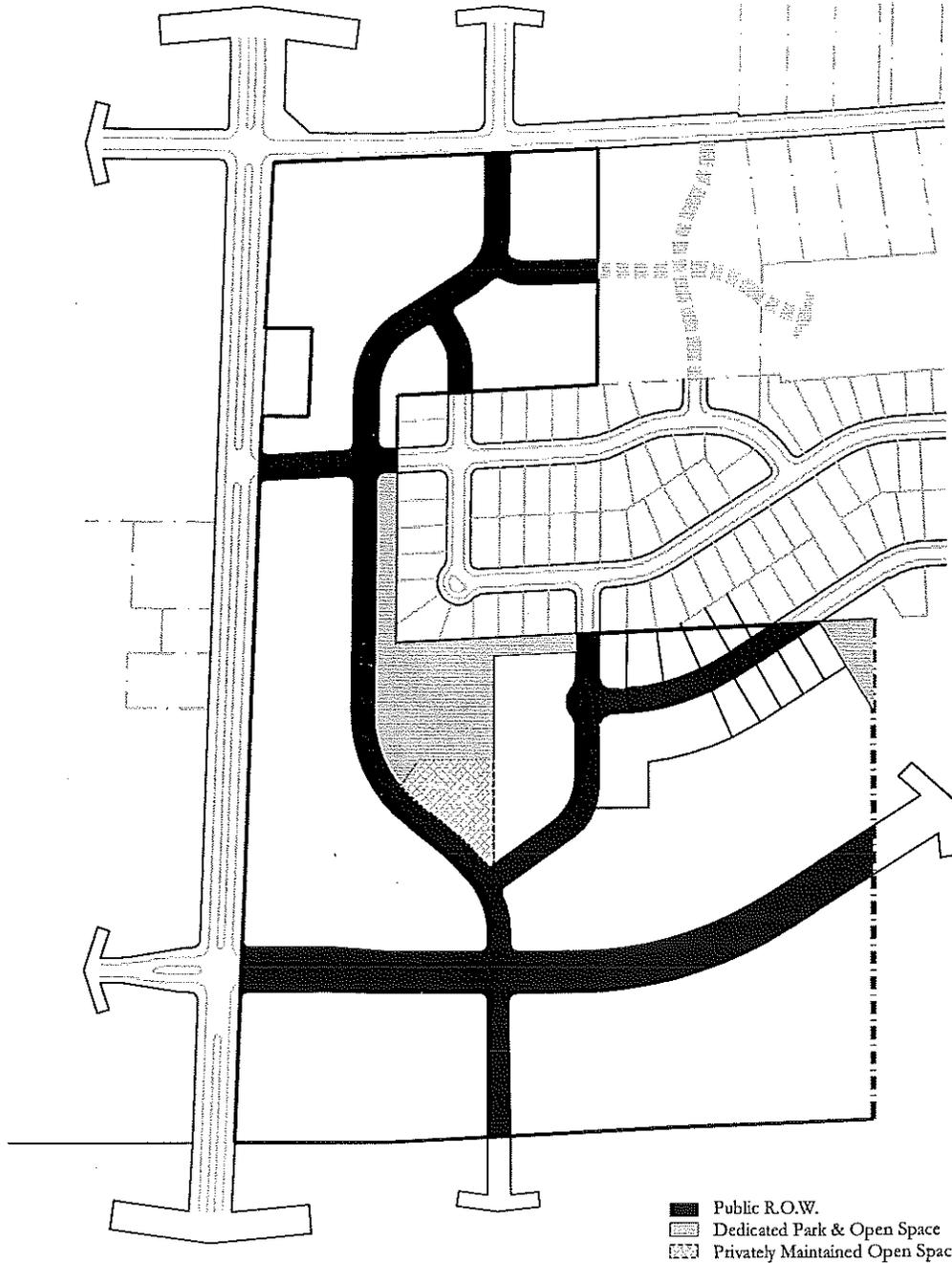
Phase One of construction is scheduled to begin in 2002-2003. The Phase One construction will include the residential components of the mixed-use development area along Lacy Road, and the Technology Center. Public improvements will include the realignment/extension of Research Park Drive/Castle Rock Road, and the first sections of Technology Parkway.

*Phase One public improvements are aimed at creating the primary technology research sites along Technology Parkway, and reconstructing the Castle Rock Road/Research Park Drive alignment. The Phase Two connections supply the interior connections for several development sites. Phase Two and Phase Three connections will be timed to correspond with market demand. The Gallagher Road/Research Park Drive connection will not be completed prior to the full extension of Research Park Drive between Lacy Road and Technology Parkway.*

### Phasing Plan



**LAND DEDICATION PLAN**



**FITCHBURG TECHNOLOGY CAMPUS**  
*Fitchburg, Wisconsin*



## **BUILDING HEIGHTS**

Building heights within the development will be carefully regulated and designed to create appropriate transitions and architectural character for the neighborhood.

Building heights are limited to a maximum of four stories, and are strategically placed to maximize views, and create “gateway” features at key intersections.

Building heights are further defined with the following regulations:

Residential/Mixed Use:

13' floor-to-ceiling heights

Office/Research:

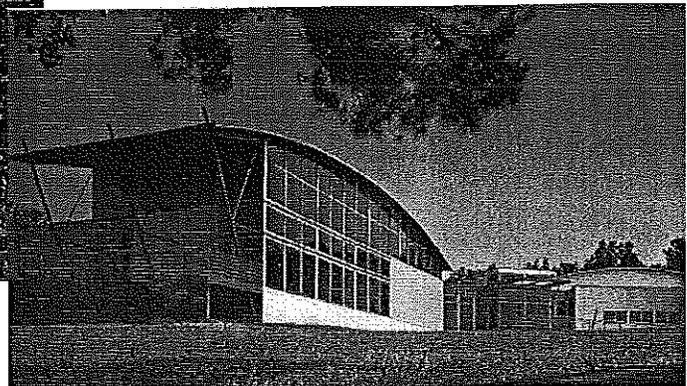
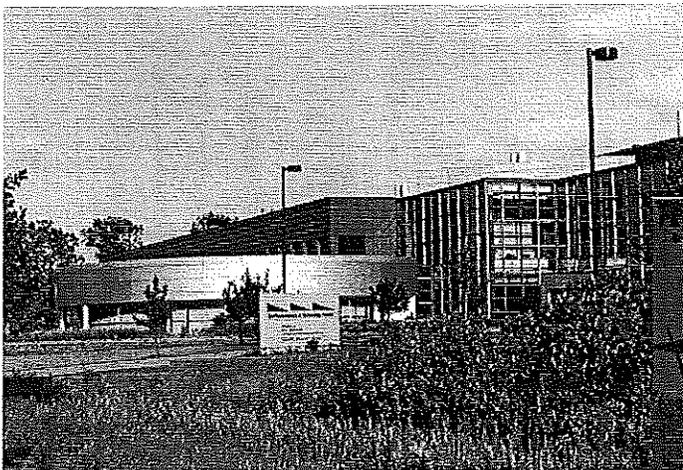
15' floor-to-ceiling heights

The State Building Code (July 3<sup>rd</sup> revision) uses the following text to define what levels within a building would count for a story:

**Basement.** That portion of a building that is partly or completely below grade plane (See “Story above grade plane”). A basement shall be considered as a story above grade plane where the finished surface of the floor above the basement is:

1. More than 6 feet (1829 mm) above the grade plane;
2. More than 6 feet (1829 mm) above the finished ground level for more than 50 percent of the total building perimeter; or
3. More than 12 feet (3658 mm) above the finished ground level at any point.

**Grade Plane.** A reference plane representing the average of finished ground level adjoining the building at exterior walls. Where the finished ground level slopes away from the exterior walls, the reference plane shall be established by the lowest points within the area between the building and the lot line or, where the lot line is more than 6 feet (1829 mm) from the building, between the building and a point 6 feet (1829 mm) from the building.



*Height, Building.* The vertical distance from grade plane to the average height of the roof surface.

*Height, Story.* The vertical distance from top to top of two successive finished floor surfaces; and, for the top most story, from the top floor finish to the top of the ceiling joists or, where there is not a ceiling, to the top of the roof rafters.

The total height of a building will be determined by multiplying the number of floors by the floor-to-ceiling height. Floors are defined, as described in the State Building Code, as any story within the building that is not deemed a basement or underground level.

Pitched roofs heights, measured from halfway between the peak and eave, shall not exceed the total height of roof plain required for a 12:1 sloped roof, or 8' of roof height in excess of the floor height total. Mechanical units and enclosures (elevators, air conditioning units,...) may exceed the total building height of the district but must be integrated into the architectural treatment of the building.

Building placement and height controls will be carefully developed to minimize shadow impacts for adjoining properties. The attached preliminary shadow diagram highlights the areas with potential shadow impacts from conceptual structure locations, as projected for December 21<sup>st</sup>, 9:00; the time with the longest shadow patterns for the year. The building envelopes denote locations where the primary facade of the structure would be located and do not denote final building locations, configurations, or designs. While this graphic is conceptual in nature it does note the approximate separations required to minimize shadow impacts.

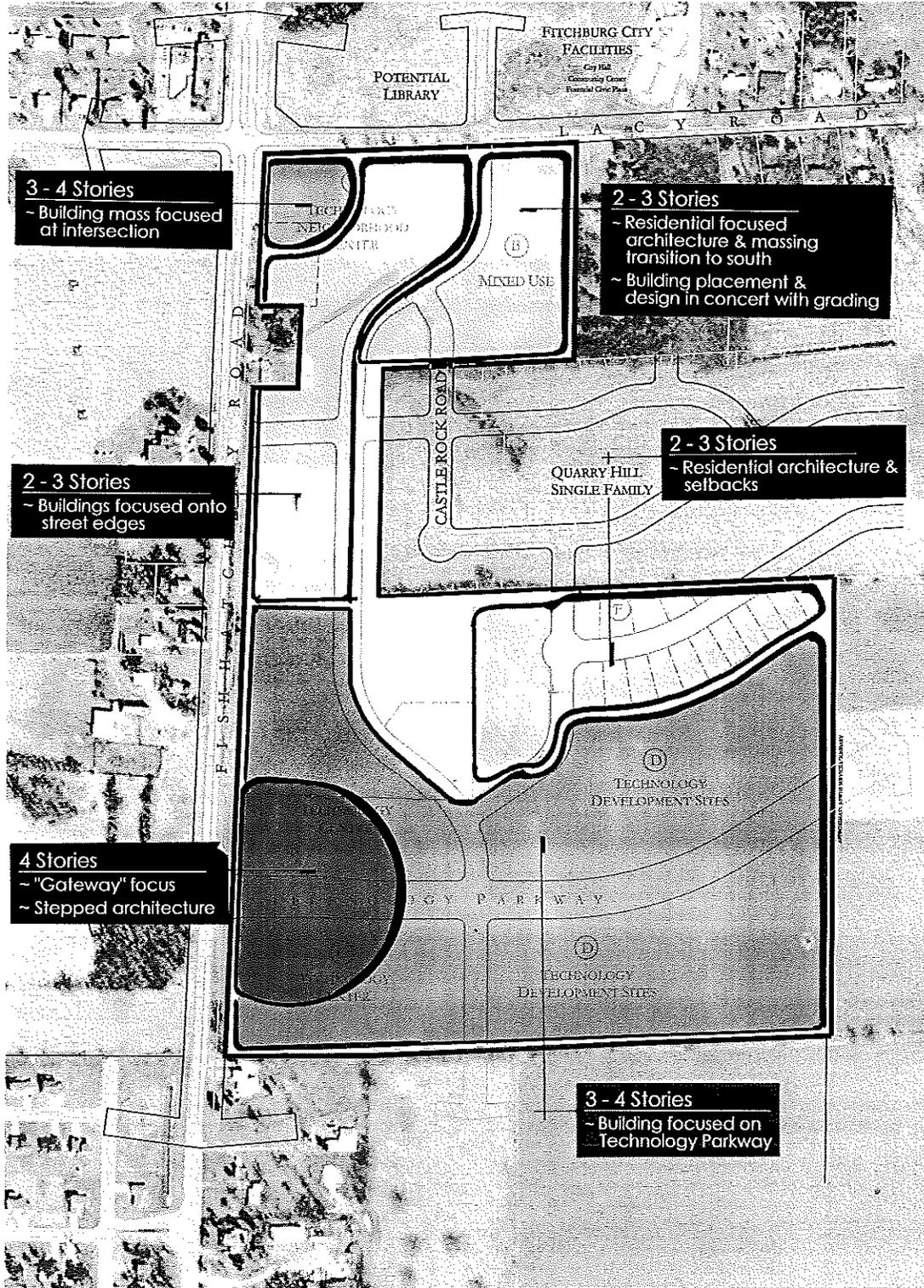
## **BUILDING HEIGHT DISTRICTS**

The building height districts included in the General Height Map (see page 43) are intended to clearly define the maximum heights allowed within each area.

The districts with four story building heights are created to frame the signature height areas at the intersection of Fish Hatchery Road and Lacy Road, and Technology Parkway and Fish Hatchery Road intersections. These areas are projected for "signature" building placement and heights that feature a majority of the building massing at the four story height level.

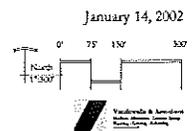
The areas described as 3-4 stories in height will allow for sections of the buildings to be built up to the four story height, with other sections at lower levels. Building sections meeting the four story height will be required to be placed along the Technology Parkway frontage.

# General Height Map

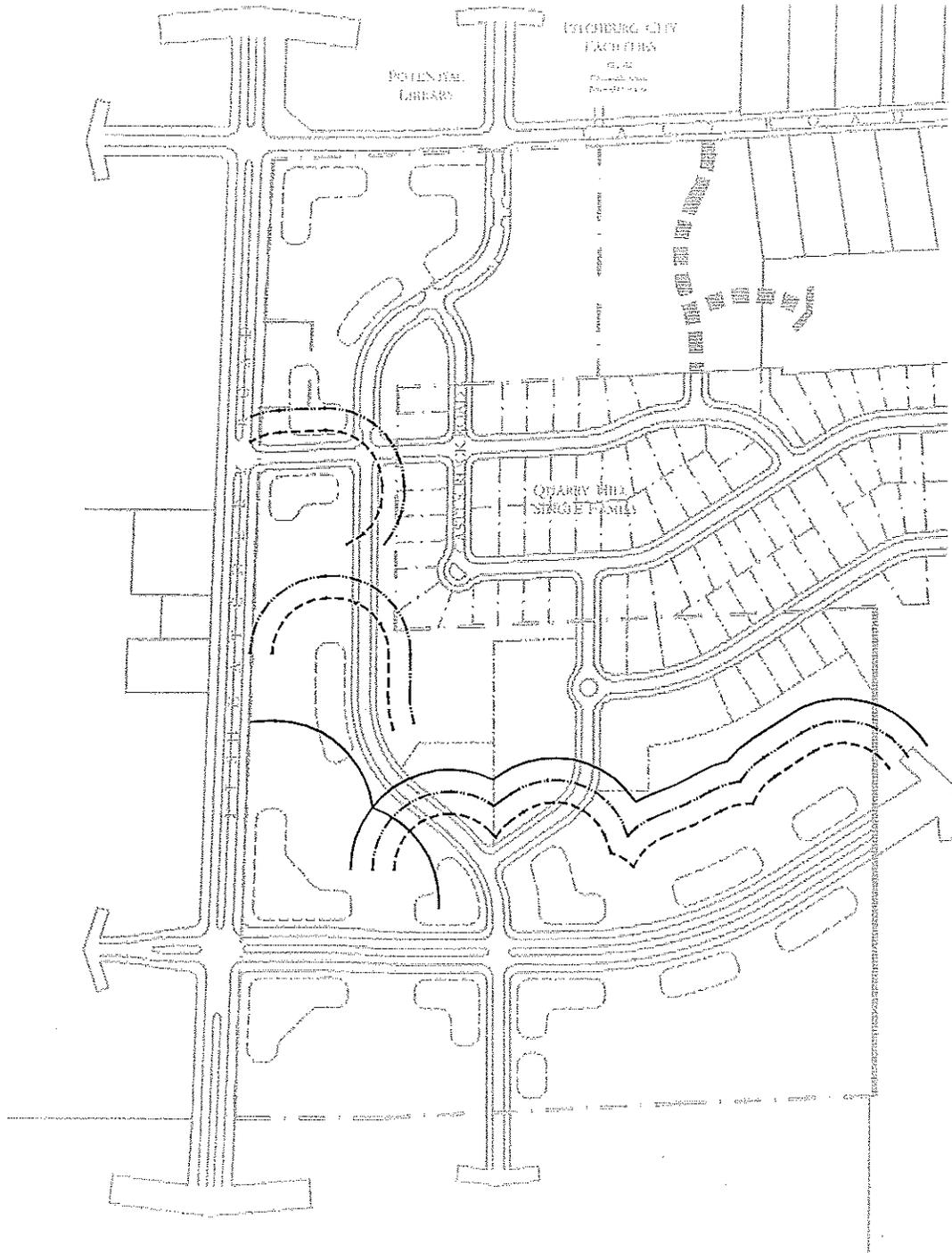


## FITCHBURG TECHNOLOGY CAMPUS

*Fitchburg, Wisconsin*



### CONCEPTUAL SHADOW PLAN



December 21st 9:00 am.  
Approximate Shadow Projections  
- - - - Two Story Shadow (~120')  
- - - - Three Story Shadow (~180')  
- - - - Four Story Shadow (~240')

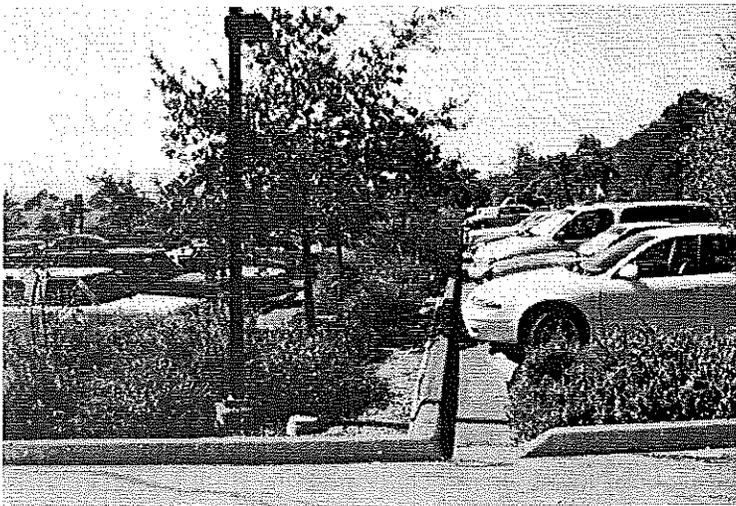
## **GENERAL LANDSCAPE TREATMENT**

Developing pedestrian-focused, mixed-use neighborhoods requires project design that flows from the architecture of the buildings to the site planning and landscape treatment. The general landscape theme of the neighborhood will focus at creating the pedestrian scale, transitioning land uses, and integrating the site with the surrounding neighborhoods. Detailed landscape planting plans and treatments will be included as a component of the Specific Implementation Plan submittals.

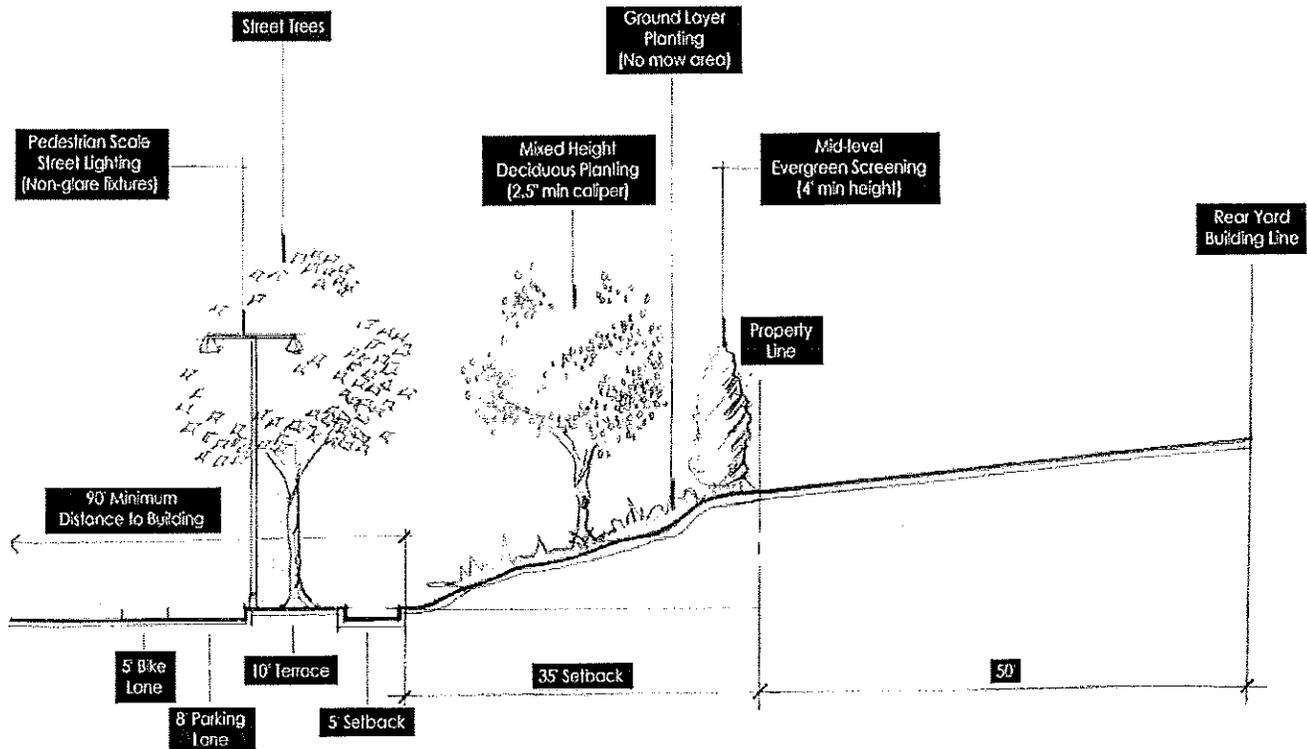
## **LANDSCAPE BUFFERING**

Buffering between the development and Quarry Hill has been carefully detailed and designed to create a transition in massing and density between the two developments. These buffer areas include setbacks and planting/berm treatments that mimic or enhance the single family setbacks present in the neighborhood, and are coupled with transitional massing and use treatments to create transitions that respond and reflect the adjoining land uses.

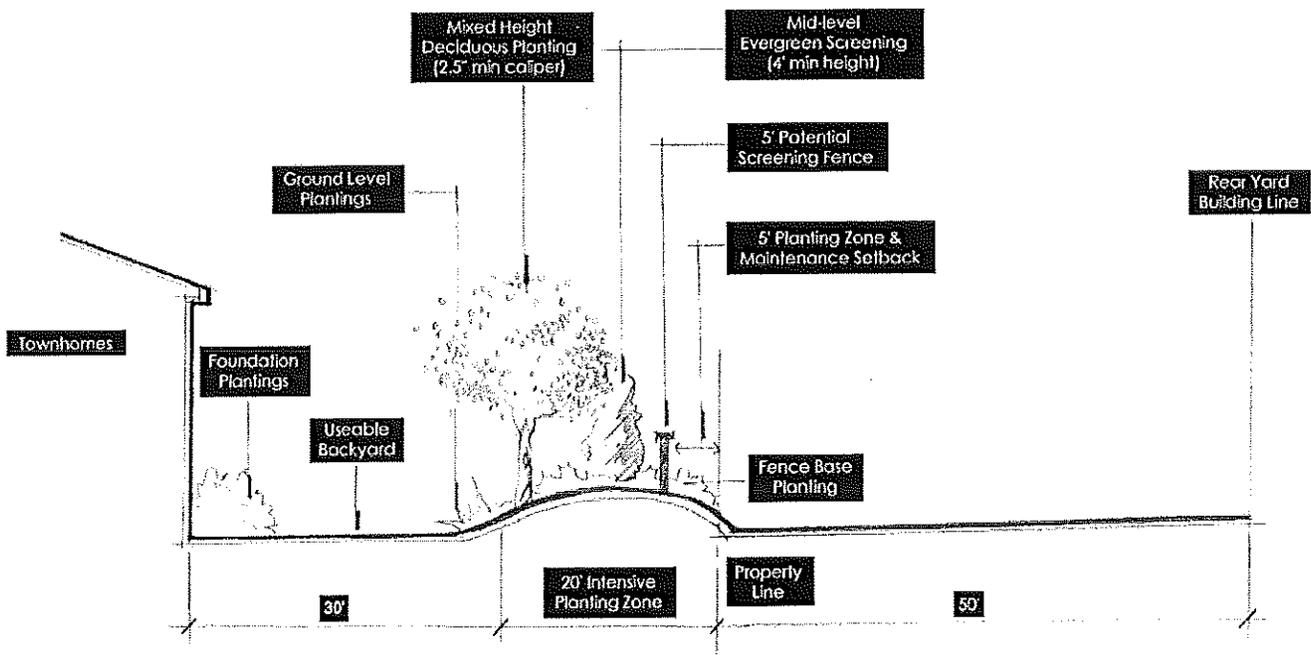
Buffer installation will be coordinated with the grading planning so as to create the buffer treatments along the adjoining properties as early in the phasing as possible, and will be supplied as a component of the SIP submittals and grading plans.



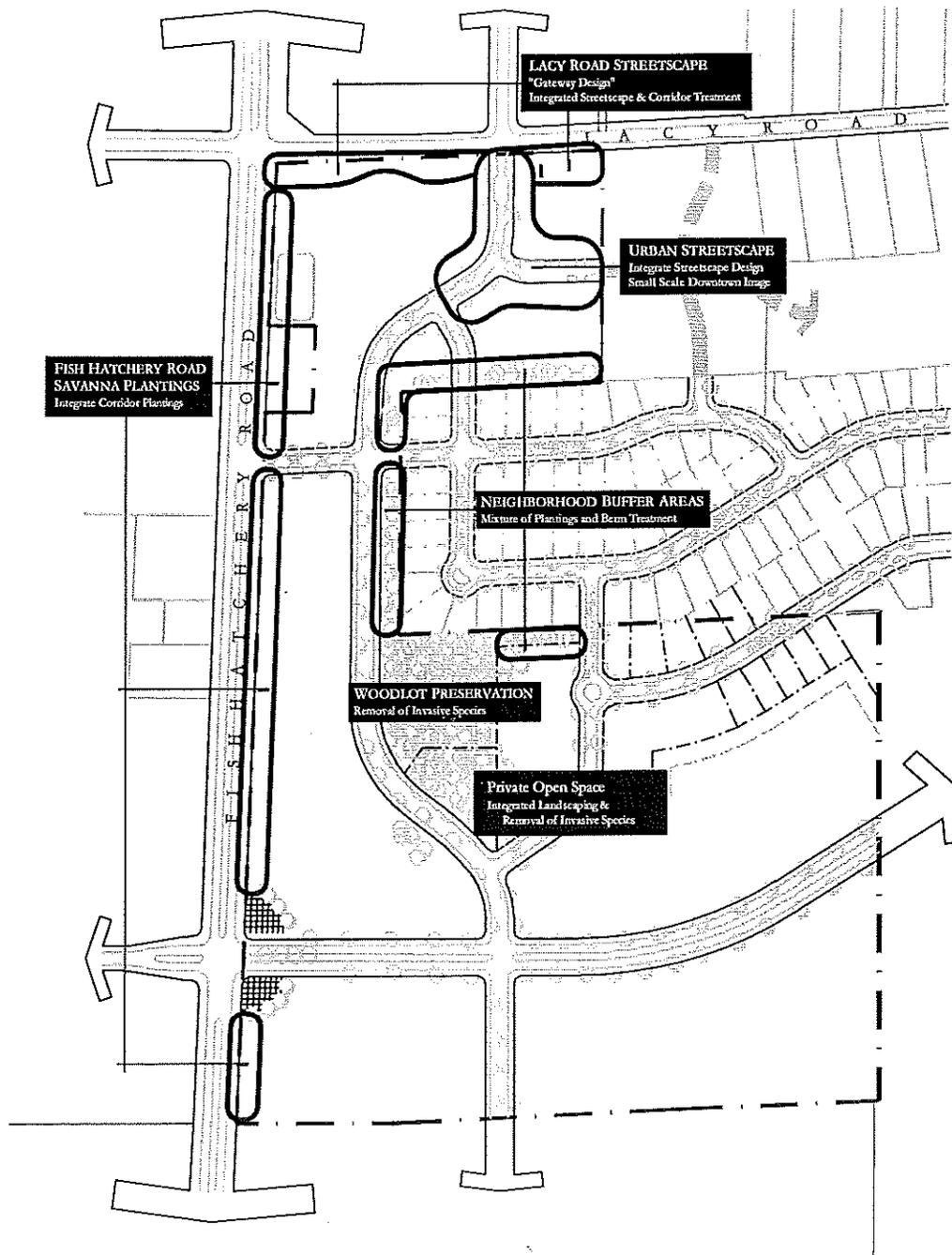
**Buffer Section One (West edge)**



**Buffer Section Two (North edge)**



# GENERAL LANDSCAPE PLAN



## FITCHBURG TECHNOLOGY CAMPUS

*Fitchburg, Wisconsin*



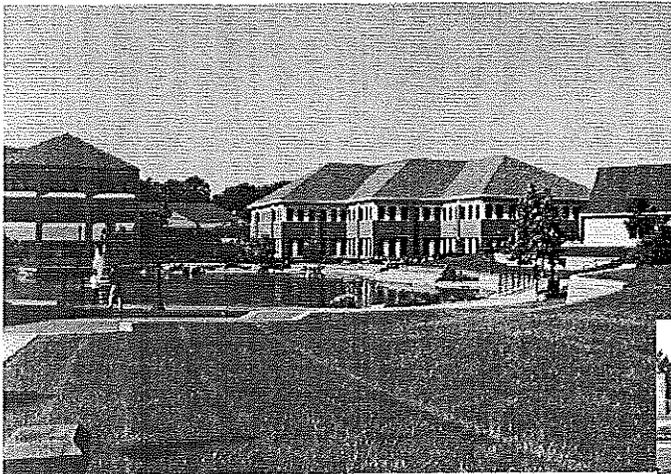
## STORMWATER MANAGEMENT

Stormwater management and infiltration will be an important component of the design development and implementation of the Fitchburg Technology Campus. Best management practices (BMP's) will be developed and implemented throughout the site to ensure the continued sustainability of the neighborhood, as well as managing the quantity and quality of the runoff generated on-site. BMP's will seek not only to maximize pollutant removal, but also to minimize cost, reduce future maintenance burdens, and blend the system aesthetically into the neighborhood. Stormwater Management within the project will be carefully detailed and designed as a component of a separate Stormwater Management Report submittal.

The western portion of the property drains to the northwest corner of the site at the intersection of Lacy Road and Fish Hatchery Road. This portion will be accommodated through a detention facility, sized to accommodate the stormwater flows generated by the land use shift. The remaining stormwater flows will be detained on-site and then released to the regional stormwater system to the north of the site. The eastern portion of the project will be handled through a regional facility proposed for the properties to the east of the site.

Stormwater management solutions will be tightly integrated into the development and will address both the quantity and quality components of the runoff. The stormwater system of swales, detention/retention ponds, and open space areas will be planned to filter sediments, reduce pollutants, reduce runoff quantity, and recharge the groundwater through the infiltration of a portion of the water generated on-site. This integrated stormwater system will be designed to accommodate storm events ranging from two-year storm to one-hundred year events, with the goal of retaining as much water on-site as possible.

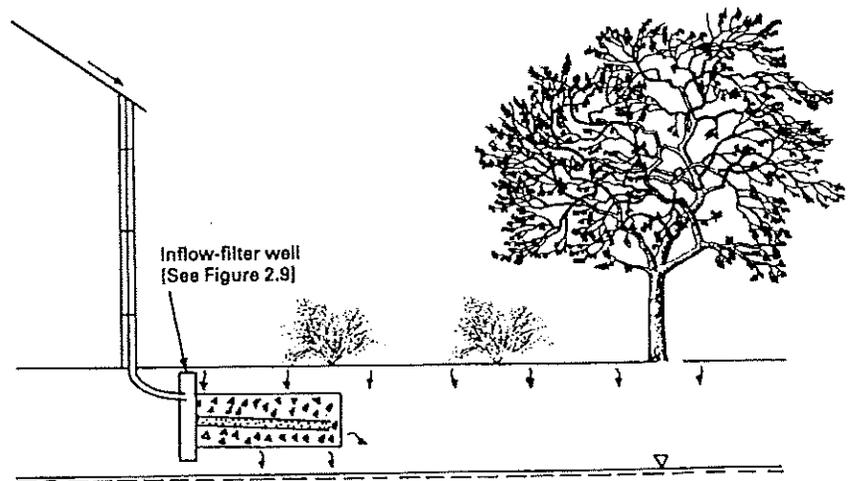
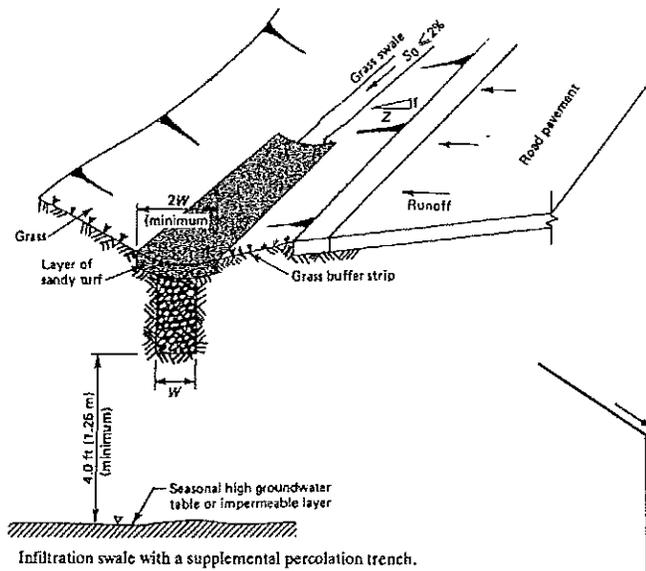
Site specific infiltration and filtration features will be further detailed as a component of the SIP. *The SIP submittals will be required to include clear definitions on how the site-specific treatments will fit into the overall development system, including extensions of any conveyance systems on adjoining properties, impacts of impervious surfaces, and off-line site specific treatments. Site-specific treatments may include bioretention filters, bioretention swales within parking islands, rain gardens and prairie plantings, reduced street cross sections, rooftop stormwater routing, grassed infiltration swales, wet detention basins, and dry retention basins.* These techniques will be verified through a detailed site investigation including soil borings and site visits to confirm infiltration potential.



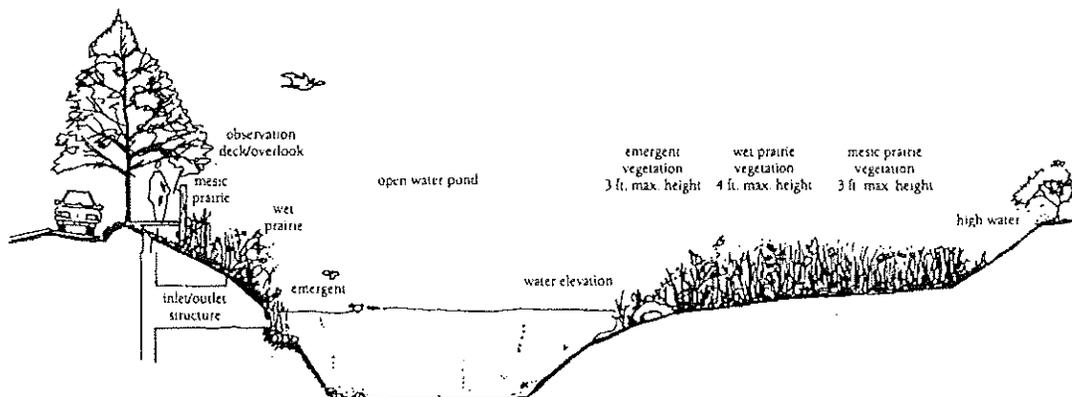
*Stormwater management techniques for infiltration, quantity, and quality management will be described as a component of the final stormwater management plan, and will be assigned to specific lots as part of the deed restrictions and noted on the final plat.*

Best management practices projected for the site may include:

- Stormwater detention/retention ponds
- Bioretention filters
- Grassed infiltration swales
- Reduced street cross sections
- Rooftop stormwater routing to pervious surfaces



Representation of a percolation basin.



Source: Applied Ecological Services, Juda, Wisconsin.

**TRAFFIC ANALYSIS**

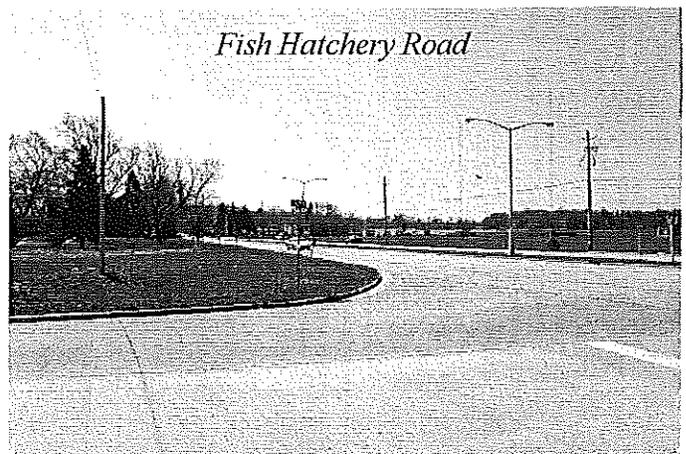
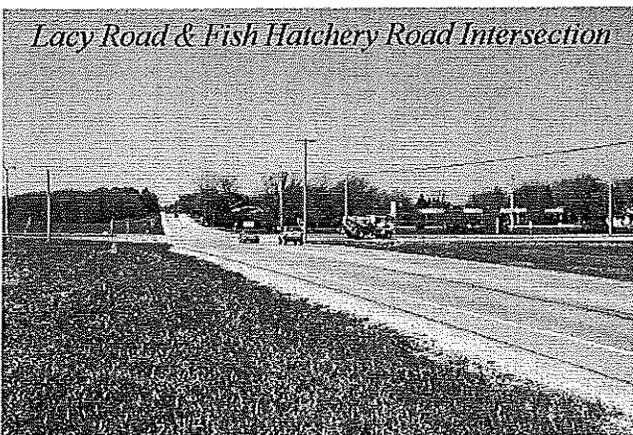
Detailed traffic analysis is a crucial component of the development of the Fitchburg Technology Campus. The detailed neighborhood traffic analysis currently underway through the City will help determine facility needs, traffic routing, and street loading for the entire neighborhood, of which this project forms a small component. This study is projected to be completed in May and will be factored into the detailed street design of the Final Plat, TID plan, and SIP submittals.

The following preliminary projections were forwarded to the City to project traffic generation, utilizing maximums and FAR allotments to generate approximate projections:

15,000 square feet retail	40.67 trips per 1,000 square feet	610 trips/day
15,000 square feet professional office	11.01 trips per 1,000 square feet	165 trips/day
699,116 square feet research	8.11 trips per 1,000 square feet	5,670 trips/day
326,355 square feet office park	11.42 trips per 1,000 square feet	3,727 trips/day
60 apartments	6.63 trips per unit	398 trips/day
15 townhome condominiums	5.85 trips per unit	88 trips/day
8 single family lots	9.57 trips per unit	77 trips/day
		10,735 trips/day

The splits for office park and research classifications are included to project the potential office requirements of the research tenants. The following projections were included to create ample traffic buffers for instances of office uses; however, the intent of the development is to continue with the research technology focus with these numbers included per the request of the City. The land use projections included in the Land Use Breakdown Chart represent the maximum square footages of Office Uses, but will not limit the Research Technology use from utilizing square footage assigned to the office space. The intent of the development is to include predominantly research oriented uses and will be marketed to meet this goal.

- Technology Neighborhood Center: 50% Office Park  
50% Research Technology
- Technology Center: 25% Office Park  
75% Research Technology
- Technology Development Sites: 33% Office Park  
66% Research Technology



**STREETS**

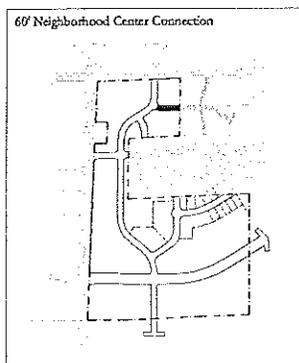
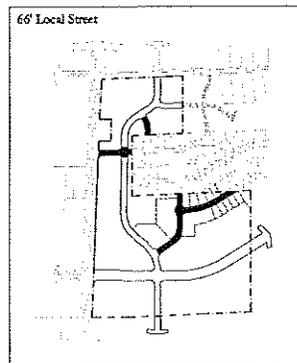
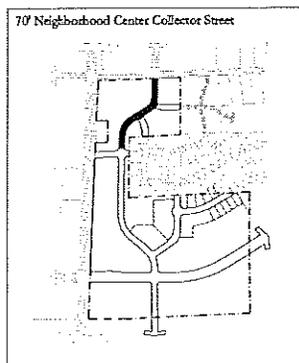
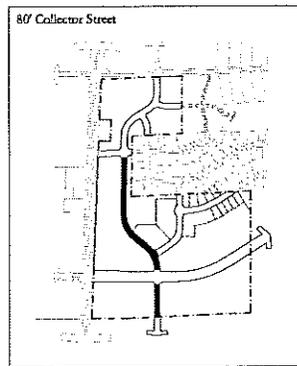
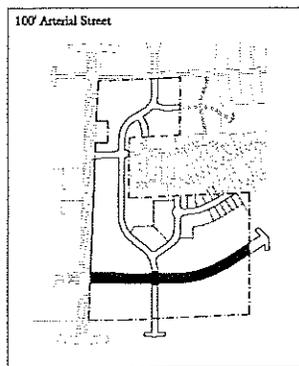
The street network with the Fitchburg Technology Campus is designed to create appropriate traffic routing, while preserving and enhancing neighborhood connectivity. Street cross sections for the project have been carefully designed to accommodate pedestrian, bicycle, and automotive traffic, while providing an integrated streetscape network. *Street naming will be coordinated with the City Staff and will be finalized as a component of the Final Plat.*

*The development of Street Cross Sections is on-going and will be further defined as part of the final construction plan approvals.*

Street cross sections include the following classifications *are included for discussion purposes, and will be subject to change:*

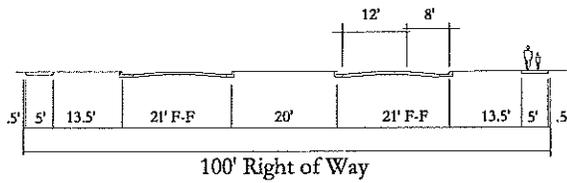
- 100' Arterial Street
- 80' Collector Street
- 70' Neighborhood Center Collector Street
- 66' Local Streets
- 60' Neighborhood Center Connection

*note: parking allocations along this street will be included in the parking counts of the surrounding Mixed Use district and will be defined as a component of the SIP submittals.*

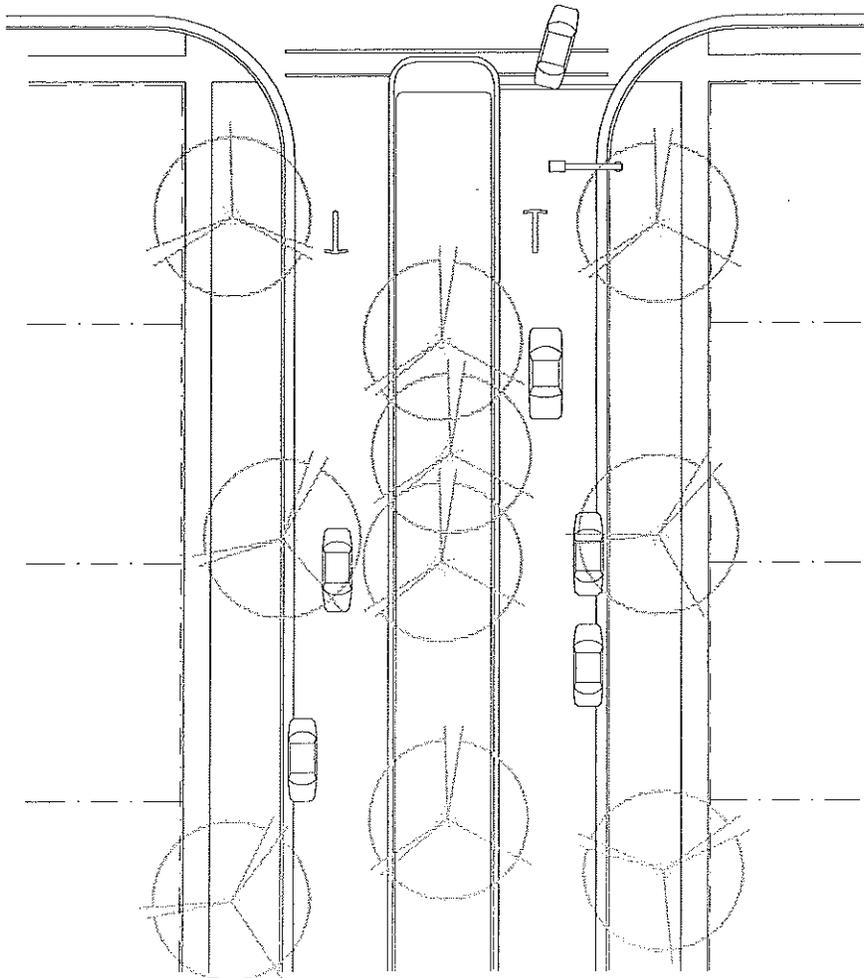


# Fitchburg Technology Campus

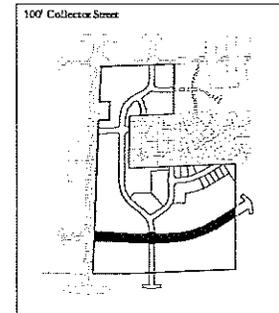
## *100' Collector Street*



R.O.W. Width	100'
Posted Speed	25 Miles Per Hour
Street Width (face to face)	21'
Curb Radii	20-30' radius
Sidewalk	both sides
Terrace	13.5'
Parking	both sides
Street Trees	both sides

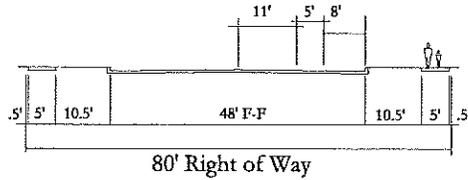


**Street Location**

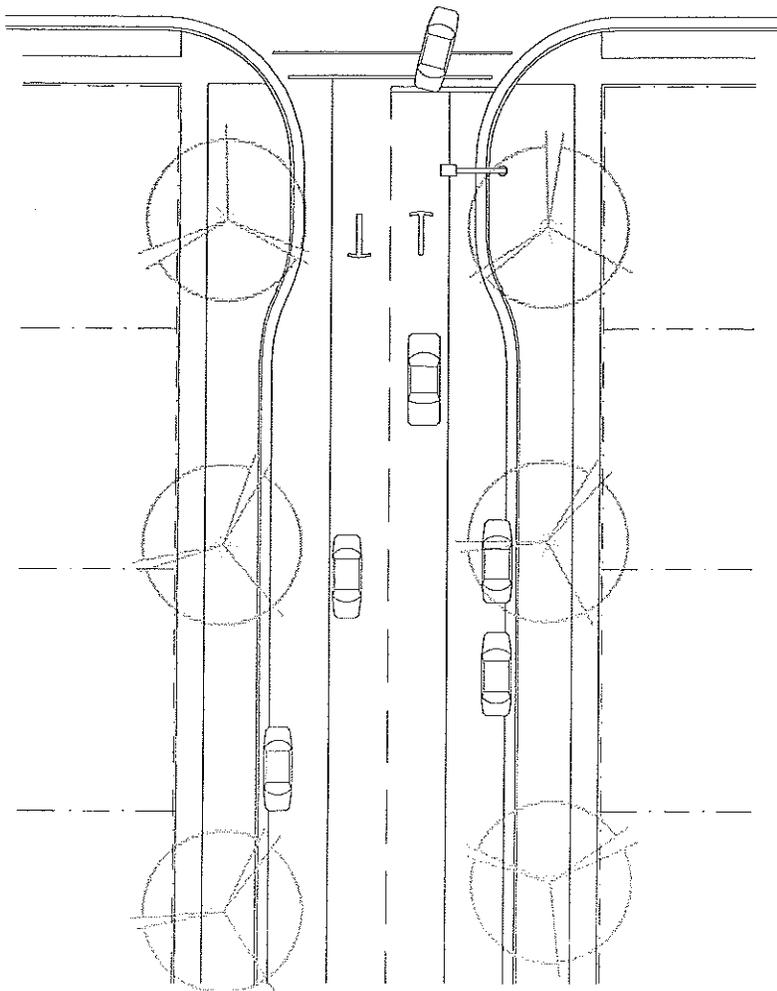


# Fitchburg Technology Campus

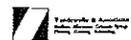
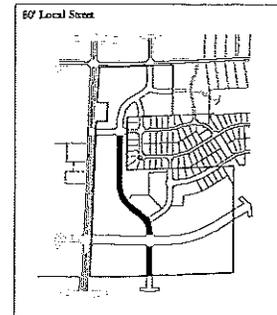
## *80' Local Street*



R.O.W. Width	80'
Posted Speed	25 Miles Per Hour
Street Width	48'
(face to face)	
Curb Radii	20-30' radius (25' minimum for transit routes)
Sidewalk	both sides
Terrace Width	10.5'
Parking	both sides
Street Trees	both sides
Bike Lanes	5' each side

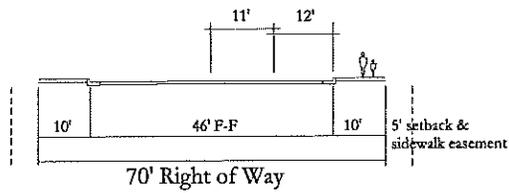


**Street Location**



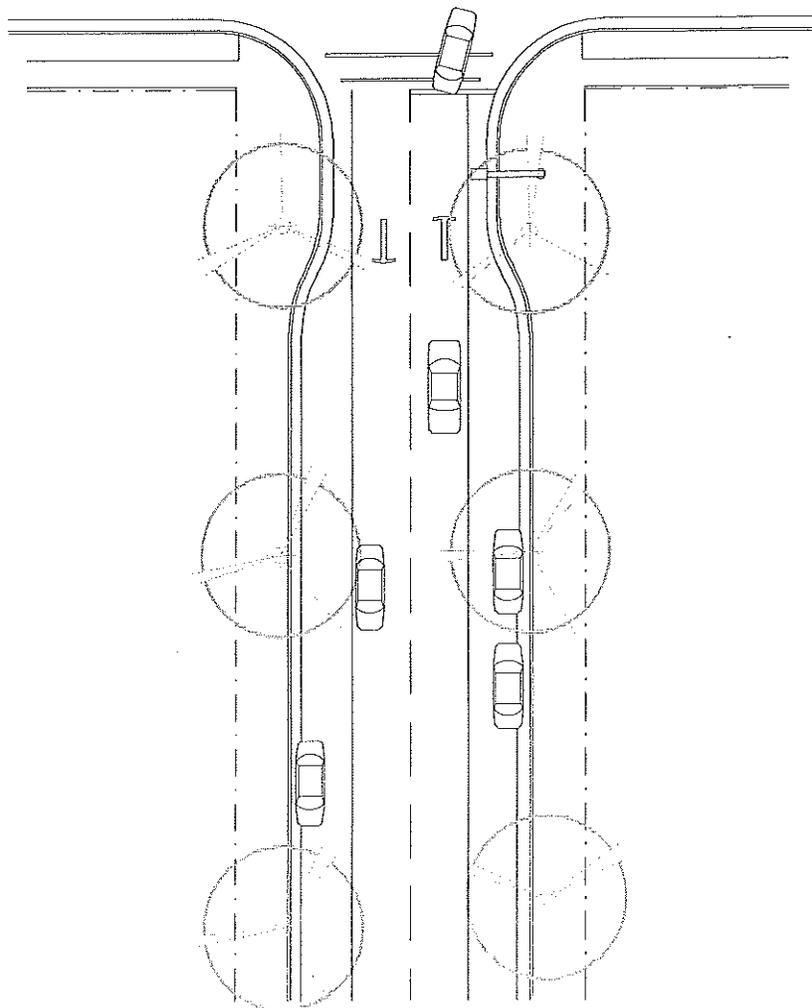
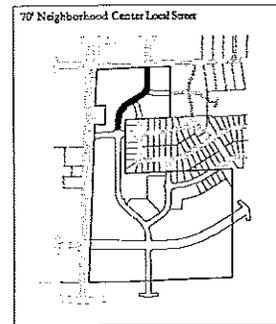
# Fitchburg Technology Campus

## *70' Neighborhood Center Local Street*



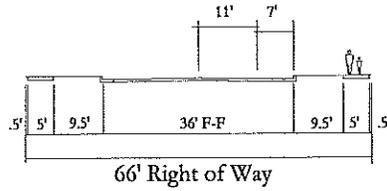
R.O.W. Width	70'
Posted Speed	25 Miles Per Hour
Street Width	46'
(face to face)	
Curb Radii	20-35' radius
Terrace/Sidewalk	width varies
Parking/Bike Lane	12 feet
Street Trees	both sides

**Street Location**

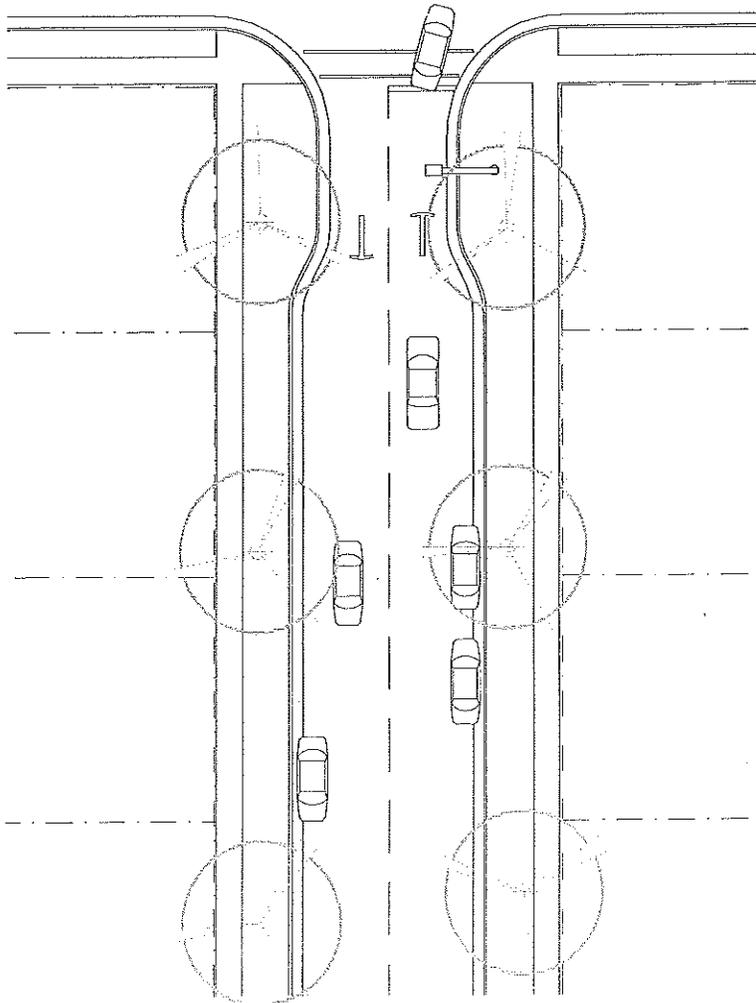


# Fitchburg Technology Campus

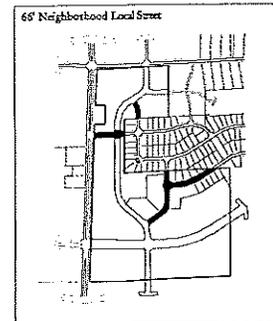
## *66' Neighborhood Local Street*



R.O.W. Width	66'
Posted Speed	25 Miles Per Hour
Street Width	36'
(face to face)	
Curb Radii	20-25' radius
Sidewalk	both sides
Terrace	9.5'
Parking	both sides
Street Trees	both sides

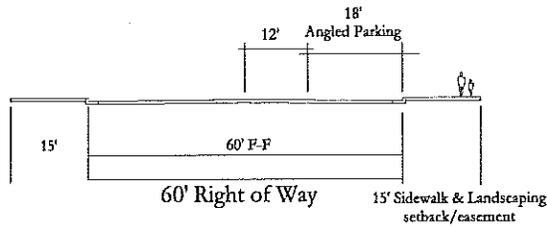


### Street Location



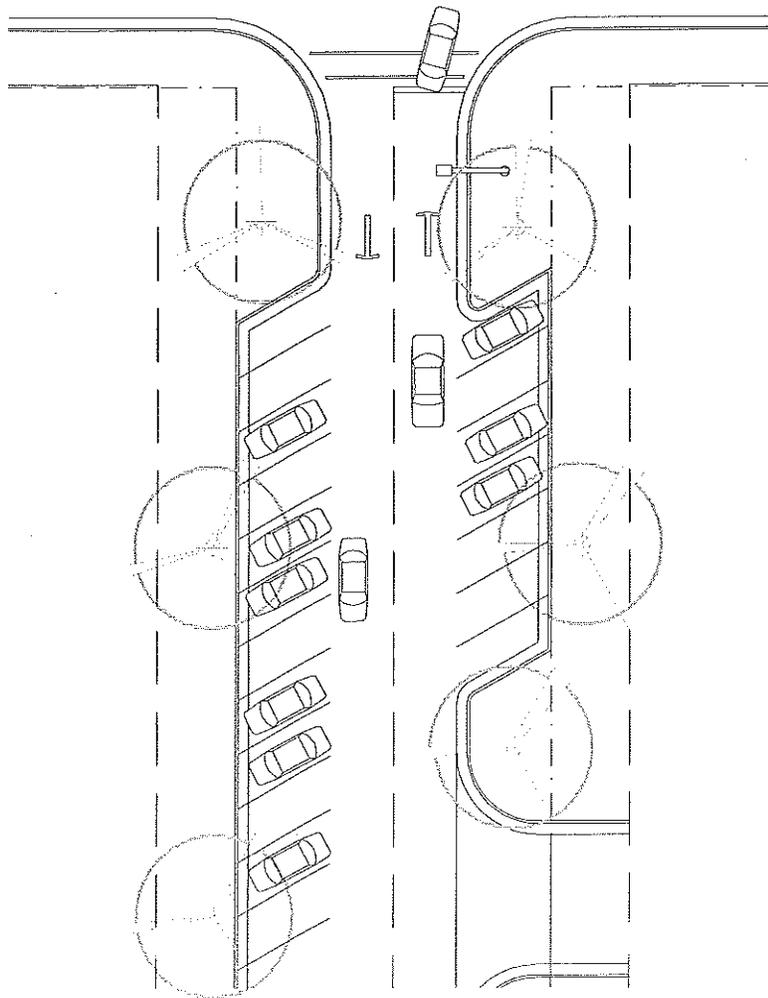
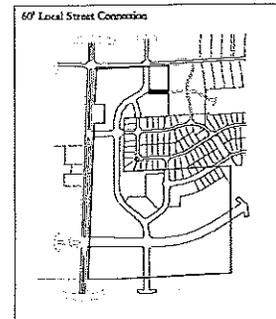
# Fitchburg Technology Campus

## *60' Local Street Connection*



R.O.W. Width	60'
Posted Speed	25 Miles Per Hour
Street Width	60'(face to face)
(bump-outs @ intersections)	
Curb Radii	20-35' radius
Sidewalk	15' easement
Terrace	varies
Parking	both sides
Street Trees	both sides

### Street Location



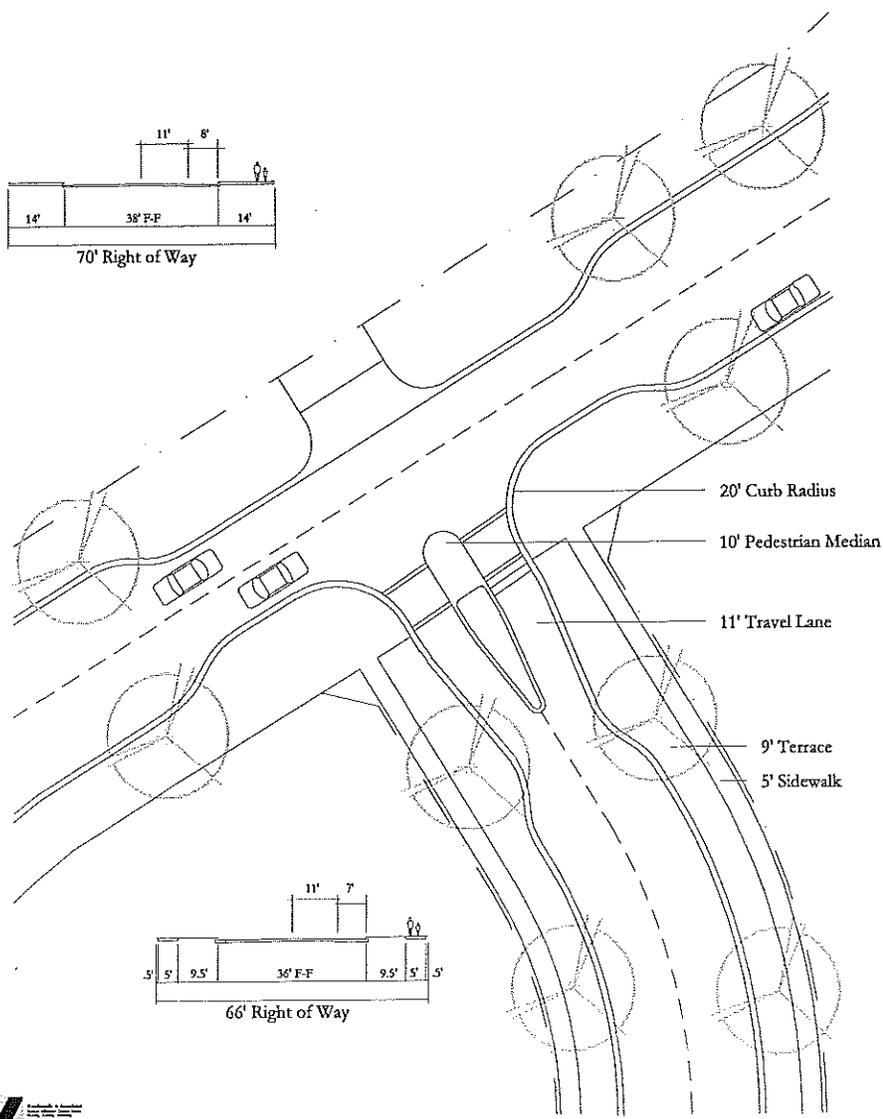
### TRAFFIC CALMING: INTERSECTIONS

The intersections of Castle Rock Road/Research Park Drive and Gallagher Road/Research Park drive will be carefully designed and developed to minimize cut-through traffic. Design of these intersections will include several traffic calming approaches to allow local access and guide regional traffic along the Research Park Drive or Fish Hatchery Road Corridor. The detailed construction plans will be developed in conjunction with the City Staff and will be submitted as a component of the Final Plat.

#### Option One

## Fitchburg Technology Campus

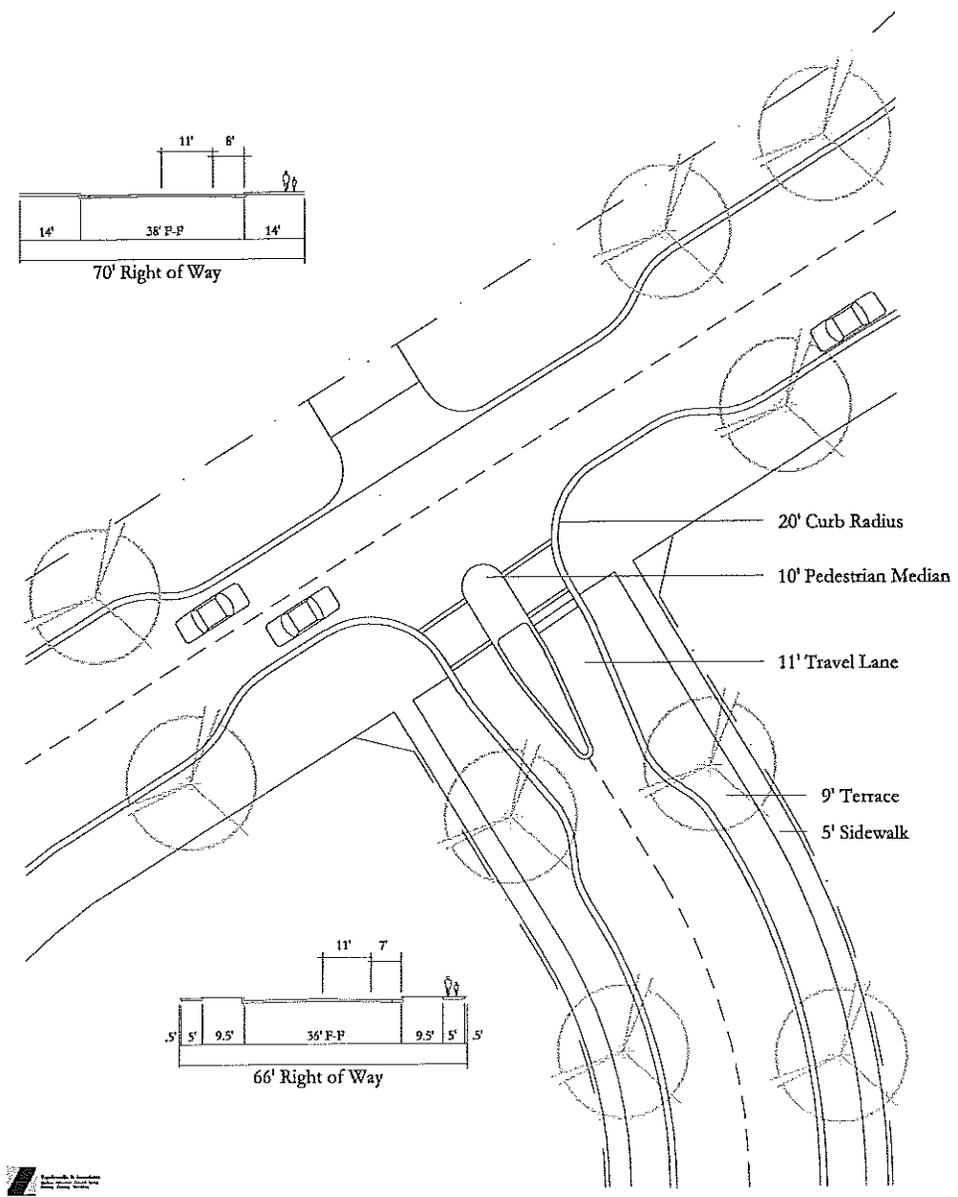
### Intersection Concept One



Option Two

# Fitchburg Technology Campus

*Intersection Concept One*

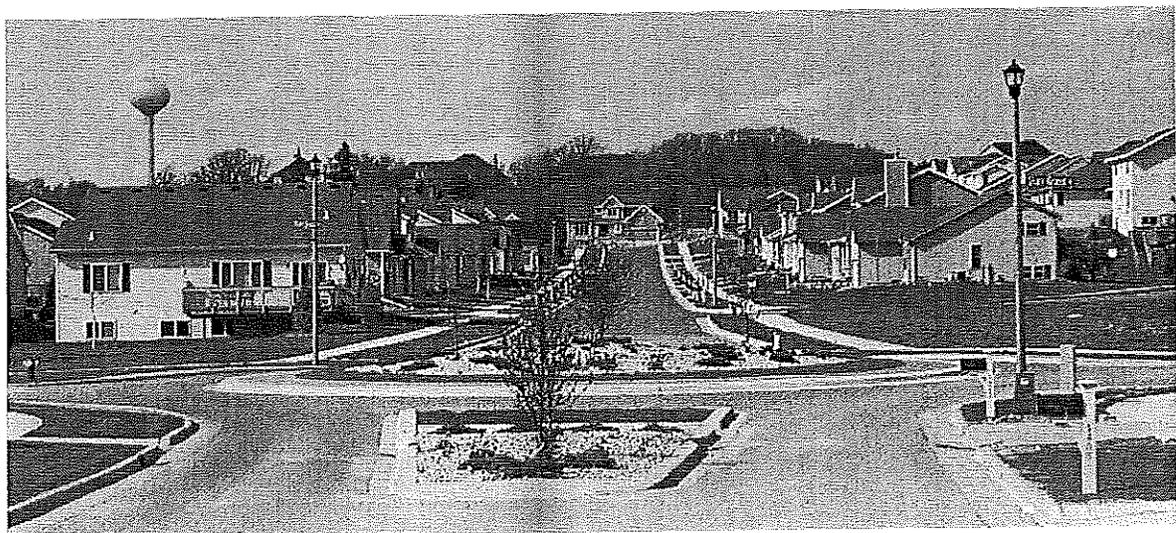


## TRAFFIC CALMING

Traffic calming efforts within the development are aimed at focusing traffic onto the regional facilities and away from local neighborhood streets. Traffic calming features will be included a component of the detailed street design, Final Plat, and SIP submittals.

Traffic Calming elements may include:

- Intersection Bumpouts
- Reduced Street Cross Sections
- Traffic Roundabout
- Pedestrian shelter Medians
- Reduced curb radii



**GENERAL UTILITY PLAN**

The General Utility Plan has been included as a separate attachment to this document attached at the end of this packet.

**TECHNOLOGY & RESEARCH COMPONENTS**

Potential land uses within the Fitchburg Technology Neighborhood may include research, development, testing, calibration, pilot production, on-going productions, servicing or repair of materials, goods or products, limited to the following uses, products, components, or circumstances, subject to detailed restrictive covenants that limit the creation of any land uses or activities that would generate unreasonable levels of dust, gas, smoke, noise, fumes, odors, vibrations, particulates, chemicals, electrical disturbances, humidity, heat, cold, glare or night illuminations:

- 1.) Agricultural, food science and food production products and instruments;
- 2.) Biological, genetic and biotechnological products and instruments;
- 3.) Nutraceutical and pharmaceutical products and instruments;
- 4.) Electronic and electrical products and instruments;
- 5.) Computers, communications, robotics, and optics products and instruments;
- 6.) Laser, radiology, X-ray and ultrasound products and instruments;
- 7.) High technology products and instruments;
- 8.) Medical, dental and other health care products and instruments;
- 9.) Process design, process simulation, software and engineering products and instruments;
- 10.) Energy and environmental products and instruments;
- 11.) Scientific and precision instruments and components;
- 12.) Specific research, production or processing, cleaning, servicing, testing or repair of materials, goods, or products, similar to these preceding uses, products, components, or circumstances not listed explicitly above.
- 13.) Wholesaling and retailing of products manufactured or repaired on the same premises.

**APPENDIX**

# Fitchburg Technology Campus

## GIP Comment Summary

General Implementation Plan Comments	Resolved	Discussion Remaining	Plan Commission Input Needed
<b><i>Planning Department Comments</i></b>			
Plat Comments			
1 Lot & parcel sizing	x		
2 Technology Parkway location (1200' separation issue)		x	x
3 Tree inventory	x		
4 Tree inventory	x		
5 Tree inventory	x		
6 Technology Parkway naming		x	
7 Park dedications	x	x	
8 Lacy Road storm sewer easement	x		
9 Lacy Road access		x	x
10 Pumice Way naming	x		
11 Lot divisions	x		
12 Building envelopes	x		
13 Landscape buffers	x		
GIP Documents			
1 Lot numbers	x		
2 Fish Hatchery Road access	x		
3 Commercial allocation	x		
4 On-street parking	x		
5 ISR ratios/infiltration	x		
6 Financial institutions	x		
6 Commercial allocation	x		
7 Parking stalls on Pumice Drive	x		
8 Setbacks	x		
9 Tree Inventory	x		
10 Tree Inventory	x		
11 ISR ratios/infiltration	x		
12 Building Setback along Sparkle Stone Drive	x		
13 District/Lot descriptions	x		
14 On-street parking	x		
15 District/Lot descriptions	x		
16 Landscape buffers	x		
17 ISR ratios/infiltration	x		
18 Tree Inventory	x		
19 On-street parking	x		
20 Tree Inventory	x		
21 Setbacks	x		
22 On-street parking	x		
23 Underground parking	x		
24 District/Lot descriptions	x		
25 Potential single-family lots	x	x	
26 Lot coverage	x		
27 Setbacks	x		
28 R-LM zoning	x		
29 Potential single-family lots	x		
30 Parks Commission	x	x	

# Fitchburg Technology Campus

## GIP Comment Summary

General Implementation Plan Comments	Resolved	Discussion Remaining	Plan Commission Input Needed
31 Play equipment	x		
32 Gallagher Drive	x		
33 Lot 4 frontage	x		
34 Lot 18 frontage	x		
35 Lot 19 frontage	x		
36 Height definition	x		
37 Height definition	x		
38 Height definition	x		
39 Planting plans	x		
40 ISR ratios/infiltration	x		
41 Research/Office splits	x		
42 Street widths	x		
43 Street widths	x		
44 Park paths	x		
<b><u>Engineering Staff Comments</u></b>			
Transporation	x	x	
Road Layout	x	x	
Street Widths	x	x	
Lots	x		
Stormwater	x		
Sanitary Sewer	x	x	
Water Main	x	x	
Miscellaneous Issues	x	x	
Land Division Ordinance	x		

# FITCHBURG TECHNOLOGY CAMPUS

## *City Review Comments*

May 15, 2002

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The following text summarizes the dialog between City Staff and Design Team in regards to the April 29, 2002 General Implementation Plan for the Fitchburg Technology Campus.

Comments are broken into the following layouts:

1. City Comments completed or agreed upon
2. **City Comments with Discussion Remaining**

*Design Team Response*

May 7<sup>th</sup> discussion results

[City Comments of 5-13-02]

MAY 14<sup>TH</sup> DISCUSSION RESULTS

### PLANNING STAFF REVIEW

#### PLAT COMMENTS

1. Provide lot and parcel sizes for each lot or parcel within the plat.

May 7<sup>th</sup> Discussion:

See attached lot breakdown and acreage chart. [No breakdown was provided]

MAY 14<sup>TH</sup> DISCUSSION RESULTS

THE REVISED BREAKDOWN CHART COVERING DISTRICT TO LOT NUMBERS, AND DEVELOPMENT ACREAGE, SQUARE FOOT, TRAFFIC GENERATION, AND PARKING BREAKDOWNS WAS SUPPLIED TO STAFF. THIS INSERT CHART WILL REPLACE THE BREAKDOWN SHEET INCLUDED IN THE GENERAL DEVELOPMENT PLAN (GIP) (PAGE 18).

2. **Technology Parkway is not located 1200 feet from Byrnewood Drive, and as Byrnewood is expected to be a more major street than Sparkle Stone Crescent, it should be the 1200' away or greater.**

*The design team does not agree that the 1200 foot separation would result in a better connection & lotting pattern. Technology Parkway is located along Fish Hatchery Road at a relatively level location along the road corridor. This location maximizes the sight distances and minimizes the amount of grading need for Fish Hatchery Road. The development potential west of Fish Hatchery Road, due to slope conditions, will be well served by the proposed alignment of the intersection as it allows for multiple lotting patterns and accommodates the sloped condition of the site.*

May 7<sup>th</sup> Discussion:

The separation distance remains an issue of discussion. Attached to this packet is an analysis of existing separation distances along Fish Hatchery Road, highlighting intersections that currently do not meet this guideline. The existing site conditions coupled with the existing pattern of access points along Fish Hatchery Road and

logical lotting patterns for research uses (300-400' depth lots) offer support for the existing Technology Parkway alignment.

The design team does not agree with relocating the intersection location, as it will greatly impact both the circulation patterns and efficiency of the research components.

[City staff disagrees with the design team and stands by its initial analysis. No additional attached information was provided as was indicated above.]

#### MAY 14<sup>TH</sup> DISCUSSION RESULTS

THE DESIGN TEAM IS COMPILING ADDITIONAL INFORMATION FOR THE DISCUSSION OF THE ROADWAY PLACEMENT. THIS INFORMATION INCLUDES AND ANALYSIS OF EXISTING INTERSECTION SPACING ALONG FISH HATCHERY ROAD, A CONCEPTUAL LAYOUT FOR THE LANDS WEST OF FISH HATCHERY ROAD, AND CROSS SECTIONS OF FISH HATCHERY ROAD ALONG THE SLOPED AREA. THIS INFORMATION WILL BE SUPPLIED TO THE CITY STAFF AND PLAN COMMISSION FOR ADDITIONAL DISCUSSIONS.

THIS ISSUE REMAINS OPEN AND WILL NEED ADDITIONAL INPUT FROM THE PLAN COMMISSION AS THE DESIGN TEAM AND CITY STAFF HAVE NOT REACHED AGREEMENT.

3. Undertake a tree inventory for lots 4, 5, 15 and 18, for the areas of lots covered by the woods.
4. The wooded area is much larger than you represented in your GIP, and pre-GIP documents. Why the large discrepancy?
5. In the past you claimed, consistently, that you would be protecting the wooded area, but only about 36%–38% of the wooded area will be park land. Please account.

*A tree survey and inventory for the woodlot will be undertaken to verify the existing type, condition, and extent of trees within the woodlot that are viable for preservation. This plan will be prepared and submitted to Staff for review, prior to the May 21<sup>st</sup> Plan Commission.*

[What if the woodlot inventory indicates that there are some good quality trees in the lower 2/3 of the wooded area that is to be developed, what will you do then?]

#### MAY 14<sup>TH</sup> DISCUSSION RESULTS

THE TREE INVENTORY, FOCUSED ON LOTS 4,5,23, AND THE STREET RIGHTS OF WAY, WILL BE COMPLETED PRIOR TO THE PLAN COMMISSION, WITH ASSISTANCE ON SELECTING PRESERVATION QUALITY TREE BY THE CITY FORESTER, ED BARTELL. THE RESULTING TREE INVENTORY WILL BE DISCUSSED WITH CITY STAFF TO IDENTIFY STRATEGIES FOR TREE PRESERVATION AND INTEGRATION.

**6. Is Technology Parkway an appropriate street name? Particularly if it is to go through a residential area?**

*Technology Parkway is intended for the naming of the street from Fish Hatchery Road to the east, eventually connecting through to Syene Road.*

MAY 14<sup>TH</sup> DISCUSSION RESULTS

THE DESIGN TEAM WILL DISCUSS ALTERNATE NAMING SCHEMES FOR "TECHNOLOGY PARKWAY" AND "PUMICE DRIVE" THAT ARE IN KEEPING WITH THE TECHNOLOGY FOCUS OF THE PROJECT. THE RESULTING STREET NAME WILL BE EITHER A BOULEVARD, STREET, OR DRIVE. THESE STREET NAMES WILL BE FORWARDED TO CITY STAFF FOR REVIEW AND COMMENT, AS A COMPONENT OF THE FINAL PLAT.

**7. Park areas do not meet the required park dedication by R-21-02. 83 du's would require a dedication of 5.53 acres, whereas it appears that, from GIP document, 3.5 acres is provided. Provide the difference to account for full park dedication for the 83 du's.**

*The design team does not agree that additional park dedications within Phase One would be appropriate. The intended dedication allocation will be coupled with the Phase Two development area with the remaining dedication area (~2.3 acres) to be added to the park dedication requirements of Phase Two with the intent of creating a larger, centrally located neighborhood park and open space addition to the Quarry Hill park. Timing, location, and feasibility should be discussed with Staff prior to the May 21<sup>st</sup> Plan Commission. The final park dedication within the project will be discussed with the Parks Commission at the June 6<sup>th</sup> meeting.*

May 7<sup>th</sup> Discussion:

The preliminary plat will be revised to place an outlot of not less than 2 acres in size as a component of the Phase Two development Area, to be dedicated to the public for park uses. This outlot will be placed along the southern edge of the existing Quarry Hill neighborhood park and detention facility. This outlot layout, dimensioning, and position, will be subject to review and revision as a component of the neighborhood planning and design process for the Phase Two area which will likely require slight adjustments to the outlot.

[Provide the parkland area south of the existing park and not south of the detention pond area that exists just west of the park area. This is to be dedicated and not subject to readjustment in the future.]

MAY 14<sup>TH</sup> DISCUSSION RESULTS

THE PARKLAND DEDICATION AND LOCATION WILL BE REVISED IN CONJUNCTION WITH THE PLANNING OF THE PERMANENT DETENTION LOCATION AND NEIGHBORHOOD PARK EXTENSION ALONG THE SOUTH EDGE OF QUARRY HILL PARK. WHILE THE RESULTING LAYOUT WILL BE CLOSER TO THE FINAL ALLOCATION; THIS AREA WILL BE SUBJECT TO REVIEW AS PART OF THE NEIGHBORHOOD PLANNING PROCESS FOR PHASE TWO AND WILL BE FINALIZED AS

A COMPONENT OF THE FINAL PLAT. REVISIONS TO THIS AREA WILL BE LIMITED TO BOUNDARY ADJUSTMENTS THAT MAINTAIN OR EXPAND THE ACREAGE.

8. Provide a minimum distance from the existing storm sewer along Lacy Road, as would be required by Public Works, probably about 10' from pipe. Pipe is not currently located fully within the easement provided. Or, you could relocate the pipe.  
*The existing pipe and easement should be discussed with Staff prior to the May 21<sup>st</sup> Plan Commission. The right-of-way and loading components of the traffic study may lead to the extension of Lacy Road, eliminating this issue.*

[What if this r/w width is not required, will you provide the easement?]

#### MAY 14<sup>TH</sup> DISCUSSION RESULTS

IF THE RESULTING LACY ROAD ROW EXPANSION DOES NOT COVER THE STORM SEWER LOCATION, AN EASEMENT EXTENSION WILL BE GRANTED.

9. Provide "No Access" restrictions for the following areas:
- a) all lot borders to South Fish Hatchery Road;
  - b) all lot borders to Lacy Road;

*The design team does not agree to access restrictions along Lacy Road. The creation of the pedestrian oriented streetscape will require appropriate entrance allocations for automotive circulation. The option for access to the Technology Neighborhood Center area will benefit the circulation through the optional dispersion of traffic routing without focusing all of the traffic back to Research Park Drive and Lacy Road. Access points will be limited to no more than one driveway cut in the Technology Neighborhood Center (no closer than 250' from Fish Hatchery Road) and one potential driveway cut in the Mixed Use District to be shared with adjacent property to the east and lined up with the City Hall driveway. Detailed street development and site development plans will be required to assure proper stacking, site distance, and turning movements to allow for these access points. Design detail will be supplied as a component of the SIP submittals for this district.*

#### May 7<sup>th</sup> Discussion:

The results of the Traffic Study will dictate the configuration of Lacy Road (width, lanes, volume), which will determine the feasibility of additional access points along Lacy Road. The final determination will be made based upon the resulting geometrics for the roadways upon the further completion of the traffic study and roadway designs. The design team will work with City Staff to resolve this issue as a component of the SIP, TID, and street design discussions.

[City staff disagrees with the design team and continues to feel that no access should be provided to Lacy Rd other than the public street access already designated.]

#### MAY 14<sup>TH</sup> DISCUSSION RESULTS

THE TWO OPTIONS PRESENTED FOR THE LACY ROAD CONFIGURATION REPRESENT TWO OPTIONS FOR ACCESS TO THE TECHNOLOGY NEIGHBORHOOD CENTER.

OPTION ONE RESTRICTS ACCESS FROM LACY ROAD TO THE RESEARCH PARK DRIVE INTERSECTION AND WILL REQUIRE AN ADDITIONAL 10' OF RIGHT-OF-WAY DEDICATION. OPTION TWO ALLOWS FOR ACCESS TO THE SITE AND WILL REQUIRE AN ADDITIONAL EASTBOUND TRAVEL LANE AND APPROXIMATELY 20' OF ADDITIONAL RIGHT-OF-WAY DEDICATION.

DUE TO THE INTENT OF SIGNATURE TENANT SPACE AT THE INTERSECTION OF LACY ROAD AND FISH HATCHERY ROAD, THE DESIGN TEAM IS INTERESTED IN PRESERVING THE DRIVEWAY ACCESS POINTS ALONG LACY ROAD. THE DESIGN TEAM AGREES THAT ADDITIONAL RIGHT-OF-WAY AND LANE CONFIGURATIONS WILL BE NEEDED TO ACCOMMODATE THE ADDITIONAL ACCESS FOR THE TWO PARCELS, AND WILL WORK WITH CITY STAFF TO DESIGN THE CROSS SECTIONS AND IMPLEMENTATION SCHEDULES FOR LACY ROAD.

- c) the first 150 feet of Technology Parkway and Sparkle Stone Crescent east of Fish Hatchery Road, both sides of the street.

#### MAY 14<sup>TH</sup> DISCUSSION RESULTS

THE NO ACCESS ZONE ALONG SPARKLE STONE CRESCENT AND TECHNOLOGY PARKWAY, EAST OF FISH HATCHERY ROAD, WILL BE ENLARGED TO 200'.

10. Use a different suffix other than "Way" for Pumice. "Way" is reserved for private streets.

#### MAY 14<sup>TH</sup> DISCUSSION RESULTS

THE STREET HAS BEEN RENAMED TO PUMICE DRIVE ON THE PRELIMINARY PLAT.

11. Lots 15–19 seem very large, should they not be further divided now, to avoid use of certified survey maps in the future which makes then affects the GIP and other zoning documents?

*The design team does not agree that additional lot divisions are needed. The flexibility required for the creation of the research/technology uses within the development will be strongly tied to the flexibility of lotting. The ability to subdivide and adjust lotting patterns to fit user needs will be addressed through the SIP process and with the use of CSM divisions. Any future divisions will be required to conform with the standards and intents of the underlying zoning text.*

#### May 7<sup>th</sup> Discussion:

Additional lots will be added to divide the existing lots into smaller parcel sizes so as to allow meets & bounds adjustments and reduce the need for additional CSM divisions. The additional lots will be supplied as a component of the Preliminary Plat and will be added to the District breakdowns in the GIP submittal.

#### MAY 14<sup>TH</sup> DISCUSSION RESULTS

LOT DIVISIONS HAVE BEEN INCLUDED IN THE PRELIMINARY PLAT AND TIED BACK TO THE DISTRICT DESCRIPTIONS IN THE GIP ACREAGE BREAKDOWN.

THE DEVELOPMENT OF FUTURE SIP SUBMITTALS WILL RELATE TO THE APPROVED AND ACCEPTED STREET EXTENSIONS. THE PHASED STREET IMPROVEMENTS WILL FORM THE BOUNDARIES FOR THE SIP AREAS AND WILL BE DESIGNED TO CORRESPOND WITH THE SIP PHASING.

12. Indicate building envelope minimum setbacks on the plat, with a note to refer to the GIP for additional siting restrictions.

MAY 14<sup>TH</sup> DISCUSSION RESULTS

BUILDING ENVELOPE SETBACKS HAVE BEEN INCLUDED ON THE PRELIMINARY PLAT.

13. Indicate required landscape buffer areas on the plat—south edge of lot 2 and lot 3, north edge of lot 15.

MAY 14<sup>TH</sup> DISCUSSION RESULTS

LANDSCAPE BUFFER AREAS HAVE BEEN INCLUDED ON THE PRELIMINARY PLAT.

**GIP DOCUMENT:**

**SITE REGULATORY STANDARDS:**

1. Cross reference site to lot numbers on the plat.

MAY 14<sup>TH</sup> DISCUSSION RESULTS

LOT NUMBERS HAVE BEEN TIED BACK TO THE DISTRICT DESCRIPTIONS IN THE GIP ACREAGE BREAKDOWN.

2. On page 7 remove your expectation of “several” access points along Lacy Road. See comment #9 on the Plat, above.

MAY 14<sup>TH</sup> DISCUSSION RESULTS

SEE COMMENT #9.

**PART A (TECHNOLOGY NEIGHBORHOOD CENTER)**

3. Deal only with the property indicated, therefore for the commercial place only the commercial (retail) expected on this site and not tied to what is accomplished in part B. Only 15,000 sq ft of retail is allowed for the full property.

*The design team does not agree that strict allocations of commercial onto either the Mixed Use District or the Technology Neighborhood Center will achieve the desired commercial components. The development of the small scale commercial support components within the development has been carefully framed to supply enough flexibility to accommodate several users, without creating altering commercial square footage, district character or reducing the separation of commercial and adjoining residential neighborhood. The split dedication of commercial square footage coupled with a maximum square footage allows for the placement of a majority of the commercial at the intersection of Lacy Road and Research Park Drive. This split further allows for the marketing*

*flexibility needed to create the desired character of the site, without compromising the commercial marketability of the individual components.*

May 7<sup>th</sup> Discussion:

The concerns raised during the discussions focused on removing any potential for duplication of square footage allocations. The design team recognizes the potential for confusion and forwards the following text to clarify the commercial square footage allocations:

Commercial square footage within the development will be focused at the intersection of Lacy Road and Research Park Drive. Commercial uses within the adjoining districts will not exceed 15,000 square feet of dedicated space, but may be split between the districts. The allocation of commercial space will be tied to the submittal of the SIP documents or property sales within the two districts. In the event that commercial uses are intended for inclusion within either circumstance, the specific square footage allocation will be clearly defined as a component of the submittal of the SIP or as a component of the property sale. In no instance shall commercial allocation be duplicated or revised beyond the maximum sum of 15,000 square feet for both districts without the express approval of the Plan Commission and Common Council.

[City staff feels that more certainty is required than what your explanation provides for. It does not solve one of the fundamental issues of knowing what land uses will be on what particular site, and leaves too broad an area to establish the uses and define the layout. What happens to the retail space if it does not go to a particular site? Will the one site that sees most become too dense?]

MAY 14<sup>TH</sup> DISCUSSION RESULTS

THE COMMERCIAL COMPONENTS WILL BE FURTHER DEFINED WITH THE FOLLOWING TEXT:

- IF LOT 1 COMMERCIAL ALLOCATIONS DO NOT INCLUDE ANY RETAIL COMPONENTS, THE PROFESSIONAL OFFICE SQUARE FOOT SHALL NOT EXCEED THE 15,000 MAXIMUM.
- IF LOT 28 COMMERCIAL ALLOCATIONS DO NOT INCLUDE ANY RETAIL COMPONENTS, THE RESEARCH & OFFICE SQUARE FOOTAGE SHALL NOT EXCEED THE 38,034 MAXIMUM SET FORTH BY THE MAXIMUM FAR.

4. Parking shall be for off street only, do not include on street stalls, remove such allowance to include on street stalls from your language.

*The design team does not agree that the on-street parking should not be counted into the overall parking allotment. The creation of "downtown" scaled commercial areas, with entrances placed at the street edge requires careful mixtures of parking and "convenience" parking. The on-street stalls form the crucial perception that parking is supplied in immediate proximity to the front doors of the commercial. The ability to count and market these stalls as a permanent component of the sites is a critical component of assuring that the commercial tenants do not re-orient the entrances towards the bulk of the parking and away from the street. The intent is not to rely on these stalls to make or break the numbers, but rather to include them as part of an integrated*

*parking strategy with the goal of reducing or eliminating un-used parking stalls and minimizing impervious surfaces whenever possible.*

May 7<sup>th</sup> Discussion:

The design team acknowledges the ability to accommodate slight overflow parking requirements and will work with City Staff to develop efficient and appropriately sized parking systems without the inclusion of on-street stalls outside those included as a component of “Pumice Drive”. The design team does consider the on-street stalls included within the neighborhood center area to be a crucial component of the overall parking strategy and supports the preservation and utilization of them as parking options within the district.

[Parking requirements are for off-street parking, and on street parking may be available, it is to not be counted as part of parking requirements.]

MAY 14<sup>TH</sup> DISCUSSION RESULTS

THE GIP WILL BE REVISED TO REMOVE THE ON-STREET STALLS FROM THE PARKING COUNTS.

5. A 70% FAR is too high. This in no way encourages structured parking or to allow for much site infiltration.

*The design team does not agree that the FAR ratios are too high. FAR numbers above 50% create parking requirements (stalls per 1,000 sf.) that dictate an integrated approach to parking. In essence, as the buildings get bigger, the site gets smaller; therefore, the ability to rely on surface parking only decreases. Higher FAR numbers create both special limitations and financial ability to pay for the higher cost per stall of structured or underground parking. FAR numbers are not tied to infiltration as tall skinny buildings and large one-story buildings can both achieve the same floor area ratios for the same site, with drastically different options for infiltration.*

May 7<sup>th</sup> Discussion:

The intended comment was revised to focus upon the impervious surface ratios within the district. While the concern was raised as to the potential for surface parking strategies as the sole parking approach within the district, the design team firmly believes that the combination of the FAR and ISR ratios within the district will dictate parking to square footage ratios that require underground or structured parking. The overall parking demand, coupled with the marketing of upper end facilities will create both a physical and financial incentive for the development of an integrated parking approach. The secondary incentive for the higher ISR ratios focuses the character of the district as a small scale downtown and pedestrian center for the “City Core”. The development of integrated pedestrian circulation, streetscape settings, and building interaction will require the use of carefully designed urban settings, which by nature require higher ISR ratios.

With these incentives in mind, the design team does not agree that the ISR/FAR ratios within this district are too high. See comment #40.

[Staff feels that the ISR levels are too high to promote infiltration objectives, and the encouragement of structured parking.]

#### MAY 14<sup>TH</sup> DISCUSSION RESULTS

STORMWATER MANAGEMENT TECHNIQUES FOR INFILTRATION, QUANTITY, AND QUALITY MANAGEMENT WILL BE DESCRIBED AS A COMPONENT OF THE FINAL STORMWATER MANAGEMENT PLAN, AND WILL BE ASSIGNED TO SPECIFIC LOTS AS PART OF THE DEED RESTRICTIONS AND NOTED ON THE FINAL PLAT. THE GIP TEXT WILL BE REVISED WITH A COMMENT NOTING THIS REQUIREMENT.

6. I disagree with allowing a drive through financial institution on this site.  
*The design team does not agree that drive-through financial institutions are inappropriate for this site. Financial institutions within close proximity to the research components will form an important component of the further development of the technology employment base. These tenants will both serve as important support components and as high-end tenant users with high-end space requirements. Drive-through facilities are a necessity for the recruitment and placement of any new financial institutions. The ability to accommodate drive through uses will be regulated through strict attention to design details at the SIP stage.*

[Was a drive through bank utilized in part of the parking levels you provided? I continue to find the bank problematic and note that bank, with drive ups often work to lower FAR's than to assist in providing higher FAR's.]

#### MAY 14<sup>TH</sup> DISCUSSION RESULTS

THE FOLLOWING TEXT WILL BE ADDED TO THE GIP:

- FINANCIAL INSTITUTIONS WILL BE REQUIRED TO BE A COMPONENT OF A LARGER MULTI-USE BUILDING OR WILL INCLUDE LEASABLE SPACE AS PART OF ITS DESIGN. THIS USE WILL BE REQUIRED TO GENERATE AMPLE TID INCREMENT AND DEMONSTRATE INTEGRATED CIRCULATION PATTERNS AND SITE DESIGN.

#### PART B (MIXED USE)

6. Split out the retail to that which will be provided for this area only. See comment # 3 of Site Regulatory Standards.  
*See response #3.*

#### MAY 14<sup>TH</sup> DISCUSSION RESULTS

SEE COMMENT #3.

7. Note the number of parking stalls to be met by the design of Pumice, and do not allow for any other street parking to meet the parking requirements. Allowance of parking to count for Pumice is due to city requirement to provide access to Gundermann property, and agreement by city to allow parking to be perpendicular to the street.  
*See response #4.*

MAY 14<sup>TH</sup> DISCUSSION RESULTS

PARKING STALLS INCLUDED ALONG PUMICE WAY WILL BE HIGHLIGHTED WITHIN THE GIP TEXT.

## PART C (TECHNOLOGY CENTER)

8. Provide lot 4 setbacks from the outlot and lot 5 borders.  
*25' setbacks will be added to the site regulations.*

MAY 14<sup>TH</sup> DISCUSSION RESULTS

THE SETBACK HAS BEEN ADDED TO THE PRELIMINARY PLAT AND WILL BE INCLUDED IN THE GIP TEXT.

9. **Tree inventory (see plat comments above). If non-scrub trees we will expect to see the trees preserved in accordance with your earlier representations.**
10. **Allowance of any use of lot 4 may be tied to tree inventory, as you show a woods area much larger on the plat than you do in the GIP.**  
*See response page one #3-5.*

MAY 14<sup>TH</sup> DISCUSSION RESULTS

SEE COMMENT #3,4,5.

11. The 60% ISR is too high for these sites. How do you provide infiltration with this level of ISR?  
*The design team does not agree that the ISR ratios are too high. 60% ISR ratios for this site create 40% of the site (7.0 acres of pervious surface area) for this district that will include infiltration, stormwater management, and open space areas.*

May 7<sup>th</sup> Discussion:

While the intent of this district is not focused at extending the urban character of the Technology Neighborhood Center; it will be designed to create and extend the pedestrian scaled environment. The requirements of parking, circulation, and infiltration within the district will require careful integration of all of the components of the site. The resulting 7.0 acres of pervious surface will be required to follow strict system design to filter, infiltrate, and transfer the runoff generated within the site. SIP submittals will be required to include site-specific stormwater management planning to create and extend the desired integrated system. See comment #40.

[The 40% open space is often small pockets not available for on-site infiltration techniques. Also see response to #5]

MAY 14<sup>TH</sup> DISCUSSION RESULTS

SEE COMMENT #5.

12. Building setback of 175 feet from Sparkle Stone conflicts with your p. 19 Building Envelope plan.

*This omission will be corrected to include a 25' setback from Sparkle Stone.*

MAY 14<sup>TH</sup> DISCUSSION RESULTS

THE GIP TEXT WILL BE REVISED TO NOTE THIS REVISION.

13. Divide out regulations for each specific lot covered by this designation.

*The bulk zoning standards will include specific lot numbers tied to the plat.*

[Have yet to see the revised bulk standards.]

MAY 14<sup>TH</sup> DISCUSSION RESULTS

LOT NUMBERS HAVE BEEN TIED BACK TO THE DISTRICT DESCRIPTIONS IN THE GIP ACREAGE BREAKDOWN.

14. On street parking shall not be allowed to meet site-parking requirements.

MAY 14<sup>TH</sup> DISCUSSION RESULTS

THE GIP WILL BE REVISED TO REMOVE ON-STREET STALLS FROM THE PARKING COUNTS.

PART D (TECHNOLOGY DEVELOPMENT)

15. Divide out regulations for each specific lot (i.e. lots 15 and 16) covered by this designation.

*The bulk zoning standards will include specific lot numbers tied to the plat.*

MAY 14<sup>TH</sup> DISCUSSION RESULTS

LOT NUMBERS HAVE BEEN TIED BACK TO THE DISTRICT DESCRIPTIONS IN THE GIP ACREAGE BREAKDOWN.

16. Provide minimum distance for the landscape buffer on lot 15 as noted by the GIP plan document for lots 9–14 and outlot 3.

MAY 14<sup>TH</sup> DISCUSSION RESULTS

THE PRELIMINARY PLAT HAS BEEN REVISED TO REFLECT THE LANDSCAPE BUFFERS.

17. The 60% ISR is too high. See above comment #11.

*The design team does not agree that the ISR ratios are too high. 60% ISR ratios for this site create approximately 7.6 acres of pervious surface area for this district that will include infiltration, stormwater management, and open space areas.*

May 7<sup>th</sup> Discussion:

See comments #11 and #40.

[See response to #11]

MAY 14<sup>TH</sup> DISCUSSION RESULTS

SEE COMMENT #5.

18. **Tree inventory for trees on lot 15 associated with the woods.**

*See response page one #3-5.*

[See earlier question posed.]

MAY 14<sup>TH</sup> DISCUSSION RESULTS

SEE COMMENT #3,4,5.

19. On street parking shall not count toward meeting the required parking requirements.

MAY 14<sup>TH</sup> DISCUSSION RESULTS

THE GIP WILL BE REVISED TO REMOVE ON-STREET STALLS FROM THE PARKING COUNTS.

PART E (RESIDENTIAL)

20. **Building placement shall be accomplished to “preserve” the trees on site #5. Often integration, as you refer to it, leads to destruction and not preservation. To help undertake preservation, the front setback could be reduced to 20 feet for site #5, and allow for a larger rear setback distance.**

*The setbacks for housing will be reduced to 20’ with the balance added to the rear yard setback. The development of site plans will address the integration of the existing trees into the site plans and layouts.*

[What if the building layout will still conflict with good trees?]

MAY 14<sup>TH</sup> DISCUSSION RESULTS

SEE COMMENT #3,4,5.

21. Provide setback distances from all property lines for lot # 5 and lot #14.

*This setback is included in the document and calls for a 25’ minimum setback from all property lines.*

MAY 14<sup>TH</sup> DISCUSSION RESULTS

THIS SETBACK HAS BEEN REVISED IN THE PRELIMINARY PLAT, AND WILL BE REVISED IN THE GIP TEXT.

SUPPLIED AND PLANNED FOR THE FUTURE ADDITION OF THREE SINGLE-FAMILY LOTS IN CONJUNCTION WITH THE WILSHIRE OUTLOT.

26. Provide for 35% lot coverage as is required by standard zoning.

MAY 14<sup>TH</sup> DISCUSSION RESULTS

THE GIP TEXT WILL BE REVISED TO INCLUDE THE FOLLOWING:

- LOT COVERAGE (AS DEFINED BY THE ZONING CODE) 35%

27. Provide for rear setback of 25'.

MAY 14<sup>TH</sup> DISCUSSION RESULTS

THE GIP TEXT AND PRELIMINARY PLAT WILL BE REVISED TO PROVIDE A 25' SETBACK IN THE REAR YARD, AND A 30' FRONT YARD SETBACK, SO AS TO MATCH THE SINGLE-FAMILY UNITS PRESENT IN THE QUARRY HILL NEIGHBORHOOD.

28. Why not simply zone to standard R-LM classification?

*The intent of the single family housing is to match the existing Quarry Hill neighborhood, and any requirements not stated within the GIP document will revert to the R-LM classification requirements.*

MAY 14<sup>TH</sup> DISCUSSION RESULTS

THE R-LM ZONING WAS NOT UTILIZED SO AS TO ALLOW FOR AN INTEGRATED ZONING APPROACH FOR THE ENTIRE NEIGHBORHOOD. THE ZONING FOR THE SINGLE-FAMILY LOTS WILL BE ADJUSTED TO MIRROR THE R-LM ZONING CLASSIFICATION REQUIREMENTS.

29. Show dimensions of potential Quarry Hill lots to assure that the lots to be platted could meet the R-LM requirements.

MAY 14<sup>TH</sup> DISCUSSION RESULTS

THE PRELIMINARY PLAT WILL BE REVISED TO REFLECT ADDITIONAL SPACING FOR THE SHARED LOTS.

AREA G (PARK)

30. Will need to discuss park dedication issues with the Park Commission.

MAY 14<sup>TH</sup> DISCUSSION RESULTS

THE DESIGN TEAM WILL CONTACT THE PARKS COMMISSION WITH THE INTENT OF PRESENTING TO THE JUNE 6<sup>TH</sup> PARKS COMMISSION MEETING. THE DESIGN TEAM IS REQUESTING APPROVAL OF THE GIP SUBMITTAL WITH THE CONDITION OF GAINING PARKS COMMISSION APPROVAL.

31. GIP should allow for play equipment.

*The parks commission should detail the eventual uses within the park as the site is intended to be dedicated to the City. The design team recommends that playground equipment would be better suited for use within the neighborhood park as creating required clear-space for playground use would result in additional tree removal.*

MAY 14<sup>TH</sup> DISCUSSION RESULTS

THE PARKS COMMISSION WILL DETERMINE THE EVENTUAL MIX OF USES WITHIN THE PARK.

DEVELOPMENT SCHEDULE

32. You will need to connect the phase 2 area of Gallagher Drive and Shale Road to Research Park Drive at the outset and not have the connection as part of a phase 3.

*The intent of the phase 3 connection is to further reinforce that Research Park Drive will be required to be connected, prior to or in conjunction with the Gallagher Drive connection. The specific timing for the roadway extensions will be tied to marketing demand and will be further defined in the SIP submittals.*

MAY 14<sup>TH</sup> DISCUSSION RESULTS

THE PHASING PLAN WILL BE REVISED TO REFLECT THE CONSTRUCTION OF GALLAGHER DRIVE AS PART OF PHASE TWO.

33. Need Gallagher Drive in to make lot 4 buildable as well.

*The design team does not agree that the Gallagher Drive connection will be needed to build on lot 4. Lot 4 will take access from Research Drive to further reinforce building placements and traffic patterns.*

MAY 14<sup>TH</sup> DISCUSSION RESULTS

SEE COMMENT #32.

34. Is lot 18 buildable without all of Research Park Drive adjoining the lot being constructed?

35. Is lot 19 buildable without all of Research Park drive adjoining the lot being constructed?

*Lots 18 & 19 will be phased to coincide with the roadway extensions so as to facilitate appropriate site development, TID increment, and public infrastructure.*

MAY 14<sup>TH</sup> DISCUSSION RESULTS

SEE COMMENT #32.

THE DEVELOPMENT OF FUTURE SIP SUBMITTALS WILL RELATE TO THE APPROVED AND ACCEPTED STREET EXTENSIONS. THE PHASED STREET IMPROVEMENTS WILL FORM THE BOUNDARIES FOR THE SIP AREAS AND WILL BE DESIGNED TO CORRESPOND WITH THE SIP PHASING.

## BUILDING HEIGHT

36. Wording you use to define height shall be consistent with current zoning code terminology or with state building code terminology. The way you word height allows for misconceptions on the part of the general public and what they will expect when they hear 3 or 4 stories. Your wording could easily allow for 4 stories when you say 3 stories.

*The design team does not agree that the height terminology is misleading. The intent of the 3-4 story designations is to allow components of the building to be placed at the four-story height limitation. This will allow for flexibility in design without dictating a three-story limit. This concept has been clearly stated in the Special Study Area Shadow Study Map which included four story shadow projections for all of the areas noted. (It should be noted that the shadow map was omitted from the packet in error and will be supplied to the City)*

May 7<sup>th</sup> Discussion:

The intent of the standard included within the GIP is to clarify a height measurement approach that will cover all of the sites, regardless of slope conditions. Discussions focused on clarifying the measurements to create an applicable standard that is easier to describe and enforce. Clear definition of how to measure the site, while fairly straightforward for flat sites, is an issue of concern for sloped conditions.

The State Building Code (July 3<sup>rd</sup> revision) uses the following text to define what levels within a building would count for a story:

**Basement.** That portion of a building that is partly or completely below grade plane (See "Story above grade plane). A basement shall be considered as a story above grade plane where the finished surface of the floor above the basement is:

1. More than 6 feet (1829 mm) above the grade plane;
2. More than 6 feet (1829 mm) above the finished ground level for more than 50 percent of the total building perimeter; or
3. More than 12 feet (3658 mm) above the finished ground level at any point.

**Grade Plane.** A reference plane representing the average of finished ground level adjoining the building at exterior walls: Where the finished ground level slopes away from the exterior walls, the reference plane shall be established by the lowest points within the area between the building and the lot line or, where the lot line is more than 6 feet (1829 mm) from the building, between the building and a point 6 feet (1829 mm) from the building.

**Height, Building.** The vertical distance from grade plane to the average height of the roof surface.

**Height, Story.** The vertical distance from top to top of two successive finished floor surfaces; and, for the top most story, from the top floor finish

to the top of the ceiling joists or, where there is not a ceiling, to the top of the roof rafters.

The design team proposes a standard whereas the building heights would conform to the following standard:

Floor-to-ceiling heights (story height):	
Residential/Mixed Use	13'
Office/Research	15'

Total heights of building will be measured from the grade plane to the total height of the number of floors allowed within the district multiplied by the floor-to-ceiling height of the proposed use. The definitions of grade plane, building height at story height will be defined per the Revised State Building Code (see above).

[I interpret this to potentially allow another than could otherwise be the case. This play with words would seem to indicate the need for simple and straightforward approach as outlined in #37. If not #37, or similar response, please then simply use the state code requirement all the way through,. Here you have made interpretation to provide an advantage over what otherwise may be allowed.]

#### MAY 14<sup>TH</sup> DISCUSSION RESULTS

THE BUILDING HEIGHT DEFINITION WILL BE REVISED AS FOLLOWS:

THE TOTAL HEIGHT OF A BUILDING WILL BE DETERMINED BY MULTIPLYING THE NUMBER OF FLOORS BY THE FLOOR-TO-CEILING HEIGHT.

FLOORS ARE DEFINED, AS DESCRIBED IN THE STATE BUILDING CODE, AS ANY STORY WITHIN THE BUILDING THAT IS NOT DEEMED A BASEMENT OR UNDERGROUND LEVEL.

37. You should use simple number of stories and a height not to exceed 64 feet for office and research.

*The design team does not agree that the height definitions should be restricted to the 64 feet maximum, as it does not take into account height on sloped sites or projection requirements.*

#### May 7<sup>th</sup> Discussion:

See comment #36.

#### MAY 14<sup>TH</sup> DISCUSSION RESULTS

SEE COMMENT #36.

38. Building height map on p 45 conflicts with language in the site regulatory text (for example see p. 30) where the text talks about 4 story buildings only at Technology Parkway and S Fish Hatchery Road, but the building height map refers to "3-4 Stories" for other areas of the site. This needs to be clarified. I would say that the most restrictive would apply so only up to 3 story structures should be allowed for buildings not at the S. Fish hatchery and Technology Parkway location.

*The design team does not agree that the height should be reduced to three stories. The intent of the 3-4 story designations is to allow components of the building to be placed at the four-story height limitation. This will allow for flexibility in design without dictating a three-story limit. The height limitations included in the GIP are already reduced from the previously proposed six story heights. Further reductions in height may create both larger footprint buildings and higher building to site coverage ratios with the potential to result in more massive lower story structures or reductions to the overall development and TID increment generation potential for the sites.*

May 7<sup>th</sup> Discussion:

See comment #36.

MAY 14<sup>TH</sup> DISCUSSION RESULTS

SEE COMMENT #36.

THE GIP TEXT WILL BE REVIEWED AND REVISED AS NECESSARY TO FURTHER CLARIFY THE HEIGHT DESCRIPTIONS. THE INTENT OF THE DEVELOPMENT IS TO CREATE "SIGNATURE" BUILDING ZONES AT THE CORNER OF FISH HATCHERY ROAD AND LACY ROAD, AND "TECHNOLOGY PARKWAY" AND FISH HATCHERY ROAD. THIS AREA WILL ALLOW FOR ALL OF THE BUILDING TO BE BUILT UP TO THE FOUR-STORY HEIGHT LIMIT. THE AREAS DESCRIBED AS THREE-FOUR STORIES IN HEIGHT WILL ALLOW FOR THE SECTIONS OF THE BUILDING TO BE BUILT UP TO FOUR STORIES IN HEIGHT WITH OTHER SECTIONS AT LOWER LEVELS. BUILDINGS MEETING THIS DESCRIPTION WILL BE FOCUSED ALONG THE "TECHNOLOGY PARKWAY" CORRIDOR.

OTHER SECTIONS

39. The planting plan on page 45 seems to conflict with the building envelope plan (p. 19). *The planting plan represents conceptual groupings and will be coordinated with the building and site plan development.*

MAY 14<sup>TH</sup> DISCUSSION RESULTS

THE CONCEPTUAL GROUPINGS WILL BE COORDINATED WITH THE SIP SUBMITTALS.

40. With such high ISR's how do you see infiltration swales being constructed? For infiltration being an "important" component of this plan, there is little direction and detail as to how it can be accomplished particularly in light of the high ISR's that are being provided. I question the ability to truly undertake infiltration given the lack of true definition being provided. This cannot simply be passed off to the next level, otherwise it will not get accomplished. You need to explain how storm water will be integrated. The wording you use in the GIP is all very nice, but there is no meat to what is said. At a minimum provide what site specific mechanisms can be used, beyond the swale, and the levels to which infiltration will be required.
- The design team does not agree that site-specific infiltration treatments should be addressed within the zoning text. Requirements for the placement of infiltration components are by nature site-specific and require detailed site planning, soil investigation/preparation, grading, and planting*

*plans. These details are addressed in concept within the GIP, but will be fully integrated in the SIP treatments.*

May 7<sup>th</sup> Discussion:

The concerns discussed focused on integrating infiltration system planning requirements within the GIP, so as to place regulatory standards and examples in the zoning requirements to assure system wide integration.

The intent of the design team and development is to create a sustainable infiltration and stormwater management system to treat both the quantity and quality of runoff generated on-site. Additional examples of Best Management Practices (BMP's) will be added to the text, including the following:

- On-site stormwater conveyance and infiltration techniques will be submitted as a component of the SIP submittals for all sites within the development. These submittals are required to include clear definitions on how the site-specific treatments will fit into the overall development system, including extensions of any conveyance systems on adjoining properties, impacts of impervious surfaces, and off-line site specific treatments.
- Site-specific treatments may include bioretention filters, bioretention swales within parking islands, rain garden and prairie plantings, reduced street cross sections, rooftop stormwater routing, grassed infiltration swales, wet detention basins, and dry retention basins.

[You need to provide the available techniques as part of the GIP, otherwise there is in a sense to direction to undertake such techniques.]

MAY 14<sup>TH</sup> DISCUSSION RESULTS

SEE COMMENT #5.

41. Use descriptions for sections a through D shall relate to the traffic study and note the mix of uses as based on the traffic study. Each specific site regulatory standard shall limit the percent of off the respective use to that indicated by the traffic study and the breakouts on p 47.

*The design team disagrees that the included projections should represent percentage limitations. The traffic projection percentages are included to reflect maximum potential traffic loads to "oversize" the roadway improvements. The proposed development is projected for technology and research uses, not the office based uses included in these figures. These numbers are included, by the request of the City Staff, to project worst-case scenarios and are not the intent of the development.*

May 7<sup>th</sup> Discussion:

The traffic count percentage projections included within the GIP are intended to create a "buffer" of traffic capacity for the regional system through slight oversizing of street facilities.

The design team does not agree that these projections should be represented as a limiting factor on the land use square footages as they already represent and over sizing in relationship to the intended uses.

[As pointed out on 5/7, the main focus of the discussion was to assure that your traffic did not exceed that which is identified in the traffic study. Since Research Park use has a lower ITE multiplier, the provision of more research uses than identified would not be a problem, but the use of more office, with its higher multiplier would be. You indicated on 5/7 that your interest is in more research uses, thus limiting office uses to the percents listed in the traffic report for the specific areas would seem totally appropriate.]

#### MAY 14<sup>TH</sup> DISCUSSION RESULTS

THE LAND USE PROJECTIONS INCLUDED WITHIN THE DISTRICT BREAKDOWNS REPRESENT THE MAXIMUM SQUARE FOOTAGE OF OFFICE USES, BUT WILL NOT LIMIT THE RESEARCH SQUARE FOOTAGE. THE INTENT OF THE DEVELOPMENT IS TO INCLUDE PREDOMINANTLY RESEARCH ORIENTED USES AND WILL BE MARKETED TO MEET THIS GOAL.

42. Many of the proposed street widths are not at all pedestrian friendly, they are too wide.  
*The design team agrees with the concepts of narrow pedestrian focused streets and anticipates working with City Staff to further detail the street system.*

#### MAY 14<sup>TH</sup> DISCUSSION RESULTS

THE DEVELOPMENT OF THE STREET CROSS SECTIONS IS ON-GOING AND WILL BE FURTHER DEFINED AS PART OF THE FINAL CONSTRUCTION PLAN APPROVALS.

43. Street widths lack consistency.  
*The design team disagrees that the street system is inconsistent. The mixed-use focus of the land uses within the development dictate a varied approach to the street system. The street network included within the packet creates a hierarchy of streets within the neighborhood in response to specific conditions.*

#### MAY 14<sup>TH</sup> DISCUSSION RESULTS

THE DEVELOPMENT OF THE STREET CROSS SECTIONS IS ON-GOING AND WILL BE FURTHER DEFINED AS PART OF THE FINAL CONSTRUCTION PLAN APPROVALS.

44. Should we have a recreational path along the west side of Research Park Drive to continue with what exists north of Lacy Road. How would that work for buildings on lots 1 and 2?  
*The parks commission should detail the eventual uses within the park as the site is intended to be dedicated to the City.*

[THE PARK COMMISSION WILL NEED TO LOOK AT THE PLAT PRIOR TO ANY PLAN COMMISSION ACTION.]

MAY 14<sup>TH</sup> DISCUSSION RESULTS

SEE COMMENT #42.

ENGINEERING STAFF REVIEW**Transportation**

There will be significant improvements needed on Lacy Road and Fish Hatchery Road. We will better know what these needed improvements are from the traffic study. I believe we will be at least requiring improving Lacy Road to three lanes from Fish Hatchery Road to the City Hall driveway in order to accommodate the left turn movements at Research Park Drive and extending the four lanes on Fish Hatchery Road to at least Byrnewood Street and a traffic signal at their southerly connection point. These improvements should be put in with this development. The timing of improvements will have to be decided. We may require an interim improvement on Fish Hatchery Road at the intersection of Technology Parkway.

*The development of the transportation system will require input from City Staff and the traffic study. The eventual layouts of additional turning lanes, stacking distances, and signal improvements will be detailed as a component of the final plat, TID district, and developers agreement.*

MAY 14<sup>TH</sup> DISCUSSION RESULTS

SEE PLANNING STAFF COMMENTS #2, 9.

**Road Layout**

I am in agreement with the two access points on Fish Hatchery Road and the one on Lacy Road. The GIP states, "Several access points along Lacy Road". What does this mean? Access needs to be resolved at the plat level. The final plat should show no access other than the street connection points. The 100' east-west street connection to Fish Hatchery Road is too close to Byrnewood Street and doesn't meet the 1200' separation required by ordinance. It would need to be shifted approximately 240' northerly. Also the sight distance for this intersection needs to be verified. This shift would also result in a better lot layout of the vacant lands on the west side of Fish Hatchery Road. The northerly access point to Fish Hatchery Road is close to Lacy Road, but given the constraint of the road location in Quarry Hill, that cannot be easily changed. The curve on Research Park Drive is 150 which meets local street standards but not collector standards. Given the site constraints and mixed use along the roadway, I don't see a problem with this.

*The design team agrees that the access points along Fish Hatchery Road will be limited to Technology Parkway and Sparkle Stone Drive. These two access points will supply ample turning and site distances for traffic accessing the development and traveling the Fish Hatchery Corridor.*

*The design team does not agree that the spacing for Technology Parkway and Byrnewood Street represents a negative impact. This location maximizes the sight distances and minimizes the amount of grading need for Fish Hatchery Road. The development potential west of Fish Hatchery Road, due to slope conditions, will be well served by the proposed alignment of the intersection, with a reduced right-of-way width.*

MAY 14<sup>TH</sup> DISCUSSION RESULTS

SEE PLANNING STAFF COMMENTS #2

**Street Widths**May 7<sup>th</sup> Discussion:

The discussion of roadway widths will be an on-going process with the development of the project. Revisions to Research Park Drive and Technology Parkway will be

addressed with City Staff over the course of the next few weeks, with additional information gained from the traffic study. The local streets revisions are addressed below.

#### MAY 14<sup>TH</sup> DISCUSSION RESULTS

THE DEVELOPMENT OF THE ROADWAY SYSTEM IS ON-GOING AND WILL BE DEVELOPED WITH THE CITY STAFF. THE FINAL ROADWAY CROSS SECTIONS WILL BE DETERMINED AS A COMPONENT OF THE FINAL CONSTRUCTION PLAN SUBMITTALS.

THE GIP TEXT WILL BE REVISED TO NOTE THAT THE CROSS SECTIONS ARE SUPPLIED FOR INFORMATIONAL PURPOSES ONLY AND WILL BE SUBJECT TO CHANGE.

#### *Technology Parkway*

They are showing 21 feet of width in each direction of the median. This will allow for one travel lane and one parking lane but no bike lanes. This is not consistent with the neighborhood collector which is allowing for one travel lane, one parking lane and a bike lane in each direction. If the parking on street is meant for occasional overflow then the bike lane isn't as critical. If the street is to serve as primary parking then we need to accommodate for bikes. Perhaps we should follow the East Cheryl pattern in the Research Park and have an off road path of 10 feet on the south side in place of sidewalk and increase the right of way to 105 feet.

*The parking loading projected for Technology Parkway will be occasional overflow uses which as such shall present only minor implications for the bike lane. The design team agrees that the potential integration of a bike path may represent a benefit for the development, but does not agree with enlarging the right-of-way. The potential integration of the path will be discussed with City Staff prior to the May 21<sup>st</sup> Plan Commission.*

#### MAY 14<sup>TH</sup> DISCUSSION RESULTS

SEE COMMENT #42.

#### *Neighborhood Collector*

They are showing in addition to the travel lanes in each direction a parking lane and a bike lane which results in a 48 foot wide street. This is 4 feet wider than a typical collector such as Richardson Street or Osmundsen. Again if the street is meant for regular parking then this may make sense otherwise we should consider consolidating the parking and bike lane.

*The design team agrees with reducing the cross section and will work with City Staff to resolve this issue.*

#### MAY 14<sup>TH</sup> DISCUSSION RESULTS

SEE COMMENT #42.

#### *Neighborhood Center Collector*

It would seem that this road should be the same width as the Neighborhood Collector.

*The design team does not agree that this cross section should be enlarged, as the proposed Neighborhood Center Collector will represent a flexible streetscape of similar characteristics.*

MAY 14<sup>TH</sup> DISCUSSION RESULTS

SEE COMMENT #42.

*Neighborhood Street*

They show 36-foot wide streets. Our residential streets in the city are 32 feet in width. We don't want to encourage traffic into Quarry Hill. Castle Rock from Fish Hatchery Road to Research Park Drive should be 36 but reduce down to 32 after the intersection into Quarry Hill. All others should be 32 feet.

*The design team agrees with reducing the cross section and will work with City Staff to resolve this issue.*

May 7<sup>th</sup> Discussion:

The neighborhood streets will be revised for a cross section of 36 feet for Castle Rock Road from Research Park Drive to the Quarry Hill property line. All other local streets will be reduced to 32 feet. Detailed plans and cross sections will be further defined as a component of the SIP, TID, and developer's agreement submittals.

MAY 14<sup>TH</sup> DISCUSSION RESULTS

SEE COMMENT #42.

*Neighborhood Center Collector*

This street width appears to be reasonable. We will need ordinance waivers to allow the 60 right of way.

MAY 14<sup>TH</sup> DISCUSSION RESULTS

SEE COMMENT #42.

Lots

The lots are rather large and some are oddly shaped. Are we going to end up replatting these lots multiple times like we did in the Highlands of Seminole between Chapel Valley Road and Triverton Pike Road? Perhaps some of the lots should be outlots. Placing water and sewer laterals to these lots will be difficult. It is nearly impossible to determine where the building footprints will be, and as a result the laterals will be in the wrong place and the lot owners will be requesting open cuts in the streets to place new or additional laterals. Hopefully before final platting Outlot 2 can be combined with Outlot 5 of Quarry Hill and be platted as single-family lots.

*The design team does not agree that additional lot divisions are needed. The flexibility required for the creation of the research/technology uses within the development will be strongly tied to the flexibility of lotting. The ability to subdivide and adjust lotting patterns to fit user needs will be addressed through the SIP process and with the use of CSM divisions. The relocation of laterals will be avoided as much as possible, but should be considered as a potential expense of creating the flexible platform needed for the technology & research components.*

May 7<sup>th</sup> Discussion:

Additional lots will be added to divide the existing lots into smaller parcel sizes so as to allow meets & bounds adjustments and reduce the need for additional CSM divisions. The additional lots will be supplied as a component of the Preliminary Plat and will be added to the District breakdowns in the GIP submittal.

MAY 14<sup>TH</sup> DISCUSSION RESULTS

LOT DIVISIONS HAVE BEEN INCLUDED IN THE PRELIMINARY PLAT AND TIED BACK TO THE DISTRICT DESCRIPTIONS IN THE GIP ACREAGE BREAKDOWN.

Stormwater

Most of these lands were included in the McKee Basin Stormwater Project. However, the runoff calculations were based on the Land Use Plan which was residential. The proposed higher density will result in additional runoff. We are still reviewing the stormwater plan they have submitted. We are also reviewing if it may be better to place the storm pond on the west side with the WIBA basin. This would follow our concept of regional basins. The developer would have to pay an impact fee for this. The area between Research Park Drive and the Quarry Hill Plat should also be considered for stormwater management. A grass swale to convey the stormwater could be placed in this buffer area. In addition, parts of lots 5,14,15 and 16 are outside the McKee Basin. They are showing a temporary detention basin for this area. This needs further examination. We should look at construction of a grass greenway to convey the stormwater to the future regional facility adjacent to Quarry Hill Park.

MAY 14<sup>TH</sup> DISCUSSION RESULTS

THE STORMWATER MANAGEMENT PLAN HAS BEEN SUBMITTED AND WILL BE FURTHER REFINED THROUGH DISCUSSIONS WITH CITY STAFF. THIS PLAN NOTES A REGIONAL APPROACH TO STORMWATER MANAGEMENT WHICH WILL CONTAIN A DETENTION FACILITY SOUTH OF QUARRY HILL PARK, AND MAY ALSO INCLUDE AN ENLARGEMENT OF THE WIBA POND.

Sanitary Sewer

These lands are within the McKee Interceptor Service area. The change in land use will most likely reduce the amount of sanitary flow from these lands. They will need to submit calculations for our review to verify this.

MAY 14<sup>TH</sup> DISCUSSION RESULTS

SANITARY SEWER CALCULATIONS WILL BE FORWARDED TO CITY STAFF FOR REVIEW.

Water Main

They are showing a twelve-inch main from Gallagher Drive to the southerly Fish Hatchery Road access point, and southerly along Fish Hatchery Road to the Byrnewood water main. This will complete a 12" loop from the Byrnewood Tower to Well #10. We will be modeling the water distribution system to determine the size of main needed on Research Park Drive due to size of buildings being proposed.

MAY 14<sup>TH</sup> DISCUSSION RESULTS

THE CITY STAFF IS CURRENTLY DEVELOPING THE WATER MAIN PLANS.

Miscellaneous Issues

The Right of Way plat for Fish Hatchery Road does not appear to match what they are showing for the east side of Fish Hatchery Road by the existing homes. They will need to dedicate the Right of Way for Fish Hatchery on lot 19 where the pond is proposed and the existing residence is located.

*The design team will work with City Staff to resolve right-of-way issues prior to the final plat submittals.*

MAY 14<sup>TH</sup> DISCUSSION RESULTS

THE FISH HATCHERY RIGHT-OF-WAY WILL BE REVISED TO REFLECT THE CORRECT ALIGNMENTS, INCLUDING DEDICATIONS FOR BOTH THE EAST AND WEST SIDES OF THE ROW.

THE POND EASEMENT WILL BE PLACED ON THE PRELIMINARY PLAT WITH FINAL DESIGNS TO BE FURTHER DEVELOPED WITH THE CITY STAFF.

It needs to be shown conceptually how lands to the west of Fish Hatchery can be divided into lots with the extension of Technology Parkway - 370' south of the plat line.

*The existing location of Technology Parkway coupled with the existing residential neighborhoods to the south and the sloped condition of the property will allow several approaches to lotting within the neighborhood including both east/west and north/south orientations. These layouts would be subject to a future submittal to be timed with any future development on the site.*

MAY 14<sup>TH</sup> DISCUSSION RESULTS

THE DESIGN TEAM WILL FORWARD A CONCEPTUAL LAYOUT TO CITY STAFF FOR REVIEW.

The proposed street realignment (dedication, vacation, etc.) of Research Park Drive from Lacy Road may require the relocation of existing utilities.

MAY 14<sup>TH</sup> DISCUSSION RESULTS

THE DESIGN TEAM WILL WORK WITH CITY STAFF TO DETERMINE APPROPRIATE STEPS FOR THE RELOCATION OF EXISTING UTILITIES.

A temporary turn-around will be required at the end of the 100' street at the east property line, and at the end of the 80' street at the south property line.

MAY 14<sup>TH</sup> DISCUSSION RESULTS

THE PRELIMINARY PLAT WILL BE REVISED TO NOTE TEMPORARY TURN-AROUND TREATMENTS FOR THESE ROADS.

They will probably need to abandon the Public Access Easement recorded for the Quarry Hill plat. I am not sure on the process for this. Perhaps it can be done with the final plat.

MAY 14<sup>TH</sup> DISCUSSION RESULTS

THE DESIGN TEAM WILL WORK WITH CITY STAFF TO DETERMINE APPROPRIATE STEPS FOR THE ABANDONMENT OF THE TEMPORARY ACCESS EASEMENT.

The wooded area will be reduced by about half once the roads buildings and parking lots are put in.

MAY 14<sup>TH</sup> DISCUSSION RESULTS

SEE COMMENT #3,4,5.

**Land Division Ordinance**

The following items were also not addressed as required by the Land Division Ordinance.

1. Location and names of property owners of abutting unplatted lands.
2. Type, widths and elevations of existing street widths adjacent to plat.
3. Location size and invert elevations of existing utilities. They do have the sanitary shown and some water main locations. They are missing Madison Gas and Electric, Ameritech and cable utility locations.
4. Location of existing drives and houses.
5. Length, and bearing, of proposed streets.
6. Property lines at intersections along collector shall have a radius of 25 feet. This needs to be corrected for the Research Park Drive and Technology Parkway intersection.
7. Zoning of adjacent properties.
8. Easements for utilities and stormwater are not shown.
9. Legal description of plat. It is in the GIP but should be shown on the plat as well.
10. Street plans and profiles are required. We should require them at this time for Research Park Drive. There are a few areas where the grade will be steep and how that road intersects Castle Rock needs to be examined. Also we should see profiles for Gallagher Drive from Quarry Hill Drive to Shale. This also may have some grade problems.
11. The Technology Parkway name should be reviewed. When the road is extended in the future to Syene Road it will go through a residential area and when it goes to the east it will be in a residential area as well. Also the Parkway suffix is for roads along parks, greenways, or creeks which this one doesn't.
12. Should we require a pedestrian access path across Outlot1 along the Quarry Hill plat south line to connect Gallagher Drive to Research Park Drive?

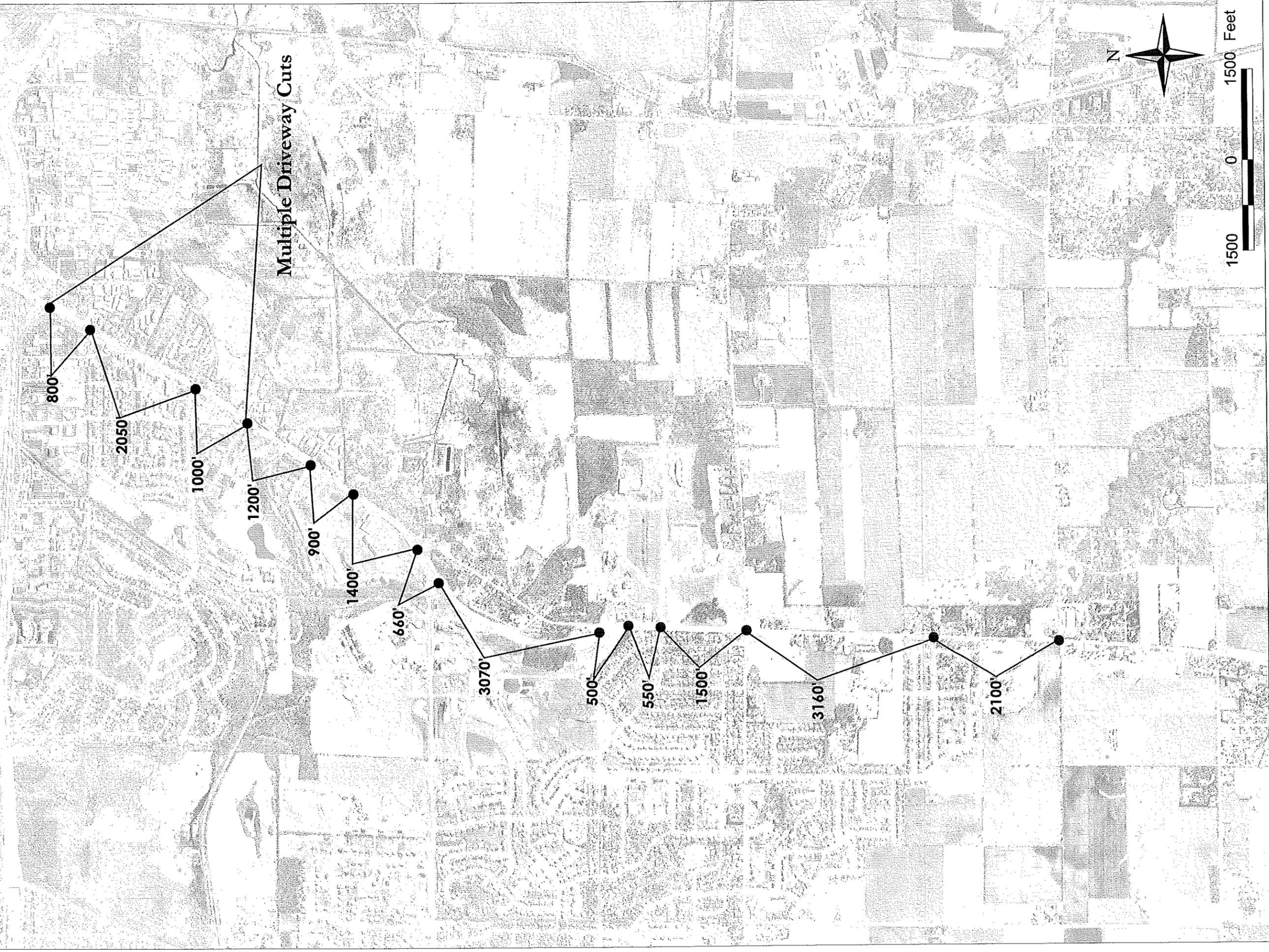
**MAY 14<sup>TH</sup> DISCUSSION RESULTS**

THE DESIGN TEAM WILL REVISE THE PRELIMINARY PLAT TO REFLECT THESE COMMENTS.

Comments on Kelly 5-21-02 GIP and Plat Submittal:  
5-23-02

1. Update p.20 to reflect that no building will be located on area H, private open space site.
2. Correct p. 31 to reflect that no building will be located on area H, private open space site.
3. Correct p. 50 landscape plan map to reflect private wood lot preservation.
4. On p. 36 make a distinction in terms of site development standards between the east and west E sites as noted in the tabular information on p.19. Distinction shall be made in terms of land use density, and setbacks. This is to avoid possible confusion over use of terms " western lot line" and which lot that refers to.
5. Should not the site development standards also refer to building envelope on pp. 15 and 20? This is to assure that there is a link between the standards and building envelope discussion so that the envelope requirements do not get lost in the design.
6. Wording on p. 53 for traffic analysis should be clarified such that it would read: "...the Research Technology use from utilizing square footage assigned to the office space square footage." The intent is to clarify that Research Technology may borrow from the office for square footage levels, and not to mean that there is no limit to the available square footage for such use.
7. What is the status of the permanent detention pond analysis, and will that be shown on a revised preliminary plat, or is the current plat arrangement correct? Having a storm pond south of the park limits park access for users that may locate south of the park. If this is the area for the pond, cannot the pond be adjusted to be more to the west? P. 39 GIP map should indicate the eastern park and detention layouts.
8. I have yet to see a tree inventory.
9. Include tree preservation as a note for lot 23 development (p. 32 of the document). It is my understanding that there are some good quality trees on the outskirts of the woods that would be part of lot 23.
10. Section H should be further defined as to what you mean by public use and how such use will be guaranteed even though it will be private ownership. Address means that will be established to assure private ownership and maintenance.
11. Technology Parkway location.
12. Access to Lacy Road between S. Fish Hatchery and Research Park Drive.
13. Plat still does not address certain issues such as ownership of abutting outlots in Quarry Hill, and is incomplete as to zoning of lands in Quarry Hill.
14. We are still awaiting the layout that shows how lands west of Fish Hatchery could be developed with the identified location of Technology Parkway.

# Distance Between Intersections Beltline to Irish Lane



Multiple Driveway Cuts



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# FITCHBURG TECHNOLOGY CAMPUS

