



CHAPTER 1:

NORTH FISH HATCHERY ROAD EXISTING CONDITIONS REPORT

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CHAPTER 1: NORTH FISH HATCHERY ROAD EXISTING CONDITIONS

I. VISION & GOALS

A. VISION STATEMENT

North Fish Hatchery Road will be a dynamic entrance to the City of Fitchburg. It will continue to consist of vibrant businesses, build stronger ties to more integrated neighborhoods, improve the safety and convenience of the transportation facilities, establish viable connections to the surrounding parks and recreational spaces, enhance the attractiveness of the streetscape, buildings, signage, and landscaping, and establish a unique identity in the City and region. Residents, business people, visitors and commuters will enjoy living, shopping, and interacting with one another in this engaging place.

This project represents a joint effort between the City of Fitchburg and Dane County's Better Urban Infill Development (BUILD) Program and as such the goals for the project are two-fold. The first list details the guidelines and goals that apply to all BUILD projects. The second is a list developed by the steering committee to guide the North Fish Hatchery Road Opportunity Analysis & Concept Planning process.

B. DANE COUNTY B.U.I.L.D. OBJECTIVES

- Make better use of existing infrastructure.
- Locate community services, jobs and shopping in close proximity.
- Stabilize and enhance existing neighborhoods, downtowns and other business districts.
- Produce housing and jobs for low- to moderate-income people.
- Avoid converting productive farmland on urban fringes and in rural areas.
- Provide viable options to automobile trips by supporting walking, biking, and transit.
- Have the potential to clean up environmentally contaminated sites.

C. NORTH FISH HATCHERY ROAD IMPROVEMENT DISTRICT GOALS

- Enhance the business district's economic viability and vitality.
- Provide for safe multimodal access.
- Enhance pedestrian use and safety.
- Create a visually appealing, inviting and sustainable image for the corridor.
- Unify, connect and integrate the neighborhoods with the business district.
- Preserve and enhance open space and recreation opportunities, and protect water quality in the Nevin Springs Fish and Wildlife Area.
- Promote partnerships between the municipalities, businesses and neighborhoods.
- Create a safe place – both in perception and reality.
- Create an inspiring theme and identity for the corridor celebrating the environmental character of the area and the City.

II. NEIGHBORHOOD & REGIONAL CONNECTIONS

North Fish Hatchery Road is one of the City's and region's most vital, centrally located corridors. It is a major entrance to the City of Fitchburg that provides access to regional destinations, communities, neighborhoods and businesses. It often said that this corridor is within 10 minutes of anywhere in the metropolitan area.

The North Fish Hatchery Road improvement district lies within a four- to five-mile radius of Fitchburg's City Hall, the Nevin Springs Fish and Wildlife Area, the new Nine-Springs Green Tech Village, the Nine Springs E-way System between Dunn's Marsh and the Yahara River, the Capital City Bicycle Trail, the State Capitol, the University of Wisconsin-Madison, the Beltline Highway, the Park Street corridor, Lakes Monona, Mendota, Wingra, and Waubesa, Monona Terrace Convention Center, the Dane County Coliseum/ Alliant Energy Center, Camp Randall Stadium, major hospitals, and more.

The central location and close proximity to these destinations present a major opportunity for revitalizing the North Fish Hatchery Road corridor. **Map 1.1** shows the regional context for this study area.

A. COMMUNITY ENTRY/GATEWAY

Gateways are the most important entrances into a city, neighborhood or business district that contains high traffic (automobile, bus, pedestrian or bicycle) volumes, visible and defining community features, and/or adjacent key community destinations.

North Fish Hatchery Road is a major gateway to the City of Fitchburg. It carries high automobile traffic volumes (41,950 vehicles per day in the year 2000) and Madison Metro bus routes through the corridor.

The area contains – or is adjacent to – defining community features such as the Nine Springs E-Way, Nine Springs Golf Course, and Bowman Farms. However, these features lack significant visibility and appropriate recognition and wayfinding.

B. NEIGHBORHOOD AND COMMUNITY MIXED-USE/COMMERCIAL DISTRICT

North Fish Hatchery Road is a key mixed-use corridor with long-standing anchor businesses such as Park Bank, Foremost Farms, Inc., Bowman Plaza, and churches such as the Free Methodist Church. The district's convenient location, high traffic volumes and close proximity to developed and developing residential areas make this area a good location for regional and neighborhood-oriented retail shops and restaurants, health care businesses, and professional offices. One of the primary objectives of this opportunity analysis and concept plan is to strengthen North Fish Hatchery Road's role as a dynamic gateway and mixed-use district.

C. MIXED-USE/COMMERCIAL CORRIDOR

The North Fish Hatchery Road study area is a mixed-use, commercial corridor.

Commercial and institutional uses front onto North Fish Hatchery Road on the west side and are bounded by several neighborhoods including the Ridgewood and Arbor Hills. A variety of uses are located along the east side – a mix of commercial, institutional, industrial, residential and open space. The east side properties at the north of the district are bounded by light industrial uses, and in the middle and south by vacant open space and agricultural lands.

However, North Fish Hatchery Road serves as a major barrier to integrating neighborhoods on the east and west sides of this arterial, and does not provide convenient, safe or attractive pedestrian and bicycle access between residences and businesses or churches.

The “Land Use Analysis,” in Section 6, discusses the amount of land used for each of these uses. Neighborhood residents comprise a mix of ages, occupations, incomes and ethnic backgrounds. There is a tremendous opportunity over the next 20 years to establish this area as a strong mixed-use/commercial corridor for existing and new businesses, residential and other uses.

D. REGIONAL TRANSPORTATION CORRIDOR

North Fish Hatchery Road is a vital regional multimodal transportation corridor serving the City of Fitchburg, the City and Town of Madison, the Village of Oregon, and other communities, major destinations, neighborhoods and regional business districts.

It is a key Madison Metro transit route connecting Fitchburg to destinations throughout the Madison Metropolitan area. It also offers regional bicycle connections through a shared on-street bicycle/bus/right turn lane throughout the study area. However, bicyclists rarely use this lane because the speed and volume of automobile and bus traffic, and lack of enforcement of the lane restriction diminish the road’s ability to provide safe and adequate bicycle service.

South of the study area, North Fish Hatchery Road is connected to the Capital City Bicycle Trail, which leads to the Military Ridge Trail, the Lake Loop and other community, regional, and statewide and statewide bicycle trail systems.

E. COMMUNITY/REGIONAL HEALTH CARE CENTER

North Fish Hatchery Road is becoming a regional health care center. Several senior housing facilities provide various levels of care for elderly residents in the area. Medical services, most notably, the St. Marys and Wisconsin Dialysis Centers have recently established new facilities on or adjacent to this road. St. Marys is located at the north end of the improvement district behind McDonald’s. Access to this facility is from Index Road. Expansion of this facility will require the extension of Post Road with a connection to Index Road. The Wisconsin Dialysis Center is located in the Fitchburg Ridge Shopping Center, occupying the largest space on the north end of the building.

III. TRANSPORTATION

A. TRAFFIC AND CIRCULATION

The consultant team has prepared a general assessment of the current transportation system to determine its ability to efficiently serve the North Fish Hatchery Road corridor and surrounding areas. Included in the evaluation of the transportation system are analyses of:

- Current traffic volumes and patterns;
- Transit options;
- Pedestrian and bicycle routes and circulation; and
- Connections between North Fish Hatchery Road and other community destinations.

1. *Street Network*

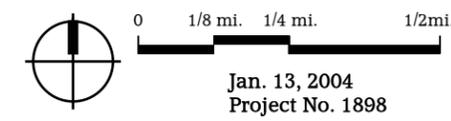
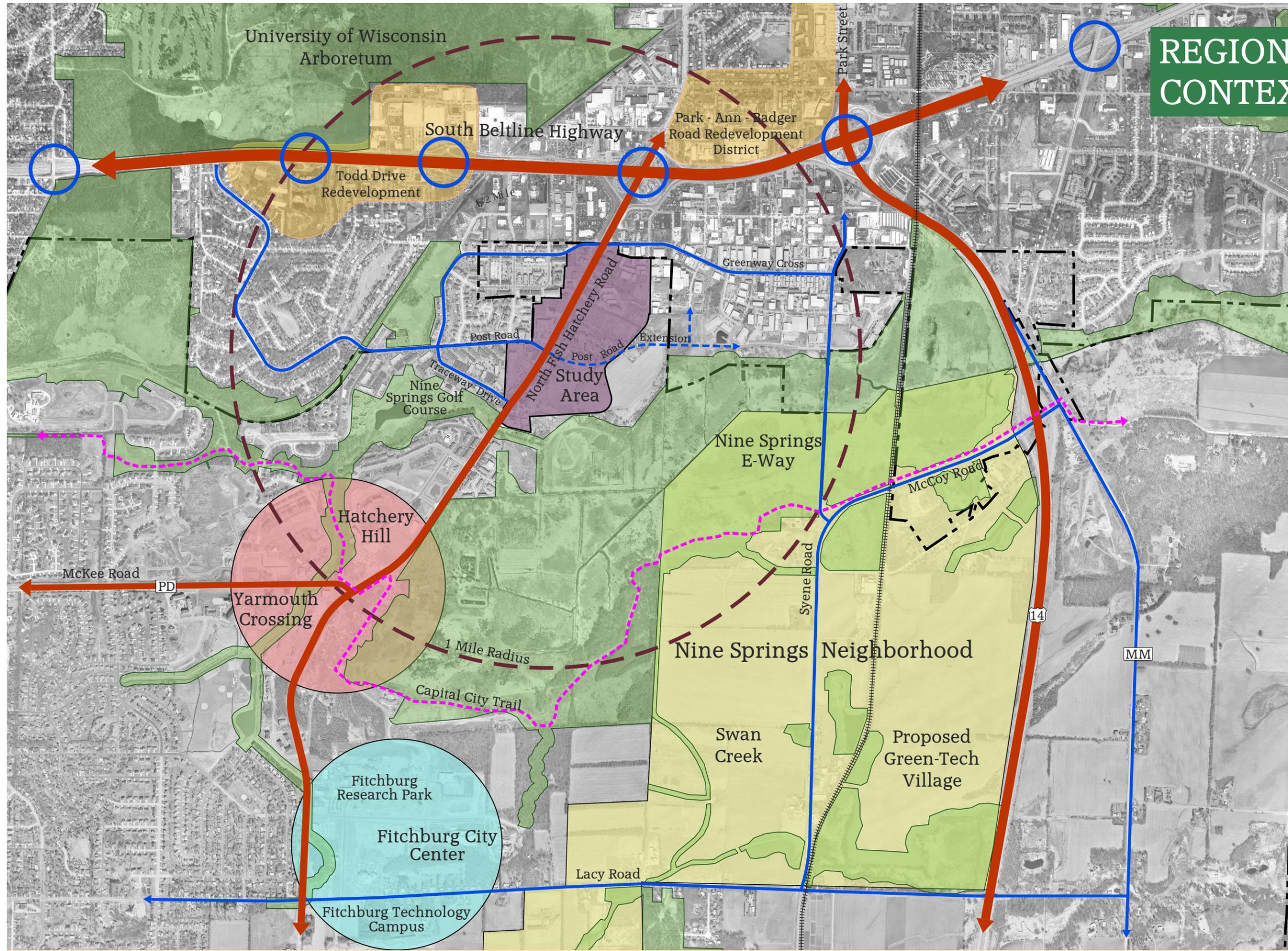
The improvement district is served by the South Beltline (USH 12 & USH 18), North Fish Hatchery Road, Greenway Cross, Post Road, Index Road, Traceway Drive and Bowman Circle (private) along with peripheral local streets not connected directly to North Fish Hatchery Road.

North Fish Hatchery Road, the central spine of the improvement district, is a major north-south arterial with a six-lane divided section between the Beltline and McKee Road (includes all of the study area). This

REGIONAL CONTEXT

North Fish Hatchery Road Improvement District Fitchburg, Wisconsin

- Legend
- Study Area
 - Environmental Corridor
 - Capital City Trail
 - Fitchburg City Limits



section includes a diamond lane for bikes, buses and right turning vehicles. South of the study area at McKee Road the road narrows to a four-lane divided roadway. The posted speed limit is 30 miles per hour north of Post Road, and 40 miles per hour south of Post Road. Post Road and Greenway Cross are the only signalized intersections in the study area. The intersection with the Beltline to the north, and McKee Road to the south are the nearest signalized intersections outside the study area.

USH 12 & 18, or the **Beltline**, is located immediately north of the improvement district with a major interchange at North Fish Hatchery Road. This is Wisconsin’s only highway to carry four concurrent US highways. It carries US 12, 14, 18 & 151 between Park Street and Verona Road. North of this district, the Beltline carries only US highways 12 & 18. The average weekday traffic volume on the Beltline is 107,950 vehicles per day.

Post Road is a two-lane undivided section west of Fish Hatchery Road. A signal is located at the intersection of Post Road with Fish Hatchery Road. Post Road is classified as a major collector by the City of Fitchburg. The intersection of Post Road and North Fish Hatchery Road is signalized. Current City of Fitchburg plans are to extend Post Road eastward to Syene Road. The specific alignment of this extension is currently being determined. Based on transportation analyses and public input, extending this road will be key recommendation of this plan.

Greenway Cross bounds our study area to the north and acts as the area’s only east-west connector. Currently Greenway Cross operates as a connector road carrying traffic from nearby local streets from residential and commercial areas to North Fish Hatchery Road. Greenway Cross is classified as a local street, but serves as a collector street.

Index Road parallels North Fish Hatchery Road and is classified as a local street. Index Road primarily serves the light industrial area immediately east of North Fish Hatchery Road and is essentially a short spur off of Greenway Cross that ends in a southern cul-de-sac. This road will need to be connected to an extended Post Road or other road in the future to provide increased access to businesses and vacant properties. On-street parking is allowed on Index Road, and is often at or near maximum parking capacity.

Traceway Drive is a local street that primarily serves the residential properties west of North Fish Hatchery Road. The intersection of Traceway Drive and North Fish Hatchery Road is not signalized.

Bowman Circle is a private street serving parcels east of North Fish Hatchery Road including Valley View Apartments and Foremost Farms. The two intersections of Bowman Circle with North Fish Hatchery Road are not signalized.

Table 1.1 below summarizes the average daily traffic volumes on streets within the district.

Table 1.1: Average Daily Traffic Volumes

| Street | Classification | Average Daily Traffic Volume |
|--------------------------|----------------|------------------------------|
| North Fish Hatchery Road | Major arterial | 41,950 |
| USH 12 & 18 | State Highway | 107,950 |
| Post Road | Local | 6,850 |
| Greenway Cross | Local | 16,800 |

Source: Wisconsin Department of Transportation, 2000

2. Intersections

According to the Northeast Fitchburg Transportation Study conducted in June of 2002, the intersection of Post Road and North Fish Hatchery Road operates at a relatively high level of service for all movements except for left turn movements onto North Fish Hatchery Road from Post Road in which case the level of service is

significantly diminished but does not fail altogether. The intersection with Greenway Cross is not within the traffic study area, but according to business owners and residents in interviews with the consultant team, left hand turn movements onto North Fish Hatchery Road are problematic from both directions.

Interviews with business owners in the study area indicate that left turns onto North Fish Hatchery Road are problematic at all times, but particularly during peak hour traffic. Additionally the intersections of Post Road with North Fish Hatchery and Greenway Cross with North Fish Hatchery Road were notable for the number of comments regarding severe congestion and difficult navigation.

3. *Local Streets*

Although an analysis and evaluation of local streets in surrounding neighborhoods, particularly west of this corridor, are beyond the scope of this project, it is important to note that a number of residents raised a variety of traffic related issues that must be addressed in the near future. Specifically, people said there is a great deal of cut through traffic on the local roads, which generates both high volumes and speeds of vehicles through residential areas. Several residents – both property owners and renters – explained these traffic related issues are one of the most important factors leading to the deterioration of their neighborhoods. They called for increasing traffic enforcement or installing speed bumps or other improvements to slow down traffic and reduce or eliminate the cut-through traffic.

4. *Opportunities*

The extension of Post Road received significant support throughout the public process. Business and property owners on the east side of North Fish Hatchery Road criticized the lack of access to their properties, and explained future development of their properties will be contingent on the extension of Post Road. Business owners on the west side of North Fish Hatchery were somewhat concerned that the proposed extension could act as a bypass of their properties along North Fish Hatchery Road.

The City of Fitchburg plans to extend Post Road from North Fish Hatchery Road east towards the existing City of Madison section of Post Road, which is also contains a short north-south link to the existing Latham Drive. Index Road must also be linked the extended Post Road.

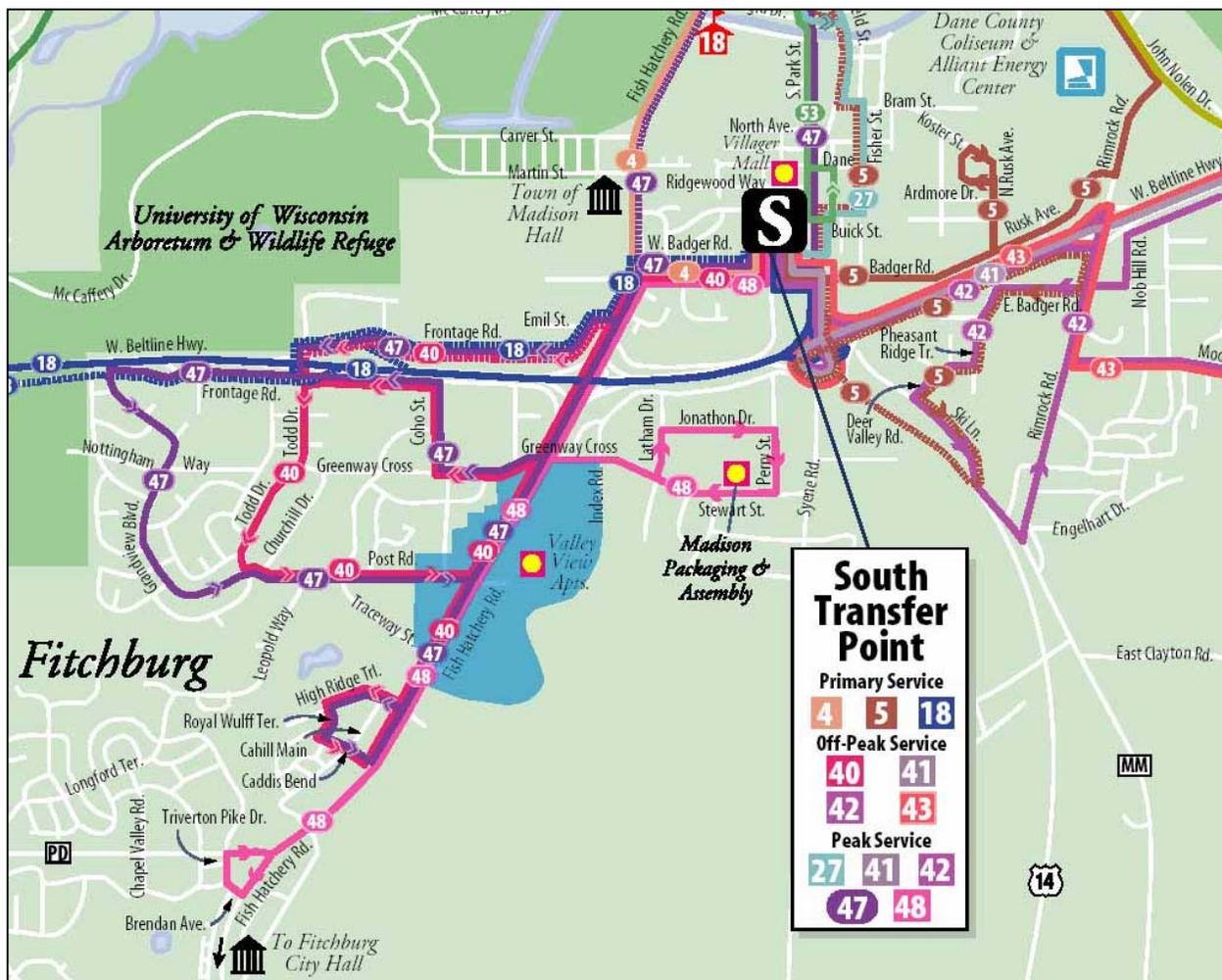
An opportunity exists to design the proposed extension of Post Road to both increase access to businesses on the east side of the corridor and to incorporate street widths and turning radii which will accommodate destination traffic without encouraging drivers to cut through the area at high speeds or use it as an alternative to North Fish Hatchery Road.

B. BUS AND TRANSIT SERVICE

North Fish Hatchery Road and surrounding areas are served by the Madison Metro Bus Service, including the Para-transit service for individuals unable to utilize regular bus service. Map X shows transit routes; the study area is highlighted in blue. As shown on **Map 2** below, on weekdays the area is well served by Routes 40, and 47. Route 47 acts as a peak hour service provider. Additionally the study area is located near Madison's South Transfer Point on Park Street making it highly accessible via bus to any part of the Madison Metro Service area. On weekends, Route 40 continues service to the area. Bus stops in the area are found at the intersection of Coho Street and Greenway Cross, the intersection of Leopold Way and Post Road, and at the Valley View Apartments on North Fish Hatchery Road.

Generally neighborhood residents and business owners felt the area was well served by Madison Metro, however there were concerns related to the location and number of bus stops serving the area. Concerns included the relatively hazardous pedestrian crossing to and from the North Fish Hatchery Road and Valley View Apartment stop on the east side of the street. Other concerns expressed were related to traffic stacking behind buses during peak travel times.

Map 1.2: Madison Metro Transit Routes



C. PEDESTRIAN CIRCULATION

Sidewalks are provided on both sides of North Fish Hatchery Road, Greenway Cross, Post Road, and Traceway Drive. Index Road does not have sidewalks, which currently appears to be acceptable because it is a dead-end. However, if/when this road is linked to Latham or Post Road, sidewalks should be added because the road is frequently near or at maximum on-street parking capacity which means there are a lot of people walking on the roadway.

The sidewalks are generally 5-feet wide with a landscaped (grass) terrace between the sidewalk and road.

Several concerns were raised during the public forum and in the focus groups conducted by the consultants regarding pedestrian circulation in the improvement district. Overall, the public has said walking to and around the study area is inconvenient, undesirable and unsafe.

Pedestrian connections across North Fish Hatchery Road are the most problematic and dangerous. There are only two pedestrian crossing points in the study area, and neither is considered safe or desirable, and both are at major intersections. One intersection is Greenway Cross and the other is Post Road. Additional crossings are needed between these intersections and at the Traceway Drive intersection.

These crossings are also considered to be unsafe. Both intersections move traffic relatively well, but are poorly designed for pedestrian movement and crossing. The six-lane corridor is not at all designed to be pedestrian-friendly, and particularly for crossings. Pedestrians compete for motorists' limited attention with visual clutter (e.g., signs, overhead power lines), an abundance of driveways, problematic left-hand turns, and a high volume of quickly moving other vehicles. Consequently, pedestrians must be athletic, defensive and a little lucky to make a safe passage across this corridor. The medians, however, provide an extremely valuable refuge for pedestrians and could be widened at existing and future intersections.

Pedestrian access between adjacent properties, and between and among residential and commercial areas rarely exists or is inconvenient and unsafe. Few pedestrian connections exist between the sidewalks and businesses along the corridor. Pedestrians are forced to share driveways with automobiles and, in many cases, motorists are quickly entering the properties from North Fish Hatchery Road or are waiting to enter traffic on the road with their attention focused on other automobiles.

Similarly, pedestrian paths or sidewalks connect few businesses. Pedestrians must share driveways – if driveways exist – with automobiles. The driveways are often circuitous routes between relatively close buildings rather than direct links, making walking as inconvenient as possible. In many cases, pedestrians navigate their own informal paths to the businesses.

Many streets do not intersect North Fish Hatchery Road at all, or do not continue on both sides of North Fish Hatchery Road, which limits access to adjoining neighborhoods and open spaces for automobiles and pedestrians alike. For example, from Greenway Cross to Post Road residences abut the backsides of businesses but there are no pedestrian connections between the neighborhoods and businesses along the corridor. As a result, people either drive from the neighborhoods to businesses (and potentially not businesses along this corridor which is a lost economic opportunity), or create their own illegal connections through private property (which frustrates business and property owners).

The only places where a few pedestrian connections exist are in the multi-family areas along the east side of the corridor.

One of the significant consequences of the lack of bicycle and pedestrian connectivity is lost business from people that drive to one business and then leave the area because it is not convenient or safe to shop at another business. The time and difficulty to get from one business to another because of the lack of connectivity

or unwillingness to re-enter and re-exit North Fish Hatchery Road is greater than many people are willing to incur. However, what is even worse is if people choose not to shop in the district at all because they prefer to shop in a place where they can park their vehicle one time and then visit multiple destinations such as at Hatchery Hill, Greenway Station, State Street, or West/East Towne Mall.

BICYCLE CONNECTIONS

The City of Fitchburg has a system of bicycle amenities closely integrated with the City of Madison and regional bicycle systems. Bicycle facilities in Fitchburg include: streets with posted bike routes, streets with paved bike lanes and off-street bicycle trails.

The following is a summary of bicycle facilities in the North Fish Hatchery Road Corridor:

- **North Fish Hatchery Road** has a paved bicycle lane that also functions as a bus and right turn lane. This north-south bicycle connection continues as far south as Lacy Road.
- **Post Road** is a marked bike route and acts as a bicycle connector between North Fish Hatchery Road and the off-street Capital City Bicycle Trail. It is important that the extension of Post Road be designed to accommodate bicycle traffic as it will fulfill a critical east-west bicycle connector role.
- **The Capital City Bicycle Trail** intersects North Fish Hatchery Road south of the study area near McKee Road. It is the only east-west bicycle connection near the study area. Post Road will fill this gap once it is extended east of North Fish Hatchery Road.
 - West of North Fish Hatchery Road, the Capital City Trail connects to the Southwest Commuter Bike Trail into Madison.
 - East of North Fish Hatchery Road, the trail follows the Nine-Springs E-way, a continuous seven-mile environmental corridor.

The high traffic volume and speed along North Fish Hatchery Road and the multi-functionality of the bicycle lane combine to limit the utilization of this north-south bicycle connection. The nearest useable north-south bicycle connection is the combination of off street bicycle facilities and streets with posted bicycle routes located in the neighborhoods just west of the study area.

IV. PARKING

This analysis provides an overview of parking conditions within the study area based on field reconnaissance, aerial photography, and interviews with business owners. Key parking characteristics are illustrated in **Map 1.3** and are highlighted below. The following represents a general analysis of parking in the North Fish Hatchery Road study area; further technical analysis is recommended prior to implementation of parking improvements.

A. PARKING SUPPLY

Parking for most commercial, industrial, and residential uses within the study area is comprised almost entirely of private off-street parking lots. Some of the side-streets in the area permit on-street parking but these spaces do not represent a significant supply of parking for businesses or residents in the study area.

Map 3 illustrates this study area (outlined in blue), and indicates the location of parking areas and approximate stall counts.

- Private off-street parking areas are highlighted in red.

- Businesses, residences and other buildings served by parking in the study area are highlighted in yellow.
- The parking area boundaries are general
- Counts for private parking were estimated using a detailed aerial view of the study area
- On-street parking is not permitted on North Fish Hatchery Road
- On-street parking along side streets in the corridor does not contribute significantly to the parking supply in the core commercial area and was not estimated.

Private off-street parking within the focus area is estimated to be **1,781 spaces**. These lots are located within the improvement (outlined in blue), and indicated in red in **Map 1.3**. This is a general estimate and should not be considered an exact count of the existing private parking supply. The degree to which the lots were organized and striped impacted the accuracy of the parking count.

Private parking lots within the study area comprise much of the street frontage along North Fish Hatchery Road, particularly along the western portion of the corridor. The eastern portion of the corridor differs in that many of the buildings and consequently the parking areas are setback and screened from the road. The condition and appearance of private lots varies. Most lots are well maintained, with striped asphalt surface, landscaping, and adequate lighting. A few of the lots located along the street are well-screened with landscaping or low level decorative fencing etc.

B. PARKING ADEQUACY

Parking along the North Fish Hatchery Road Corridor appears to be generally adequate. Parking is provided in private lots on individual parcels except in the case of the strip malls, Fitchburg Ridge and Bowman Plaza where parking for individual uses is delineated within a larger shared lot.

1. *Parking Zones*

Due to the physical barriers within the focus area it is somewhat useful to analyze parking according to zones. A parking zone analysis is useful in this case because of the north-south physical barrier that North Fish Hatchery Road represents to pedestrians. It is also useful to distinguish the western portion of the study area with its more intensive retail and service related land uses, from the eastern portion, which consists of primarily multi-family residential and institutional land uses, with limited light-industrial land uses.

Because the entire study area consists largely of strip malls and standalone uses, substantial east-west physical barriers exist between each individual use on either side of North Fish Hatchery Road. However, for purposes of this analysis the discussion will not disaggregate the study area beyond the aforementioned eastern and western zones.

2. *Parking Factors*

Parking adequacy is generally determined by comparing parking supply with parking demand for a given area. In this case parking supply consists of the private off-street parking provided in each zone. Parking demand within the corridor is represented by the current square footage of gross floor area divided by a standard parking factor.

The parking factor used can vary according to the context of the study area.

The current parking factors for the area can be found in the Specifications and Standards manual for the City of Fitchburg as referenced in section 22.105 of the Zoning Code. A sampling of applicable parking standards can be found in **Table 1.2** below.

Table 1.2: Representative Parking Requirements: City of Fitchburg Zoning Ordinance

| Land Use | Parking Requirement |
|---------------------|---|
| Residential | 2 parking stalls per dwelling unit |
| Office & Retail | 1 stall per 300 square feet |
| Auto Service/Repair | 1 stall per employee, plus 3 stalls for each service bay or stall |
| Restaurants | 6 per 1,000 square feet of gross building area, or one stall per every 3 patron seats, with final level determined by the Plan Commission |
| Manufacturing | 1.5 stalls per 1,000 square feet of gross building area, or .75 stalls per employee on the largest shift, whichever is greater |
| Warehousing | .75 stalls per 1,000 square feet of gross building area, 1 stall per employee on the largest shift |
| Day Care | 1 stall per 7 children plus 1 stall per employee on the largest shift |
| Church | 1 stall per 5 seats |

The parking standards applicable to the land uses in the study area (shown in **Table 1.2**) vary between .75 and 6 stalls per 1,000 square feet. To provide a general understanding of the parking adequacy in this study area with its mix of uses from fast food restaurants to senior housing an array of representative standards will be applied within the range of the above parking requirements. These standards are as follows:

- 2 stalls per 1000 square feet:**
To capture the lower end of the spectrum a standard of **2 stalls per 1000 square feet** will be applied. This matches the City’s requirement for residential uses, of which there are many in the study area. For a comparison, it is interesting to note that many cities around the country do not have a one-size –fits-all parking standard for residential uses as Fitchburg does. Senior housing and senior assisted living, for example, are typically subject a lower parking requirement because elderly residents, and in particular elderly residents in assisted or independent living facilities (e.g. Braeburn Court) tend to have fewer cars per capita than the typical middle age occupant of a single family home. Typical parking standards for senior housing range between .2 and 1 stalls per 1000 square feet. Therefore applying a standard of 2 stalls per 1000 square feet should overestimate demand for the residential in the corridor while underestimating demand for other uses.
- 3.5 stalls per 1000 square feet:**
The parking standard for the retail and office space in the corridor, primarily found in the **Western Zone** is approximately **3.5 stalls per 1000 square feet**. According to the American Planning Association typical parking standards for retail outside of urban centers range from 3 stalls per 1000 square feet to 5 stalls per 1000 square feet. The City’s parking standard falls within that range and is applied below in the calculations of parking adequacy.
- 6 stalls per 1000 square feet:**
Finally a parking standard of **6 stalls per 1000 square feet** was used to represent the uses with greater need for parking at peak hours (e.g. fast food restaurants). This factor is generally not recommended for the study area as a whole because it is reflective of a single use and only then at peak hours.

3. *Parking Analysis*

Tables 1.3 and 1.4 below demonstrate parking adequacy in the focus area by applying each of these parking standards to the total building square footage. It is important to note that only ground floor square footage is calculated in the following exercise, due to the largely single story nature of the district this was deemed appropriate for purposes of a general analysis.

Table 1.3: Parking Adequacy in the Western Zone

| Western Zone | | |
|---|---------|----------------------------|
| Total Existing Stalls ¹ | 782 | |
| Gross Ground Floor Area (SF) | 137,490 | |
| Total Stalls Required to meet demand for parking at 6 stalls/1000 SF* | 822 | <i>40 stall deficit</i> |
| Total Stalls Required to meet demand for parking at 3.5 stalls/1000 SF* | 479.5 | <i>302.5 stall surplus</i> |
| Total Stalls Required to meet demand for parking at 2 stalls/1000 SF* | 274 | <i>508 stall surplus</i> |

1. According to estimates of private lots

*These parking factors are applied to Gross Ground Floor space, which assumes all buildings are fully utilized as retail, commercial or residential.

From the table above it can generally be stated that parking areas along the western commercial/retail zone of the improvement district is adequate. The primary uses area commercial and retail oriented making a standard of 3.5 stalls/1000 SF most applicable, in which case the related surplus is enough to absorb much of the peak hour requirements of specific uses.

Table 1.4: Parking Adequacy in the Eastern Zone

| Eastern Zone | | |
|---|---------|----------------------------|
| Total Existing Stalls ¹ | 999 | |
| Gross Ground Floor Area (SF) | 395,335 | |
| Total Stalls Required to meet demand for parking at 6 stalls/1000 SF* | 2,370 | <i>1,371 stall deficit</i> |
| Total Stalls Required to meet demand for parking at 3.5 stalls/1000 SF* | 1,382.5 | <i>383.5 stall deficit</i> |
| Total Stalls Required to meet demand for parking at 2 stalls/1000 SF* | 790 | <i>209 stall surplus</i> |

1. According to estimates of private lots

*These parking factors are applied to Gross Ground Floor space, which assumes all buildings are fully utilized as retail, commercial or residential.

Although the above table indicates deficits for two (2) of the three (3) standards applied, the consultant team considers the stall count adequate for the existing mix of uses within this zone (e.g. residential, institutional and industrial uses). Future development within this zone should provide parking to meet their needs.

As is apparent in the above tables, the parking factor used greatly impacts the analysis findings. Business owners, City government, and neighborhood residents need to determine the appropriate parking standard based on the type of business district they desire. Commercial districts that prioritize mixed-use, pedestrian friendly development tend to have smaller parking requirements, while conventional shopping centers and segregated land uses in stand-alone buildings tend to have substantially larger parking standards.

C. SHARED PARKING

The City of Fitchburg’s Zoning Ordinance has an allowance for shared parking factors to be applied in districts “Where parking demand for particular parcels or uses have definite time patterns, the parking area for one may be shared with another use having a complementary time pattern, subject to conditional use approval” (22.105(4)(c)). The City’s Specifications and Standards for parking further indicate that the Urban Land Institute’s shared parking model can be used as a standard for mixed use parking arrangements.

PARKING ANALYSIS

North Fish Hatchery Road Improvement District
Fitchburg, Wisconsin

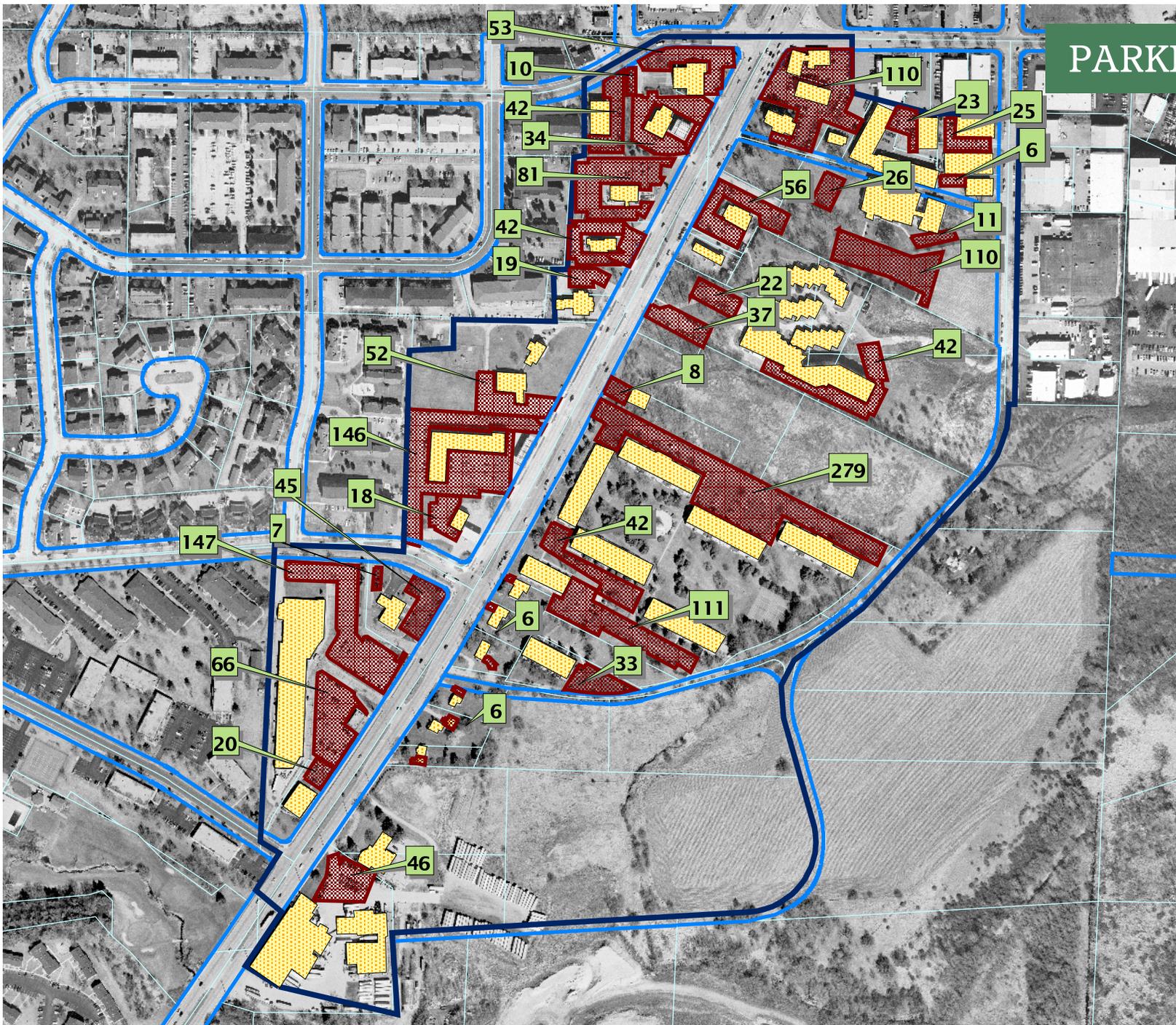
PARKING ZONES

Western Parking Zone
Location: Area west of North Fish Hatchery Road
Gross Square Footage: 137,490 SF
Total Estimated Parking Stalls: 782

Eastern Parking Zone
Location: Area east of North Fish Hatchery Road
Gross Square Footage: 395,335 SF
Total Estimated Parking Stalls: 999

LEGEND

- Private Parking Areas
- Buildings
- Study Area Boundary
- Roads
- Parcel Boundaries
- Parking Lot Counts (Approximate)



V. URBAN DESIGN & VISUAL CHARACTER

The public process found that people who live, work and shop in the North Fish Hatchery Road corridor do not view the overall visual character positively. The major issues surrounding aesthetics and character that came out of the public process are best summarized in the following three (3) points:

- **Visual clutter** (signs and overhead power lines)
- **Predominance of parking areas along street frontage**
- **Lack of identity or sense of place** (“Just a place to drive through – fast”)

The most prominent factor determining the visual character of the area as a whole is the character of the streetscape along North Fish Hatchery Road.

A. NORTH FISH HATCHERY ROAD

North Fish Hatchery Road, a suburban arterial, carries significant volumes of traffic and supports a diversity of commercial and residential activity centered on automobile users.

One-story commercial buildings on the western side are generally set far back from the street behind parking lots with a variety of signs, landscaping, and driveways. It appears busy and cluttered without any consistency from one property, building, sign, or driveway to another.

A variety of commercial, institutional, industrial and multi-family residential buildings as well as open spaces occupy the eastern side of North Fish Hatchery Road. The variety of land uses sets the tone for the visual appearance of this edge. Although there does not appear to be any consistency in building or site design, buildings appear to be generally a little closer to the road with parking primarily located on the sides of buildings. Overall, there are fewer signs and more undeveloped lands on this side of the corridor.

Throughout the study area and as far south as McKee Road, North Fish Hatchery Road is a six-lane divided highway with an intermittent median ranging in width between 8- and 20-feet. The median displays minimal landscaping with a grassy surface and limited low lying bushes and shrubs. Both sides of the road have a grassy terrace between 3 and 9 feet wide.

The corridor is lined with overhead power lines and framed with large power poles.

B. STREETScape

For this analysis, the term streetscape refers to the overall street character and the associated amenities lining the streets. Items factoring into this review include sidewalk condition, lighting, plantings, trash receptacles, public and private signage, and other related amenities. The appearance of the streetscape is an important feature defining the overall character and identify of a community or district.

Currently, North Fish Hatchery Road’s streetscape is limited to the basics and lacks amenities. The existing street lighting is typical of a highway or major arterial corridor and does not exhibit decorative displays. Minimal landscaping exists throughout the study area. The sidewalks are generally in good repair, but are too narrow and too segregated from uses along the corridor to support a viable pedestrian environment. Other streets in the study area display a similar lack of streetscape elements. No other streetscape amenities appear to exist, such as banners or benches.

C. VISUAL CLUTTER

Responses during the public process indicated that while this district offers convenience and a functioning business and service district, the visual character of the area is not at all desirable. Many respondents attributed this to the “cluttered” or “haphazard” appearance of the business district as a whole. The following factors are often found along commercial arterials such as North Fish Hatchery Road and tend to contribute to an overall impression of visual clutter.

Signage: Private and public signage along North Fish Hatchery Road has an impact upon the aesthetics of the study area. While private property owners along the corridor value existing signage for the economic benefits it provides, the long-term, cumulative impact of many private signage decisions has contributed to an overall visual character best described as haphazard and chaotic. It is important to note that the discordant arrangement of buildings and parking, combined with the distance of the buildings from the road, encourage property owners to employ larger and/or more signs to attract customers. Therefore, if sign changes are to play a role in the transformation of the district, additional tools aimed at improving the overall visual character and function of the study area must accompany them.

Overhead Utilities: The presence of overhead utility lines along North Fish Hatchery Road also contributes to visual clutter. Many cities have chosen to underground overhead power lines in order to improve the appearance of a district.

D. STREET ENCLOSURE

One of the major determinants of visual character are the relationship of buildings to the street. As in many commercial arterial districts, North Fish Hatchery Road includes low-scale buildings located at some distance from the street. The street frontage along North Fish Hatchery Road is largely occupied by parking lots on the west and a mix of parking lots, buildings and open space on the east.



OPTIMAL STREET ENCOLOSURE
Building Height (H) = 1/3 Street Width (W)

A general rule of thumb for human-scaled, pedestrian-friendly urban streets is: the average building height should be at least one-third of the street width to create a sense of enclosure. The diagram above illustrates this relationship.

The addition of street trees and landscaping can also enhance the level of street enclosure and improve the pedestrian environment. Today, North Fish Hatchery Road is almost devoid of street trees. Street tree plantings improve a street’s pedestrian character by creating a sense of enclosure for the sidewalk and a buffer between the sidewalk and the traffic. Street trees can also make the street more pedestrian friendly by reducing its grand scale and provide a traffic calming effect by breaking up the wide open, unobstructed sight lines which encourage higher travel speeds.

E. GATEWAY

As a major gateway into the City of Fitchburg, North Fish Hatchery Road lacks major (and minor) community entrance features, signature buildings, and a coordinated streetscape character that is consistent with its prominent location and role. Overall, it lacks visual interest and a sense of place. A

significant opportunity exists in this corridor to capitalize on the community's unique assets such as the Nine Springs E-Way or its diverse neighborhoods and business mix.

Another critical component to this area's identity is the appearance of the approaches to the gateway. Currently, one of the primary features greeting people as they enter the City and corridor are the long chain-link fences with poorly maintained landscaping lining North Fish Hatchery Road from the Beltline to Greenway Cross on the east and west sides of the corridor. While this entrance is in the Town of Madison, this is the front-door to Fitchburg and most people do not distinguish between communities where municipal lines are drawn. In general, the way people enter the corridor and community creates a dramatic impact on how they view the district and city.

F. THEME AND IDENTITY

Theme and Identity is a critical piece for the revitalization of the North Fish Hatchery Road improvement district. Negative perceptions are far too common regarding this area. In interviews, common responses included "it is a regional corridor", "it can't be anything different." What is problematic is that as these concerns are voiced by existing area residents, businesses, and visitors it becomes harder to sell the area to new investors or urban pioneers that see the future potential of the area. This frank discussion seeks to clarify the point of the importance of a new image and identity.

Theme and identity must go beyond the furnishing of this place with slogans, banners, and the like. These are key visible efforts and this is important work. However, what is needed to supplement these is a complete view of what shapes the perceptions and identity of this district.

1. Storefronts, Buildings, and "Curb Appeal"

As one travels through the corridor today, there have been few improvements beyond the new Popeye's and Fitchburg Ridge Shopping Center façade. And, no improvements appear to have been made to the public realm – the streetscape. When driving through this area, the overwhelming sense is that this is largely a suburban strip area that many drivers want to pass through as quickly as possible on their way to another place. This perception is fueled by factors included in discussions above such cluttered signage, low-scale buildings that are difficult to see because of their setbacks and/or topography, and a lack of cleanliness in parts of the district.

2. North Fish Hatchery Road as a Pedestrian District

At the first public forum, it was indicated that people would like to see the "foot" traffic in the area increased. In its current arrangement, walking between businesses is generally discouraged by the design of the area, and walking across the road is a potentially life-threatening experience.

3. Crime and Safety

For a district such as this corridor, the perception of crime is just as damaging as crime itself. Unfortunately, crime and a lack of safety are part of the current corridor identity. Certain instances of crime have been documented, however, business owners generally disagree over the pivotal question, "How safe is this area?" A couple of headline-generating murders have occurred in the area, and many feel the crime is increasing both in the neighborhoods beyond the study area's boundaries as well as into corridor's businesses – primarily on the west side. Some feel the area is pretty safe while others disagree. Crime and perceptions of crime, however, are generally not solved by the policing alone. It takes a neighborhood-wide commitment. Additionally, opportunities exist to explore urban design measures that increase neighborhood safety and limit crime perceptions. The design guidelines will discuss the principles of *Crime Prevention Through Environmental Design* (CPTED) further.

VI. PARKS AND OPEN SPACE

The North Fish Hatchery Road study area is surrounded, and in some cases abutted, by significant park and open space lands. The abundance of passive and active recreation areas near North Fish Hatchery Road should be viewed as a significant amenity in the corridor. Currently the value of this amenity to those who live, work and shop in the area is diminished by the lack of connectivity between the outlying open spaces and the immediate corridor study area.

The Nine Springs E-Way is the most significant open space environmental corridor that surrounds North Fish Hatchery Road. The Nine Springs E-Way extends from Dunn's Marsh near Seminole Highway east to Lake Farm Park on Lake Waubesa, a distance of approximately seven miles. The corridor includes many points of interest. Natural features include large areas of wetland and sedge meadows, native forests, and many large springs that flow into Nine Springs Creek. These features provide ideal habitats for a wide variety of vegetation and wildlife in the corridor. A system of trails that includes the Capital City Trail is being developed for year-round public use and enjoyment. The trail system provides opportunities for jogging, hiking, biking, nature study, photography, and cross-country skiing. The trails also lead to scenic overlooks and vistas of the surrounding areas. The corridor and trails provide an excellent outdoor classroom for nature studies, science projects and school field trips. At present, six miles of trail have been established on the eastern end of the E-Way corridor. The trailhead is located near Lake Farm Park.

The Capital Springs Trail system connects the corridor south of the study area to the greater Madison metropolitan area. A future connection within the study area would significantly improve multimodal transportation in the corridor. Currently the trail connects to both the Military Ridge State Trail through Verona and Seminole Highway on the southwest both of which can be considered significant regional bicycle linkages. The trail is part of the Nine Springs E-Way.

The Nine Springs Golf Course is a 33 acre, nine-hole golf course owned by the City of Fitchburg. It also forms a section of the Nine Springs E-Way. The course is short, but is considered challenging with creeks flowing through seven of the nine holes.

Other nearby parks and open spaces include:

Aldo Leopold Park

McKee Farms Park

Lake Farm Park

Capital Springs Centennial Park (new)

University of Wisconsin Arboretum

VII. LAND USE ANALYSIS

This land use analysis reviewed the existing use of property in the North Fish Hatchery Road planning area in 2003. It does not designate what the land is zoned or what the property is designated for.

Agricultural or Transitional Land: This category includes existing agricultural and open space land uses which are considered likely areas for future development within the study area. It accounts for **23.21 acres or 23.74 percent** of the study area and is exclusively found on the east side. In addition, much of the eastern boundary of the study area is bordered by agricultural/transitional land some of which has been designated as part of the environmental corridor.

Residential: This includes all parcels currently used for single- and multi-family homes. Residential land uses account for **17.49 acres or 17.89 percent** of the study area. Residential land uses comprise a

more significant portion of the land directly outside of the corridor, particularly west of the study area. While much of the land west of the study area is comprised of residential uses, the residential land use areas within the study area boundary are exclusively located east of North Fish Hatchery Road. The majority the residential properties within the study area are multifamily units. Further, many of these multifamily properties are used for senior housing and, in the instance of Braeburn Court, independent living facilities.

Commercial: Commercial uses account for **17.41 acres or 83.63 percent** of the study area's western side. This compares to only **4.98 or 6.48 percent** of the study area's eastern side. Most commercial uses consist of single buildings located on individual lots. The largest single commercial land use area is the Fitchburg Ridge Shopping Center, which is comprised of a mix of uses.

Limited access to those parcels located east of North Fish Hatchery Road is partially to blame for the lack of commercial development. Most of the commercial uses on the east side are located in the north of the study area where access is somewhat improved over the south. Again individual uses tend to be located alone on small lots.

Industrial: Industrial land uses account for **8.66 percent or 8.47 acres** of the study area's uses. The primary industrial use is Foremost Farms, Inc., a juice processing plant in the southeast corner of the planning area. Foremost Farms, Inc. fronts directly onto North Fish Hatchery Road. The remaining industrial uses consist of light industry located on small lots in the northeastern portion of the study area. These uses do not have frontage on North Fish Hatchery Road.

Institutional: Institutional land uses include all lands used for public or semi-public uses such as churches, schools, and medical facilities. Institutional land uses comprise **21.2 percent or 16.31 acres** of the study area's east side and **16.37 percent or 3.41 acres** of the west side. These uses include the St. Marys and Wisconsin Dialysis Centers, and Braeburn Court east of North Fish Hatchery Road and the Free Methodist Church west of North Fish Hatchery Road.

Table 1.5: Existing Land Use

| LAND USE & LOCATION | ACRES | PERCENTAGE |
|----------------------------------|--------------|----------------|
| East Side Total | 76.93 | 100.00% |
| Industrial | 8.47 | 11.01% |
| Commercial | 4.98 | 6.48% |
| Institutional | 16.31 | 21.20% |
| Agricultural-Transitional | 23.21 | 30.17% |
| Residential | 17.49 | 23.12% |
| <i>Single-Family Residential</i> | 2.49 | 3.24% |
| <i>Multi-Family Residential</i> | 15.3 | 19.88% |
| Vacant | 6.17 | 8.02% |
| West Side Total | 20.82 | 100.00% |
| Commercial | 17.41 | 83.63% |
| Institutional (church) | 3.41 | 16.37% |

Source: City of Fitchburg

Vacant: The vacant parcels in this area comprise 6.31 percent or 6.17 acres of the study area. All vacant lands are located on the eastern portion of the study area and are zoned for single-family development.

VIII. ZONING ANALYSIS

A. B-G GENERAL BUSINESS DISTRICT

Nearly all properties along the west side of N. Fish Hatchery Road and a few properties along the northeast side of the road are zoned General Business District. This purpose of this district is to accommodate “general business and office uses, mostly at small or medium scale compatible with the suburban setting.” Specifically, office and commercial activities (retail, food stores, professional, social services, recreational facilities, dry cleaning, etc.) are the permitted land uses, and a variety of uses are also allowed pursuant to conditional use approval.

The conditional uses include amusement and recreation services; agricultural production; dwelling units in excess of one per structure; restaurants; gas stations; drinking places; outdoor displays; medical/dental laboratories and health care services; hotels and motels and wireless communication facilities.

Design review is required for all parking lots.

An establishment may devote some space to processing, fabrication or assembling of a manufacturing nature and incidental to the principal use. And, the ground floor of the principal structure(s) must be used primarily for the allowable commercial use rather than a residential use.

B. B-H HIGHWAY BUSINESS DISTRICT

Small portions of the northeast and southwest corners of the study area are zoned B-H Highway Business District. The northeast corner consists of several light industrial land uses, and the southwest corner consists of Foremost Farms, Inc. Lands within this district are intended to be clustered or strip commercial developments that are highway oriented and serve as the gateway to the Fitchburg community. Design review is also required to “create as much attractiveness as is economically feasible and consistent with the functioning of the businesses.” A wide range of highway oriented land uses are allowed as “permitted” or “conditional” uses in this district.

C. B-P PROFESSIONAL OFFICE DISTRICT

A few properties on both sides of N. Fish Hatchery Rd. and the St. Marys property along Index Rd. are zoned Professional Office District. The Zoning Ordinance states the purpose of this district is “provide commercial areas that will provide services to the public in an attractive, safe and convenient manner.” It is established for areas having predominantly office uses, typically generating low traffic volumes and traffic turnover. The permitted uses include office activities, computer services, existing residential units, studios (art, interior decorating, photographic, music, dance, etc.), accessory uses, retail sales and services, and beauty and barber shops. A variety of conditional uses are also allowed including theaters for performing arts, clubs, nursing homes, residential, agricultural production, restaurants, educational services, health clubs, liquor stores, day care, hotels and motels, and wireless communication facilities.

D. R-L LOW DENSITY RESIDENTIAL DISTRICT

Single family residential parcels are located Development objectives for residential areas in the city are:

- (1) For existing neighborhoods, to preserve community values of quiet, privacy, safety, natural beauty, attractive landscape features and open space; to promote property improvement and upkeep; to allow changes to existing structures and properties to adapt to changing conditions while maintaining the integrity of the area.
- (2) For developing areas, to encourage the development of new housing patterns that will be as functional, attractive, adaptable and capable of holding their value, as well as providing for consumer choices in a changing market.
- (3) The location and timing of residential development shall be consistent with the City's Land Use Plan.

In addition to residential uses, other uses are allowed subject to conditional use review and approval: dependency living arrangements which allow a dwelling structure to have two (2) complete dwelling units; family day care; schools; churches; recreational facilities; rest homes and nursing homes; private clubs; utility and governmental facilities; group homes; and bed and breakfast establishments.

E. R-HA HIGH DENSITY RESIDENTIAL DISTRICT

Much of the residential area surrounding the study area on the west side is zoned R-HA, and the central part of the east side of study area is zoned R-HA. The high density residential district is applied to limited areas within the City that developed or were committed to usage under pre-1986 R-4 zoning standards to levels of intensity or within dimensional standards that would not be allowed for new construction un the current R-H District. Within this district, the rules of the former R-4 District govern development on vacant-but-committed parcels or govern continued occupancy and/or rebuilding in the case of damage or destruction.

A wide variety of residential uses are permitted in this zoning district including: single family detached dwellings; duplexes; multi-family dwellings, condominiums; and community living arrangements from nine (9) to fifteen (15) persons.

Conditional uses are: cemeteries; government uses; schools; religious uses; private club houses or fraternity houses except when service is provided to the general public; nursing homes; and mobile home parks.

F. A-T TRANSITIONAL AGRICULTURE DISTRICT

Most of the vacant land behind the developed properties on the east side of N. Fish Hatchery Road is zoned A-T District. The purpose of this district is to preserve, for an unspecified time period in agricultural and related open space land uses, those lands generally located in proximity to developed areas within the City where urban expansion is inevitable and broadly in keeping with long time plans for development.

Permitted uses in this district include agricultural and agricultural-related services; residences occupied by a person or family at least one (1) member of which earns a substantial part of his or her livelihood from sales of products produced on the farm; road side stands; and utility services. Conditional uses in this district are the following: single family dwellings or mobile homes occupied by parents or children of the farm operator; schools and churches; utility and governmental facilities; conversion of existing residence to a two (2) family dwelling; and separation of farm dwellings and related structures which existed prior to the effective date of the Zoning Ordinance and which remain after farm consolidation.

G. R-D RURAL DEVELOPMENT DISTRICT

A small portion of the property surrounding Foremost Farms, Inc. at the southern end of the study area is zoned R-D District. The purpose of this district is to accommodate certain commercial uses that have developed in rural areas, including those commercial uses that support agricultural production and provide a holding zone for areas that are intended for future urban development.

Permitted uses include agricultural uses and uses allowed in the R-L Low Density Residential Zoning District. Conditional uses are the following: horticultural specialties; commercial animal operations; veterinary services; landscape services; fish hatcheries; several agricultural related services; golf courses; junk and salvage yards and solid waste recycling centers; landing strips or fields; food stores up to 5,000 sq. ft.; welding shops; public warehousing; and used merchandise stores.

H. PLANNED DEVELOPMENT DISTRICT

No properties in the study area are zoned Planned Development District (PDD), however, this is an option for developments that do not conform to standard City of Fitchburg Zoning Ordinance standards or uses. The stated purpose of the this district is to provide “a regulatory framework to encourage improved environmental design by allowing flexibility in the development of land while ensuring compliance with the basic intent of the Zoning Ordinance and with the City land use plan. Developers can propose uses or combination of uses and configurations of intensity and density of development.” The City generally encourages PDD parcels to be 100,000 sq. ft. (2.3 acres) in size or larger, but will consider smaller projects.

I. SUMMARY

The variety of zoning districts in and around the N. Fish Hatchery Road study area allows a mix of uses depending on the Zoning District and lot size. Nearly all imaginable uses are currently allowed in the study area except heavy industrial. For example, the following uses are either permitted or conditional uses in the area: agriculture, commercial, residential, schools, cemeteries, government uses, parks, religious uses, etc.

In addition, there are a number of undeveloped parcels and acres on the east side of the corridor that are ripe for infill development, particularly if and when Post Road is extended in the City of Fitchburg.

Mixed-use buildings and developments are generally not allowed under conventional zoning (the zoning districts listed above excluding PDD). For example, the residential zoning districts allow a variety of residential uses from single family dwellings to multi-family dwellings, government facilities (e.g. schools), and one home occupation per dwelling unit. Similarly, the business zoning districts limit residential development to one unit per commercial property. The PDD Zoning District is the only option for mixed-use developments.

Table 1.6: Dimensional Standards in Study Area Zoning Districts

| Zoning District | Minimum Lot Area | Minimum Lot Width | Required Setbacks | Maximum Building Height |
|--|---|---|---|---|
| B-G General Business District & B-P Professional Office District | 8,000 sq. ft. | 60 ft. | Front: 20 ft. Side: 10 ft. Side Street: 15 ft. Rear: 10 ft. | Lesser of 42 ft. or 3 stories. Higher buildings are subject to conditional use approval. |
| B-H Highway Business District | 8,000 sq. ft. | 60 ft. | Front: 25 ft. Side: 10 ft. Side Street: 20 ft. Rear: 20 ft. | Lesser of 42 ft. or 3 stories |
| R-L Low Density Residential District | 10,000 sq. ft. | 80 ft. | Front: 30 ft. Side: 10-15 ft. Side Street: 25 ft. Rear: 35 ft. | 35 ft. or 3 stories, whichever is less |
| R-HA High Density Residential District | Varies depends on number/ size of dwellings | Varies depends on number/ size of dwellings | Varies depends on number/ size of dwellings | Varies depends on number/ size of dwellings |
| A-T Transitional Agricultural District | 35 acres | 150 ft. | Front: 35 ft. Side: 10 ft. Side Street: 30 ft. Rear: 50 ft. | 35 ft. |
| R-D Rural Development District | 5 acres (may be reduced to 1 acre on conditional use basis) | 150 ft. | Front: 40 ft. Side: 10 ft. Street Side: 30 ft. Rear: 50 ft. | 45 ft. except there is no minimum for agricultural or ag. related buildings |
| Planned Development District | Generally 100,000 sq. ft., but will consider smaller lots | Determined by City and applicant | Determined by City and applicant | Determined by City and applicant |