

Grandview-Fitchrona Neighborhood Plan

Adopted July 3rd, 2007

Town of Verona, Dane County,
Wisconsin

Approved by the Town of Verona Plan Commission on April 26, 2007.
Public comments heard by the Plan Commission on the following dates:
June 1, 2006; June 29, 2006; November 22, 2006; April 16, 2007; and April 26, 2007.
Public comments heard by the Town Board at a public hearing on June 5, 2007

ORDINANCE 2007 - 01

An Ordinance Enacting Revisions to the Town of Verona Comprehensive Plan for the inclusion of the Grandview – Fitchrona Neighborhood Plan

WHEREAS, the Town Plan Commission has recommended that revisions to the Town of Verona Comprehensive Plan be enacted;

WHEREAS, the Town Plan Commission held a public hearing on June 29, 2006, in which the Commission solicited public input on the proposed addition of the Grandview Fitchrona Neighborhood plan to the Town of Verona Comprehensive Plan;

WHEREAS, the Town Plan Commission has determined the proposed addition of the neighborhood plan (attached as exhibit A) will promote the general welfare and orderly development of the Town as a whole and has adopted a resolution dated April 26, 2007, recommending that the Town Board enact said neighborhood plan as revisions to the Comprehensive Plan;

WHEREAS, the Verona Town Board held a public hearing on June 29, 2007, in which the Town Board solicited public input on the proposed Grandview Fitchrona Neighborhood plan; and

WHEREAS, the Town of Verona Comprehensive Plan as revised contains all of the elements required under §66.1001(2), Wis. Stats.; and,

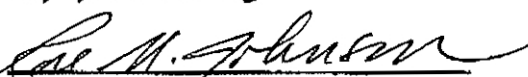
WHEREAS, the Town Board of the Town of Verona reviewed the proposed exhibit A, concurs with the findings, and accepts the recommendation of the Town Plan Commission to include the Grandview Fitchrona Neighborhood Plan; and

NOW, THEREFORE, THE TOWN BOARD OF THE TOWN OF VERONA, WISCONSIN DOES ORDAIN AS FOLLOWS:

The addition of the, attached hereto Exhibit A (Grandview Fitchrona Neighborhood Plan), as Appendix G to the Town of Verona Comprehensive Plan, is enacted.


David K. Combs, Town Chair

I, Rose M. Johnson, Adm./Clerk/Treasurer of the Town of Verona, do hereby certify that the foregoing ordinance was duly passed and enacted by the Verona Town Board at the July 3, 2007 meeting.


Rose M. Johnson, Clerk/Treasurer

Posted: 07/10/2007

Effective: 08/10/2007

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I. INTRODUCTION

On October 3, 2006 the Town of Verona Board of Supervisors adopted the 2006 Comprehensive Plan. The Comprehensive Plan makes recommendations for long-term land use decisions throughout the Town of Verona. The plan identifies two areas of the Town to be planned in greater detail through the creation of Neighborhood Development Plans. The Grandview-Fitchrona Neighborhood Plan is the first of these plans to be created and it will be adopted as an amendment to the Comprehensive Plan.

The Grandview-Fitchrona Neighborhood planning area is surrounded by the City of Madison to the north, the City of Fitchburg to the east, and the City of Verona to the west. Additional Town lands extend to the south. This planning area includes approximately 870 acres or 1.4 square miles of land. Roughly 745 of these acres are undeveloped, including about 580 acres of land that could be subdivided and developed for more intensive use. This plan identifies a vision for the Grandview-Fitchrona Neighborhood and addresses the following topics:

- Existing Conditions
- Objectives & Policies
- Recommended Land Uses
- Development Staging
- Implementation Recommendations
- Dane County Zoning District Information
- Neighborhood Planning Maps

II. VISION

The Grandview-Fitchrona Neighborhood is to become a residential neighborhood that utilizes its proximity to urban services by developing at higher densities than what is typically found throughout the Town. Important natural resources are protected and landowners are encouraged to develop using conservation subdivision design principles. Undeveloped land will be preserved in a system of connected greenways that protect natural stormwater drainageways and wildlife habitat. A system of neighborhood trails that connect to regional trails will provide recreational opportunities and will allow residents to safely walk or ride throughout and beyond the neighborhood. Roadways will be designed to ensure adequate access and safe travel for neighborhood residents and through traffic.

III. EXISTING CONDITIONS

The Grandview-Fitchrona Neighborhood comprises about 870 acres or 1.4 square miles and is located within the Town of Verona. The neighborhood is bounded by U.S. Highway 18/151 to the north and west, and Fitchrona Road to the east. It extends south to a line parallel to and roughly 1,320 feet south of Grandview Road (see Map 1).

PLATTED LANDS

There are both platted and unplatted lands within the Grandview-Fitchrona Neighborhood Planning Area. The platted or developed lands in this planning area are located primarily west of Fitchrona Road in Township 6N, R8E, Section 13 of the Town of Verona in an existing residential subdivision. See Map 2 (Land Use) and Table 1 (Existing Plats in the Grandview Fitchrona Neighborhood).

Table 1 – Existing Plats in the Grandview-Fitchrona Neighborhood

Plat Name	Lots	Acres	Lot Size (Acres)	Units (Vacant & Developable)	Net Density ¹ (Units/Acre)
Norton's Wendellwood Addition	7	4.55	Average 0.65; Ranges from 0.40 to 0.99	5 (2)	1.54
Plat of Wendellwood	30	24.22	Average 0.81; Ranges from 0.38 to 1.71	29 (1)	1.24
Pleasant Acres	12	12.02	Average 0.92; Ranges from 0.64 to 1.31	12	1.00
Pleasant Acres Two	7	11.15	Average 1.50; Ranges from 0.98 to 2.57	7	0.63
Louis Hoffmann Estates	7	4.92	Average 0.7; Ranges from 0.46 to 0.86	7	1.42
Other CSM's	6	20.79	Average 2.6 Ranges from 1.35 to 3.56	5 (1)	.29
Outlots	3	4.93	Average 1.64 Ranges from 0.30 to 4.1	0	NA
Total					
Inc. Outlots	72	82.58	Average 1.15; Ranges from 0.30 to 4.1	65 (4)	0.84
Exc. Outlots	69	77.65	Average 1.13; Ranges from 0.39 to 2.57	65 (4)	0.89

¹ Net density excludes the areas devoted to streets and other infrastructure and includes vacant buildable lots. Total gross density for the platted portion of the neighborhood is .78 units per acre. Outlots and ROW account for approximately 12% of the total area.

Proposed Plats

While completing this plan there was a proposal for a new residential subdivision, “Huntington Ridge,” on the Verona Enterprises property (See. Map 5). The proposal calls for a mix of single family and multi-family housing.

Table 2 – Proposed Plat

Plat Name	Lots (Excluding Outlots)	Acres	Lot Size (Acres)	Units	Gross Density (Units/Acre)
Huntington Ridge	45	38.2	Average 0.41; Ranges from 0.34 to 0.61	~ 48 Multi-family, 41 Single Family	2.33

Unplatted Lands

Most of the planning area consists of unplatted, undeveloped lands totaling about 745 acres. These lands are owned by 13 landowners as shown in Table 2 and Map 5. Note that the Dane County lands are park and/or wetland and are not developable. Note also that the Burke and Slotten holdings are made up of smaller lots that were previously platted, but they are generally contiguous and undeveloped, making them candidates for future development.

Table 3 – Undeveloped Property Ownership

Property Owner	Parcels	Acres	Zoning
Dane County	7	151.5	A-1 EX, A-3
Grandview Properties LLC	4	150.5	A-1 EX
Robert & Joyce Sudeth	3	113.9	A-1 EX
Alice Thorson	2	74.5	A-1 EX
Arlene Burke	11	63.5	A-1 EX
Blanch Slotten	5	40.6	A-1 EX, A-2, A-2 (8)
Verona Enterprises LLC	1	38.2	A-1 EX
Jon & Denelda Baldock	1	38.0	A-1 EX
David Bischoff	1	36.0	A-1 EX
Three Couples LLC	1	19.3	RH-4
Wisconsin DOT	1	11.2	A-1 EX
Owner Name Unlisted	1	7.9	RH-1
Total	38	745	

It is assumed that most of the Grandview-Fitchrona Neighborhood will ultimately remain a part of the Town of Verona, unless some sort of intergovernmental agreement or joint planning effort determines otherwise. (See Implementation Section) Dane County, cities of Madison, Fitchburg, and Verona were given copies of this neighborhood plan, and opportunities to comment, prior to its adoption. It is anticipated that any sort of extraterritorial zoning or boundary agreement for this neighborhood would likely take place with the City of Verona.

Existing Land Use

Most of the developable lands within the Grandview-Fitchrona Neighborhood are currently zoned for agriculture and are in agricultural use (see Map 3). Current residential uses are limited to the existing limited urban service area (i.e. the existing residential subdivisions), occasional rural homes and farmsteads. There is a small airport located on the Slotten properties in the southwestern portion of the neighborhood (see Existing Transportation Facilities for more information). Excluding the Slotten properties, most of the land along STH 18/151 is publicly owned by the WIDOT or Dane County (See Map 5). Though zoned for agriculture, these lands are too wet or too steep for such use (see Map 4), and are predominantly open space, woodland, and surface water. The remainder of the planning area is primarily used for agricultural purposes.

Existing Zoning

The entire planning area is currently under the jurisdiction of the Dane County Zoning Ordinance, but it also lies within the potential extraterritorial jurisdiction of the City of Verona, City of Fitchburg, and the City of Madison (final jurisdiction is yet to be determined and has not been exercised at this time).

Much of the planning area is zoned in the Exclusive Agriculture District (A-1 EX) and is in agricultural use. The minimum lot size for A1-EX zoning is 35 acres. There are several areas zoned in other agricultural districts (A-2, A-2(8) and A-3). The developed subdivision located west of Fitchrona Road is zoned for residential use (R-1 and R-3A). Other residential uses are zoned for residential and rural housing use (R-4, RH-2, and RH-4). There is one commercially zoned parcel (C-2), and one zoned Agricultural Business (A-B). Zoning is illustrated in Map 3 and Table 2.

Though outside the planning area, lands to the south (Town of Verona) and east (City of Fitchburg) are largely undeveloped (see Map 1), zoned for agricultural use (see Map 3), and used for agriculture (see Map 2).

Existing Natural Features

Map 4 illustrates the contours, steep slopes, and wetlands within the planning area. Elevations range from high points of 1040 to 1060 feet in the southern and western parts of the planning area to low points of about 950 feet in the county lands along Highway 18/151. Slopes of 12% or greater can be found on a line from the southwest corner of the planning area to the northeast corner. This line is thought to indicate a significant bedrock ridge. In addition, many of these areas are the same or are adjacent to the existing woodlands including oak woodlots within this area. These lowlands feature several instances of surface water, including Goose Lake.

Stormwater

Stormwater falling on the planning area generally flows toward the low points along the highway, collecting into three local drainage ways, one at the west end of the planning area, one through the center of the area, and one at the east edge of the area just south of the existing subdivisions. The drainage ways are identifiable on Map 4 by their hydric (wet) soils. The central and western drainageways clearly direct water to the west and under the freeway. The eastern drainageway that runs along the existing subdivisions directs water toward a series of small ponds near the freeway with no apparent outlet. A preliminary analysis of this area using the County's 4-foot contour data suggests that water from this eastern drainageway does not flow further east into Goose Lake. All development shall comply with Chapter 14 Subsection II Erosion Control and Stormwater Management, Dane County Ordinances.

Sanitary Sewer Service Alternatives

Residential density in the Grandview-Fitchrona Neighborhood may be limited by the ability to provide sanitary sewer service. Map 6 indicates those areas that could be served with gravity sewer flow from an extension of the existing Madison Metropolitan Sewerage District (MMSD) located on the south side of US 151. The additional MMSD interceptor contributory area is approximately 1,070 acres in size and includes portions of the City of Fitchburg. Analysis indicates that an additional 545 acres within the Grandview-Fitchrona Neighborhood could be served using gravity flow. The only area not serviceable to the existing MMSD interceptor using gravity flow is the northern portion of the Burke and Slotten lands at the west end of the neighborhood (see Map 5). It may be possible to service the western end of the neighborhood using lift stations or from an extension of the City of Verona Urban Service Area.

The capacity of the existing MMSD interceptor is 23.1 MGD of which 13.4 MGD is currently being used from other lands. It is anticipated that the proposed interceptor will start on the northwest side of Goose Lake and then proceed south across the Dane County Parks property. At the southwest corner of the DeMarco Trail properties, the interceptor will proceed in a southeasterly direction to the Hoffman property and eventually to Fitchrona Road. Also at the southwest corner of the DeMarco Trail properties, a major Town Line will extend in a westerly direction to additional properties to the west and south. The proposed interceptor will then extend into the City of Fitchburg continuing in a southeast to easterly direction.

Any expansion of the MMSD sanitary sewer system as described above will require an urban service area amendment. The USA will consist only of lands that lie inside the Town of Verona boundaries that also fall inside of the MMSD interceptor contributory area. The completion of an USA is required prior to the design of proposed Town of Verona sanitary sewer extensions.

Another sanitary service alternative for much or all of the Grandview-Fitchrona Neighborhood is on-site septic systems. These could be either individual systems for each home or community systems that handle groups of homes. Community systems may be necessary at densities of two homes per acre or greater. Septic systems are a viable alternative and include the advantage of local groundwater recharge. Whereas a connection to the MMSD sanitary sewer system sends local well water to the City of Madison for treatment and, except for 3 million gallons per day

returned to the Badger Mill Creek, the clean water is diverted to the Rock River Basin. Septic systems would allow local well water to infiltrate back into the local aquifer.

Water Service

Prior analysis of the Grandview-Fitchrona Neighborhood indicates that future water supplies to new subdivisions should be from a public water supply and distribution system. The public water system must comply with WIDNR standards outlined in Chapter NR 811. This code contains standards for water supply to fire hydrants including hydrant spacing. The creation of public water supply and distribution will require the Town of Verona to create a utility district for the new neighborhood. Individual or community private wells are permissible if they comply with Dane County & WIDNR standards.

Transportation

The neighborhood plan is bounded by three existing transportation facilities: STH 18/151, Grandview Rd., and Fitchrona Rd. Grandview Rd. connects to the west with Old PB and to the east with Seminole Highway (City of Fitchburg). Whalen Rd., a half-mile south and parallel to Grandview Rd., also connects Old PB with Seminole Highway. Fitchrona Rd. connects the neighborhood with CTH M to the south and Nesbitt Rd. just north of STH 18/151. Neither Grandview Rd. nor Fitchrona Rd. has direct access to STH 18/151. Current road right of way for both roads is 33 feet from centerline. Table 4 displays the most current average daily traffic for all of the roads previously mentioned. The Town of Verona anticipates completing a traffic impact analysis for several roads and intersections in and near the neighborhood during the summer of 2007. The study is needed in part because of a new Target department store being built near CTH PB & STH 18/151.

Table 4 – Existing ADT

Roadway	2002 Estimated ADT
STH 18/151 (measured between Grandview & Whalen Rds.)	10,700
Nesbitt Rd. (measured between Fitchrona & CTH PD)	4,600
Old PB (measured north of Grandview Rd.)	4,200
CTH M (measured near Fitchrona Rd. intersection)	4,100
Fitchrona Rd. (measured north of Lacy Rd.)	2,200
Seminole Highway (measured south of Lacy Rd.)	1,700
Whalen Rd. (measured between Fitchrona & Seminole Rds.)	1,700
Grandview Rd. (estimated by WIDOT WISLR)	11-50

(Source: WIDOT 2002 Highway Traffic Volume Data)

Currently there is no mass transit that directly serves the neighborhood. However, there is a WisDOT Park N Ride facility located at the corner of Old PB and Business 18/151. This facility is within a mile and a half of all existing neighborhood residents. Madison Metro operates a weekday bus service directly from the West Side Transfer Point to Epic Systems on the City of

Verona's west side. Although this route passes by the Park N Ride facility it does not make any stops there.

There is a small privately owned airport located in the southwest corner of the neighborhood on the Slotten properties. The airport is available for public use, although it is an unattended facility. The airport consists of two turf runways (approx. 2,000 ft in length), one of which has a 30' obstruction to approaches and departures due to STH 151. (Source: Federal Aviation Administration)

The other notable transportation facility in the neighborhood is the Military Ridge State Park Trail. The Military Ridge State Park Trail is a crushed limestone trail that runs from Dodgeville to Madison. The trail passes through the communities of Mt. Horeb, Blue Mounds, Barneveld, Ridgeway, and Verona. In Madison, the trail connects to the Capital City State Trail, which winds its way through the near-west, downtown, east side, and south sides of Madison. Eventually this trail will connect to other state trails including:

- Badger State Trail, which will take riders south through the Village of New Glarus and the City of Monroe to the Illinois border.
- Glacial Drumlin State Trail, which travels east to the City of Waukesha.
- Ice Age Trail, which will travel through portions of north central, and northeastern Wisconsin.

IV. OBJECTIVES & POLICIES

This neighborhood plan includes objectives and policies intended to guide the form and function of future development. Development proposals will be reviewed for consistency with these objectives and policies.

Land Use Objectives and Policies

Objectives

1. Permit rural & urban residential development that is designed and sited based on compatibility with existing uses, the ability to provide services, and environmental constraints.

Policies

1. Higher residential densities will be allowed in areas where public sanitary services are available.
2. Conservation subdivisions are encouraged, but not required. Traditional subdivisions are encouraged to include conservation subdivision design attributes as practical (i.e. protect existing woodlands and natural features, design with the natural topography, hide development from main roads with setbacks and plantings, and use easements and outlots to provide contiguous open spaces with trails and planted buffers).
3. New developments in the Grandview-Fitchrona Neighborhood should complement and are encouraged to take advantage of the regional open space and recreational facilities within the neighborhood planning area, such as connecting new pedestrian and bicycle trails to existing trail systems.
4. Residential land use activities should be sited in a manner that ensures compatibility between new and existing residential uses, and provides a system of contiguous preserved natural areas and open spaces.

Housing Objectives and Policies

Objectives

1. Promote a range of housing designs, densities, and layouts that are based on compatibility with existing uses, the ability to provide services, and environmental constraints.
2. Encourage conservation subdivisions as an alternative to traditional subdivisions. Traditional subdivisions are encouraged to include conservation design attributes as practical (i.e. protect existing woodlands and natural features, design with the natural

topography, hide development from main roads with setbacks and plantings, and use easements and outlots to provide contiguous open spaces with trails and planted buffers).

Policies

1. Higher residential densities will be allowed in areas where public sanitary services are available or private community wastewater treatment systems are possible, and throughout the neighborhood conservation subdivision design is encouraged.
2. New housing developments are encouraged, but not required, to utilize the Town's Conservation Subdivision Ordinance and should permanently preserve contiguous corridors of natural areas and open spaces. Traditional subdivisions are encouraged to include conservation design attributes as practical (i.e. protect existing woodlands and natural features, design with the natural topography, hide development from main roads with setbacks and plantings, and use easements and outlots to provide contiguous open spaces with trails and planted buffers).

Transportation Objectives and Policies

Objectives

1. Ensure that the local transportation system remains safe and functional as this area is developed.
2. Coordinate the transportation system with land use and integrate it with the functional, social, and visual patterns of the area.
3. Enhance opportunities to serve the area with alternative modes of transportation.

Policies

1. New subdivisions should be designed with adequate street connectivity so that through automobile traffic traveling between residential areas within the neighborhood can use local streets rather than collectors. Street networks shall be designed with a hierarchy of local roads. Proposed street networks in the area north of Grandview Road should allow for a through connection between Fitchrona Road and the western segment of Grandview Road.
2. Residential developments in the planning area should utilize a limited number of access points to Fitchrona Road in order to maintain a safe and functional transportation system. No more than three new access points shall be permitted from this neighborhood to Fitchrona Road, and no more than one access point per existing 40 acre parcel. These access point shall be located so as to minimize conflicts with existing intersections and maximize sight lines relative to the existing topography.

3. New subdivisions should be designed to discourage non-resident automobile traffic from traveling through the interior of residential neighborhoods.
4. Local streets shall be arranged to conform to the topography, to discourage use by through traffic, to permit the design of efficient storm and sanitary sewerage systems where such sewers are proposed, and to require the minimum street area necessary to provide safe and convenient access to abutting property.
5. Residential areas should be designed to allow for convenient circulation by pedestrians, and bicycles.
6. New development should provide adequate right of way for transportation improvements such as widening, additional lanes, bike lanes, or roundabouts where appropriate. New Development along Fitchrona Rd. shall provide for a 120' ROW (60' from existing centerline).
7. Bicycle and pedestrian trails within the planning area are encouraged to connect with existing or planned trails near the planning area. A dedicated bike path that connects the Military Ridge State Trail to Fitchburg Road is strongly encouraged to allow for future connection to the Badger State Trail in Fitchburg.
8. New subdivisions within the neighborhood are required to complete a traffic impact analysis (TIA), unless the Town waives this requirement. A licensed professional engineer in the state of Wisconsin shall conduct the traffic impact analysis in accordance to WIDOT Facilities Manuals.

Open Space & Parks Objectives and Policies

Objectives

1. Promote responsible development that protects, enhances and preserves natural areas resources and features such as wetlands, floodplains, streams, lakes, steep slopes, woodlands, and native grassland.
2. Provide adequate access to recreational opportunities for the enjoyment and use by local residents.

Policies

1. Existing natural and planned opens spaces/parks should be linked to the maximum extent possible to create a connected greenway system and located in accordance with the currently adopted Town Open Space and Parks Plan or the Dane County Parks and Open Space Plan.

2. Park, recreation, and open space facilities should be scaled to the needs of the population (both present and future) in the neighborhood.
3. Open spaces and parks should be provided in all subdivisions and should provide opportunities for recreation and informal social and civic activities.
4. Buffer areas along natural drainageways, marshes, prairies, woodlands, and scenic areas are encouraged.

Utilities & Community Facilities Objectives and Policies

Objectives

1. Consider higher density residential development in areas that can be served by either the Verona Urban Service Area and/or the Madison Central Urban Service Area.
2. Require any development outside of an Urban Service Area to be on a site with adequate well and septic access.
3. Properly site stormwater management facilities to minimize flooding within and adjacent to the neighborhood.

Policies

1. Multiple-family housing will be considered only within an urban service area where it can be served by public sewer or a community septic system.
2. Limited urban service areas may be permitted if it is determined that full urban services are not necessary. A limited urban service area may include public or private water service and/or public or private sanitary sewer service. Limited urban service areas that do not provide sanitary sewer service will not qualify the development for density bonuses.
3. Any development proposing joint private onsite wastewater treatment systems, particularly those using newer technologies, shall be required to submit a maintenance and operation plan to the Town of Verona, subject to approval by the Town Engineer and the Town Board. The developer shall agree to the creation of a Town sanitary district at the Town's discretion in the event the system fails and the owner/operator fails to address the problem. Costs associated with repairs and maintenance shall be charged back to the serviced users of the facility.
4. New developments in the Grandview-Fitchrona Neighborhood shall comply with all Dane County stormwater regulations pertaining to erosion control and stormwater management including shorelands, wetlands, and floodplains.

5. Stormwater management systems should maximize infiltration and enhance groundwater recharge.
6. Each proposed subdivision will be responsible for its own stormwater management (no public regional facilities are planned by the Town).
7. Offsite stormwater flows that currently pass through a proposed development should be safely passed through with the expectation that later “upstream” development will include separate management facilities per County regulations.
8. Detention or retention areas shall be designed so that any overflow is released into the natural drainage ways of the neighborhood (Map 4).
9. Developers shall be required to analyze pre-development and post-development stormwater runoff to downstream drainageways and water features (i.e. Goose Lake, Nesbitt Pond, Bischoff’s Pond, the nesting ponds, and Badger Mill Creek) and to minimize the impact of development-related stormwater flows into those areas as required by Wisconsin Department of Natural Resources and Dane County codes and ordinances.

Intergovernmental Objectives and Policies

Objectives

1. Work with Dane County, the Wisconsin Department of Transportation, and neighboring municipalities to maintain and improve local highways and roads.
2. Work with Dane County, the Wisconsin Department of Natural Resources, and neighboring municipalities to continue to protect existing natural areas and open space corridors, while promoting the creation of new areas where feasible.
3. Work with the Capital Area Regional Plan Commission, City of Fitchburg, City of Verona, and Madison Metropolitan Sewer District to maintain (and expand when necessary) the existing urban service area.
4. Work with Madison Metro to improve transit services adjacent to the neighborhood.

Policies

1. Encouragement of Intergovernmental Cooperation on Relevant Issues - Collaborate with neighboring municipalities in addressing common issues such as annexation, storm water, open space, parks, transportation, and sanitary sewer in planning for future development in the Grandview-Fitchrona neighborhood.

2. Cooperatively Manage Open Space Resource Areas - Collaborate with other public and private entities in the development and management of natural features.
3. Coordinate Planning in the USH 18-151 Bypass Area - Collaborate with the City of Verona and Madison Metro in planning for potential development adjacent to the Verona Bypass and in planning transportation improvements required in the Town as a result of that development.
4. Actively Participate in Local and Regional Planning Efforts - Attempt to minimize conflicts between other governmental units by actively participating in relevant planning processes, serving on committees, and encouraging citizen involvement in joint planning projects between affected units of government.
5. Actively Seek Comments from Neighboring and Overlapping Jurisdictions - Solicit comments on proposed development within the neighborhood plan from the Verona Area School District in relation to evaluating potential impacts of new residential development within the Town, and similarly consult with the District on any proposed development of significant size.

V. RECOMMENDED LAND USES

The Town's vision for the Grandview-Fitchrona Neighborhood is residential developments that allows landowners four different development alternatives and permanently protects environmentally sensitive areas by encouraging the use of conservation subdivisions or conservation subdivision design attributes as part of traditional subdivisions.

The Future Land Use Map includes four land use classifications. These land use classifications were created based on the future land use classifications of Town of Verona Comprehensive Plan, the Town of Verona Open Space & Parks Map, the existing conditions of the area (including land use compatibility and environmental constraints), and the ability and feasibility to provide public sanitary sewer.

- Conservancy (C) – No new development shall be allowed in these areas. These areas include the land held in ownership by the WIDOT & Dane County. Park and recreation facilities shall be appropriate in these areas.
- Recommended Open Space (ROS) – An overlay district shown on Map 7 (Future Land Use) indicating appropriate areas for open space based on the natural features of the area (See Map 4). Developers are encouraged to use these areas as part of any required or voluntary open space reservation.
- Existing Residential (ER) – Areas identified as ER include those lands within the neighborhood that are already platted for residential development. Existing lots shall not be further subdivided unless the resulting lots are similar in size and configuration to adjacent lots, new lots are connected to existing public urban services (i.e. sewer and/or water service), and all resulting lots meet the requirements of the Town of Verona Land Division Ordinance.
- Residential Growth Area (RG) – Areas identified as RG may be developed under one of the following four development options:
 - Privately Sewered Traditional Subdivisions
Privately Sewered Traditional Subdivisions shall have a net residential density² of no more than .5 units per acre. Only single-family or two-family residences may be permitted. Use of conservation subdivision design attributes is encouraged, but not required.
 - Privately Sewered Conservation Subdivisions
Privately Sewered Conservation Subdivisions shall have a net density of no more than 2.5 units per acre and shall preserve at least 40% of the gross acreage as open space (Refer to the Town's Conservation Subdivision Ordinance for additional regulations). Only single-family or two-family residences may be permitted.

² Net density is derived by subtracting from the gross acreage of the parent parcel the acreage consisting of the following: existing street rights-of-way, restrictive utilities rights-of-way, floodplains, wetlands, woodlands, slopes greater than 12%, navigable streams, ponds, lakes, and open space requirements

Private community sanitary systems are subject to regulation and approval by Dane County and State authorities.

- Sewered Traditional Subdivisions
 Sewered Traditional Subdivisions shall have a net density of no more than 4 units per acre and shall preserve at least 20% of the gross acreage as open space. Both single-family and multi-family residences maybe permitted. Use of conservation subdivision design attributes is encouraged, but not required. Sanitary sewer service may be either public or private. Private community sanitary systems are subject to regulation and approval by Dane County and State authorities

- Sewered Conservation Subdivisions
 Sewered Conservation Subdivisions shall have a net density of no more than 6 units per acre and shall preserve at least 40% of the gross acreage as open space (Refer to the Town’s Conservation Subdivision Ordinance for additional regulations). Both single-family and multi-family residences maybe permitted. Sanitary sewer service may be either public or private. Private community sanitary systems are subject to regulation and approval by Dane County and State authorities

Table 5 provides a summary of the Residential Growth Area Development alternatives:

Table 5 - Development Standards

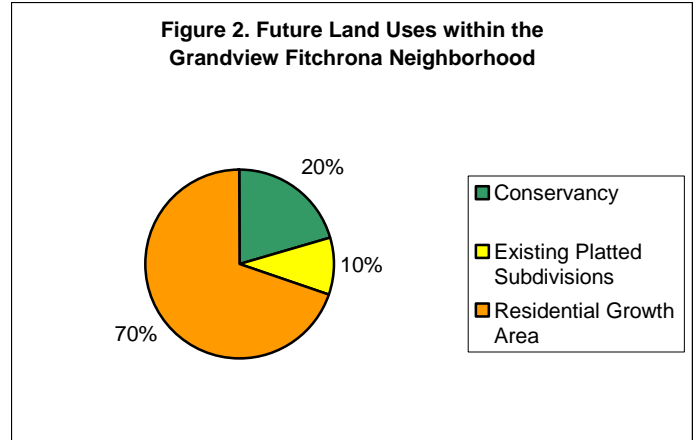
Residential Growth Area Development Standards	Privately Sewered - Traditional Subdivisions	Privately Sewered - Conservation Subdivisions	Sewered - Traditional Subdivisions	Sewered - Conservation Subdivisions
Allowable Net Density (units/acre)	0.5	2.5	4	6
Open Space Requirements (gross acreage)	0%	40%	20%	40%
Minimum Residential Lot Size				
Single Family	20,000 sq.ft.	20,000 sq.ft.	10,000 sq.ft.	8,000 sq.ft.
Duplex	20,000 sq.ft.	20,000 sq.ft.	12,500 sq.ft.	10,000 sq.ft.
Multifamily	Not Permitted	Not Permitted	8,000 sq.ft. (plus 5,000 sq.ft. per dwelling unit)	8,000 sq.ft. (plus 5,000 sq.ft. per dwelling unit)
Building Height	35 ft or 2 1/2 Stories	35 ft or 2 1/2 Stories	35 ft or 2 1/2 Stories	35 ft or 2 1/2 Stories

Future Land Use Summary

Table 6 provides a summary of how land in the Grandview-Fitchrona Neighborhood is to be allocated for open space preservation or residential use.

Table 6 – Future Land Use Allocation

Future Land Uses	Total Acres	Percent of Total
Conservancy	177.1	20.4%
Existing Platted Subdivisions	84.4	9.7%
Residential Growth Area	605	69.8%
Total	866.5	100.0%
Potential Additional Open Space	242.0	27.9%



Approximately 177 acres of the neighborhood planning area is identified for open space preservation. However this amount will expand if landowners choose to develop higher-density developments. If all the areas shown as residential were developed as conservation subdivisions an additional 242 acres will be preserved, or 28% of the neighborhood area. Areas for consideration as additional conservation and open space land are shown on Map 7 as Recommended Open Space.

Table 7 provides an estimate of the number of units allowed based on the four development alternatives and an undeveloped 40-acre parcel.

Table 7 – Development Scenario

Residential Growth Area Development Standards	Privately Sewered - Traditional Subdivisions	Privately Sewered - Conservation Subdivisions	Sewered - Traditional Subdivisions	Sewered - Conservation Subdivisions
Total Acres	40	40	40	40
Allowable Net Density (units/acre)	0.5	2.5	4	6
Open Space to be Preserved (acres)	0	16	8	16
Estimated Number of Units (Assumes 15% for ROW) ³	17	51	108	122
Estimated Gross Density (units/acre) ⁴	0.4	1.3	2.7	3.1

Impacts to Area Schools

Discussions with the Verona Area School District indicate that if the Grandview-Fitchrona Neighborhood was built out according to the maximum number of units indicated in the plan, the school district could anticipate an enrollment increase of 740 students (1,851 units x .40 students per unit). The overall impact to the school district is difficult to anticipate since the

³ The actual number of units and gross density will vary depending on the percentage of ROW within each development proposal.

neighborhood will not be fully developed for 15-30 years and it is unlikely that the entire area will be developed, or developable, under the highest residential growth alternative. (Source: Verona School District)

Impacts to Transportation Facilities

Arterial Streets

Fitchrona Road is likely to become a primary north-south arterial street, and may eventually need to be widened or even expanded for higher traffic segments to the north. Additional residential traffic from this neighborhood and other nearby developments will need to be carefully watched. Specific infrastructure relating to this roadway should be jointly planned with the City of Fitchburg. Any development within the Town of Verona will need to ensure that adequate right of way is provided for any potential future improvements. The Town of Verona Subdivision & Development Ordinance requires 80+ feet of R.O.W to be dedicated for arterial streets. These requirements will be increased to 120 feet of R.O.W. (60 feet on each side of the centerline) along Fitchrona Road as required by this plan. This plan allows only three new access points from this neighborhood to Fitchrona Road.

It is assumed that Whalen Road will become a primary east-west arterial route located just south of this planning area. No direct access is anticipated to the arterial highway U.S 18-151.

Collector Streets

Grandview Road is likely to become a local neighborhood collector and will likely see additional traffic as this neighborhood develops. Additional development will increase traffic, and therefore also creates the potential for the need for improvements. The Town will need to ensure that any development along this road provides adequate right of way for any potential future improvements. The Town of Verona Subdivision & Development Ordinance requires 66 to 70 feet of R.O.W to be dedicated for collector streets. It is also proposed that one of the local roads should be a through connection between Fitchrona Road and the western segment of Grandview Road.

Local Roads

Local streets shall be arranged to conform to the topography, to discourage use by through traffic, to permit the design of efficient storm and sanitary sewerage systems where such sewers are proposed, and to require the minimum street area necessary to provide safe and convenient access to abutting property. The Town of Verona Subdivision & Development Ordinance requires 60 to 66 feet of R.O.W to be dedicated for local streets. Any subdivision proposing local roads that are meant to extend beyond the plat boundary must be formally coordinated with the Town Board, Town Engineer, and neighboring property owners. Developers will be required to provide evidence that such coordination has taken place. In addition, local roads should be designed to discourage through traffic from utilizing these routes.

Average Daily Traffic Projections

Table 8 – Estimated ADT

Section	Estimated Maximum Units	Estimated ADT
Eastern	777	7,770
Western	422	4,220
Southern	652	6,520
Total	1,851	18,510

Table 8 estimates the average daily traffic (ADT) that could result from the neighborhood if it were developed at the maximum densities described in the Neighborhood Plan Summary.

Estimated average daily traffic was calculated using the industry standard of 10 trips per single family home (Institute of Transportation Engineers). It is difficult to determine what percentage of the estimated ADT for the neighborhood would be dispersed on to Fitchrona or Grandview roads. Assuming somewhat greater traffic draw to the north toward Madison than to the west toward the City of Verona via Grandview Road, Fitchrona would carry 60%, an additional 9,804 trips per day (versus 2,200 in 2005), and Grandview Road would carry 40%, an additional 6,536 trips per day (versus 50-100 in 2005).

Intersection of Grandview and Fitchrona

Preliminary discussions indicate that two alternatives for this intersection will be further evaluated. The first alternative will be a roundabout similar to the proposed roundabout to the north on Fitchrona Road near the pending commercial development in Fitchburg. The second alternative is traffic signals, and would require monitoring of traffic counts and movements to determine if and when this intersection would be signalized. The proposed traffic impact study described in the Existing Conditions sections will provide greater insight into the future needs of this intersection.

Transit Services and Bikeways

No Madison Metro routes are anticipated to directly serve the neighborhood. As the neighborhood becomes built out, the Town of Verona should coordinate with Madison Metro to establish a bus stop at the Park N Ride facility on Old PB. Since the Military Ridge Trail connects to the Park N Ride it is anticipated that new trails built within the neighborhood could provide pedestrian and bicycle access to this location.

Verona Air Park

As a privately owned airport, the Verona Air Park it is afforded no provisions in the statutes (Chap 114) to protect its approaches through height zoning. The only way for the owner of a private airport to protect its approaches is to buy the land surrounding the airport. The Town could amend the subdivision ordinance or work with the county to adopt zoning to protect the airport, but to date has not done so.

Since the airport is open to the public, the Federal Aviation Administration (FAA) is involved to some degree with development review near the airport. Any entity that wants to build a structure in close proximity to the airport has to notify FAA so they (FAA) can review the proposed construction relative to its impact on the airspace surrounding the airport. The process is to file a

FAA Form 7460-1, copies of which are available on their website. The filing requirements are as follows: "anything that penetrates a 100:1 plane within 20,000 feet from the nearest point of the nearest runway must have a 7460 filed at least 60 days before the proposed construction". This is an airspace review process, not an approval process. The FAA can object to whatever is being proposed and the proponent may still develop their land, provided it meets all local ordinances. If a pilot using the airport crashes into something that FAA has formally objected to, the pilot may pursue legal charges on the basis of the FAA recommendations, even though the landowner had every legal right to develop their land.

VI. DEVELOPMENT STAGING

The future land use map for this neighborhood (Map 7) is roughly divided into four sections:

1. "North Section" - includes the County lands and existing residential subdivisions.
2. "East Section" – includes land north of Grandview Road and east of the sanitary sewer contributory area.
3. "West Section" – includes land north of Grandview Road and west of the sanitary sewer contributory area.
4. "South Section" – includes land south of Grandview Road.

The development of this neighborhood is anticipated to occur over a 15-30 year period and this phasing will depend, in part, on the availability of public sanitary services, market demand, and the willingness of existing landowners to subdivide property. Development will likely occur in the Eastern Section first, then spread to the Western & Southern Sections, due to the more immediate availability of sanitary service development.

Table 10 – Development Staging

Area	Anticipated Build Out
Eastern Section	1 to 10 Years
Western Section	5 to 30 Years
Southern Section	5 to 30 Years

VII. IMPLEMENTATION RECOMMENDATIONS

Most of the recommendations made in the Neighborhood plan can be implemented with the Town's current implementation tools, such as zoning, land subdivision regulations, and the capital improvements program and the capital budget. Some intergovernmental planning and agreements regarding final development of this area is strongly recommended. In formulating the Neighborhood Plan, it is intended that some of the areas within the Grandview-Fitchrona Neighborhood could ultimately be provided with the full range of urban services, while other areas may remain rural in nature.

Funding of Improvements

The various improvements identified in this neighborhood plan document will be funded in one of three ways:

- 1) By the first developer to begin construction in an undeveloped section of the neighborhood. The developer would be repaid for the investment through a recapture agreement with nearby properties to be developed later.
- 2) By owners of property being improved or developed through a special assessment district.
- 3) Other ways as may be appropriate

The selected funding method should be further detailed in a development agreement between the developer and/or landowner, the Town of Verona, and, most likely, the City of Fitchburg.

Comprehensive Plan Amendments

It is recommended that the Grandview-Fitchrona Neighborhood Plan be adopted as a part of the Town's Comprehensive Plan. This could be done by simply adding it as an appendix to the current plan. At the next formal update of the Town's Comprehensive Plan, the appropriate policies and maps should be updated to incorporate the neighborhood plan.

Central Urban Service Area Amendment

Most of the lands within the Grandview-Fitchrona Neighborhood are outside of the Town's existing urban service area (and the Central Urban Service Area). Lands currently within the Central Urban Service Area include the existing residential subdivision. Landowners within the Residential Growth Area electing to develop at higher densities will likely require expansion of the Central Urban Service Area.

Following the adoption of the Grandview-Fitchrona Neighborhood plan as a part of the Town's Comprehensive Plan, it is recommended that an amendment for expansion of the Town's urban service area for the appropriate areas within the Eastern section of this neighborhood plan be prepared and submitted to the appropriate review agency for its consideration.

Zoning

It is recommended that all lands be zoned in conformity with the uses identified here in the Grandview-Fitchrona Neighborhood Plan if and when the landowner applies for such zoning in conjunction with a specific development proposal. If zoning for this area under the Dane County Zoning Ordinance proves difficult, the Town may wish to further consider possibilities of cooperating with a neighboring city to exercise that city's extraterritorial zoning jurisdiction.

Land Subdivision Regulations

The Grandview-Fitchrona Neighborhood plan can be implemented under the Town's land division and subdivision regulations. These existing regulatory tools will provide for streets, parks, drainageways and stormwater retention areas. Any proposed public areas will be acquired through land dedications as provided for in the land division and subdivision regulations. Similarly, any road right of way, drainageways and stormwater retention areas, or other land needed for other public facilities will be acquired through land dedications.

It is recommended that any future subdivisions conform to the Grandview-Fitchrona Neighborhood Plan, the Town of Verona Comprehensive Plan, the Town of Verona Opens Space and Parks Plan, and the Dane County Park and Opens Space Plan, especially regarding the location of collector streets, extension of sanitary sewer services, and proposed open space corridors. It is further recommended that any local streets in such subdivisions support the objectives and conform to the policies described in the Neighborhood Plan.

Capital Improvements Program and Capital Budget

The Grandview-Fitchrona Neighborhood Plan indicates the likely need for improvements to Grandview and Fitchrona roads as this area develops. These improvements may be funded through a combination of private and public sources, though it is assumed most costs will be borne by private developers. It is recommended that the Town of Verona include within future capital improvement program and the capital budget those funds necessary to make improvements as needed.

Annexation Policy

It is recommended that lands currently within the Town proposed for development by this neighborhood plan remain a part of the Town, unless an official, formal joint planning effort or intergovernmental agreement establishes mutually agreed upon criteria regarding the eventual annexation of the areas identified in this plan.

Should any property owner opt out of the Town of Verona and gain approval for annexation of their land into either the City of Verona or the City Fitchburg, those lands included in the annexation will no longer be subject to this neighborhood plan. However, developments within those lands should still be compatible with surrounding land uses and access should be coordinated with adjacent properties.

Merger Policy

At the time of completion of this neighborhood plan the Town and City of Verona were considering merging into one municipality. If this occurs, the relevance of this neighborhood plan will depend on the policies developed by the two communities regarding land use planning.