

## **8. SCHOOL LOCATIONS**

Sites for an Oregon School District elementary school and middle school should be reserved in the Nine Springs Neighborhood. The sites for an elementary school should be approximately 10 acres and a site suitable for the middle school should be approximately 20 acres. A combined site should be approximately 20 to 25 acres. The institutional area noted at 26 gross acres would provide suitable acreage. However, Department of Public Instruction guidelines would require about 15--16 acres for an elementary school. The institutional site would also be appropriate for other educational facilities--private or public. A campus type approach working around the pedestrian promenade would be especially desirable.

It may be desirable, however, to provide the elementary and/or middle school to the west or northwest of the institutional area so that the public school lands can take advantage of the area park and the E-Way. More efficient school land use could result from this arrangement as well as access to the open laboratory that is the E-Way.

## **9. PARK AND RECREATION FACILITIES**

### **9A. NEIGHBORHOOD AND COMMUNITY PARKS**

The Nine Springs Neighborhood will require at least two neighborhood parks and an area park, as shown on the Public Facilities Plan map. The neighborhood parks should be located so that all developed neighborhoods are within approximately one-quarter of a mile of a neighborhood park. When fully developed, the Nine Springs Neighborhood will require two additional neighborhood parks and a larger area park to serve the area north of Lacy Road. The area south of Lacy Road can be served by McGaw Park and the proposed park identified in the Oak Meadows preliminary plat (plat of Eby property). General neighborhood park locations are identified in the public facilities plan map, but their final sizes, and location, will be determined by the Park Commission at time of platting. The neighborhood parks should generally be in the 5 to 8 acre range. An area park is shown within what would be acquisition reserve (and should be considered acquisition reserve if the park does not reach its potential at this location) and is about 12 acres in size. Linear park connections are also proposed such as the linear connection that runs northerly from the proposed East Cheryl Parkway extension to the southern edge of the proposed area park and the land acquisition reserve area.

The parks should be acquired through land dedication at the time of platting. The City's current parkland dedication regulations require the dedication of 2,900 square feet of land per dwelling unit. The City's parkland dedication requirements specify that Storm water retention and detention basins, wetlands, floodplain, and the initial 75' of upland within environmental corridors cannot be used to meet the land dedication requirements. These nonpark open space areas are handled in the ordinances as separate dedications or preservation areas.

Where feasible, parks should be located adjacent to Storm water management areas, school sites, or other open space areas.

### **9B. OPEN SPACE CORRIDORS AND E-WAY BUFFERS**

In addition to the neighborhood and community parks shown on the Parks and Open Space Plan, the City should reserve connecting open space corridors that will provide continuous recreational trail and open space linkages between subdivisions within the Nine Springs Neighborhood. Some of the Storm water conveyance areas could be widened to serve that purpose.

Where feasible natural drainageways should be used as open space corridors or "greenways." The greenways containing drainageways should be at the width recommended in the storm water study, or somewhat wider if recreational trails are included within them. Where the open space linkage corridors, as shown on the storm water plan are not specifically drainageways, parkland dedication should be used to acquire those areas for trail connections. One such upland corridor is located at the westerly portion of section 11 roughly from the proposed East Cheryl Parkway north to the proposed acquisition reserve on the WARF property.

The E-Way Committee Report recommended that certain lands (part of WARF, McKeown, and Gervasi lands) should be included in the E-Way and that the affected municipalities support these boundaries. The acquisition is the responsibility of Dane County, and/or the WIDNR. The reasons for the E-Way Committee recommendation include, but are not limited to: 1) the importance of the E-Way as a public resource involving the protection of the adjoining wetland, and one of the few remaining undisturbed sedge meadow wetlands; 2) the potential adverse impact that the development of the land could have (as this area slopes directly to the Nine Springs E-Way) relative to storm water erosion, infiltration, and to the nearby springs; 3) physical site limitations relative to slope and soil conditions which pose development constraints, and 4) that the land is intended to be acquired and that a land exchange or purchase is anticipated. If these lands are to be publicly acquired the acquisition would be the responsibility of Dane County and /or WIDNR through purchase or land exchange between WARF and the WIDNR; it is not anticipated that the City of Fitchburg would be purchase or participate in the purchase of these lands, except for the use of parkland dedication and/or fees -in-lieu of dedication to obtain a minimum 12 acre area

park. Preferable, the area park should be about 15 acres. The intent is to insure protection of the springs, wetlands and creek from the effects of urbanization. It can be expected that any form of urbanization proposed for these lands will be highly scrutinized.

It should be noted that some of the designated buffers are shown as potential acquisition lands in the Nine Springs Creek E-Way Corridor Plan adopted by Dane County. The precise location and size of the buffer areas will be determined at the time that the plats and/or development proposals are submitted and final storm water conveyance requirements and other trail connections are known.

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# 10. ECONOMIC AND FISCAL IMPACT

## 10A. ESTIMATED NINE SPRINGS NEIGHBORHOOD DEVELOPMENT VALUE

The proposed land use plan for the Nine Springs Neighborhood calls for development of up to 1,990 dwelling units, 315,200 square feet of commercial space, and 1,295,823 square feet of business park. Also included is the value for the institutional development of an estimated 303,526 SF, although it is likely that the institutional development would be tax exempt. The commercial, business park and institutional values noted in the table below is the average of the high and low ranges noted for each use in table 5 Build-Out Business and Institutional Development. The potential tax base generated by this level of development, based on estimated 1996 construction costs, would be approximately excluding the institutional value.

**Table 6 Estimated Development Value (1996 Construction Costs)**

<u>Use Classification</u>	<u>Estimated Tax Base</u>
Low Density Residential (544 Dwelling Units @ \$200,000 per D.U.)	\$108,800,000
Medium Density Residential (511 Dwelling Units @ \$150,000 per D.U.)	\$76,650,000
High Density Residential (935 Dwelling Units @ \$115,000 per D.U.)	\$107,525,000
Commercial (236,400 SF @ \$70.00 per SF)	\$16,548,000
Business Park (971,867 @ \$40.00 per SF.)	\$38,874,680
Institutional (227,645 SF @ \$70.00 per SF) <u>\$15,935,150</u>	
<b>Total Estimated Value</b>	<b>\$364,332,830</b>

## 10B. FISCAL IMPACT ANALYSES

While it is apparent that new development in the Nine Springs Neighborhood will significantly increase the City's tax base, it is not feasible at this point to determine whether the tax revenues generated from individual developments will be sufficient to cover the cost of providing public services and facilities.

The City should develop a methodology that can be consistently applied to new developments to determine the fiscal impact of each development. At the present time, this type of analysis is typically provided by the developer/applicant and the assumptions used by each applicant may vary considerably.

The City should establish some base "level of service" guidelines for fiscal impact analyses that should be applied consistently to each individual development. Ideally, the "level of service" guidelines should be prepared within the context of a "Public Needs Analysis" as required by Wisconsin's Impact Fee Law (Wisconsin Statutes ss 66.55)

## 10C. MAJOR INFRASTRUCTURE FINANCING

The provision of urban services in the Nine Springs Neighborhood will require several major infrastructure system improvements, including the extension of sanitary sewers, some through undevelopable land in and adjacent to the

E-Way, and the potential extension of looped water mains through undevelopable WIDNR, or WARF property. A new well and possible future reservoir are required, although not necessarily only due to growth in the nine Springs area. The City typically finances these major infrastructure improvements, along with potential basin-wide storm water management facilities through either area assessments or impact fees paid at the time of development. A storm water utility district is being considered as another option for financing the installation of the area-wide aspects of the storm water management system. The City has used some impact fees to recover costs associated with some transportation improvements, and the use of dedications to obtain the necessary right-of-way. An opportunity exists for the City to look at further expansion of impact fee options for the financing of additional off-site highway improvements.

## **11. PLAN EVALUATION**

Within five to eight years of plan adoption the City should re-evaluate the planning situation. Particularly important would be to examine further possible redevelopment options that may start to be present, and to examine overall density particularly in the rail corridor. School location decisions may also play an important role in plan evaluation.

The Nine Springs Plan should not be viewed as a static document, but rather it should be analyzed and re-evaluated based on the different and varying situations that may become present overtime. The main goals, however, of a balanced neighborhood that is transit friendly should be present and where possible built upon.