

Cross Country Neighborhood Development Plan

Recommendations for Land Use and Development

**City Of Madison
Department of Planning and Development
Planning Unit**

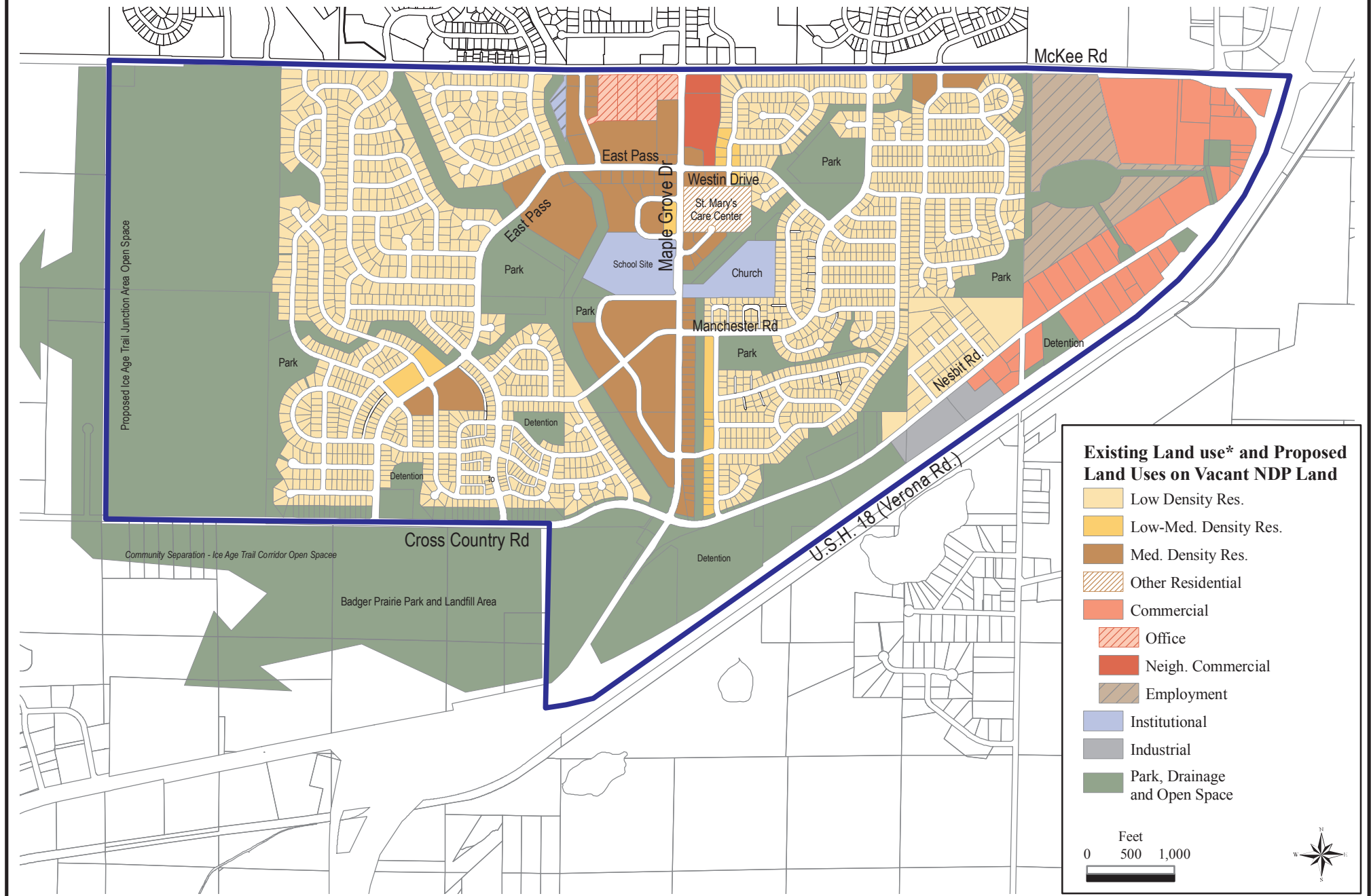
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Cross Country Neighborhood Development Plan

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and *implemented through subdivision and zoning approvals



CITY OF MADISON
CROSS COUNTRY NEIGHBORHOOD DEVELOPMENT PLAN

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INTRODUCTION

On December 4, 1990, the Madison Common council adopted the Peripheral Area Development Plan as a component part of the City of Madison's Master Plan. The Peripheral Area Development Plan makes recommendations for both land use and long-term development in the peripheral area beyond the current edge of urban development. Most of the lands included in the Peripheral Area Development are currently outside of the Central Urban Service Area. However, because future land developments are intended to be provided with public improvements and the full range of urban services, these lands must ultimately be added to the Central Urban Service Area.

The Peripheral Area Development Plan designates certain lands as Urban Expansion Districts or the recommended locations for future expansion and long-term growth for the City of Madison. The Districts are further categorized into Urban Expansion-A and Urban Expansion-B. The Urban Expansion-A Districts include areas recommended as the first priority locations for future urban development and City growth in the near to mid-term, and for which urban services can be most easily and efficiently provided by the City of Madison. The Urban Expansion-B Districts include areas which are also recommended for eventual urban development, but are not recommended for development in the near to mid-term.

Planning Area W4, which is in the southwest portion of the Madison urbanized area and located south of McKee Road and west of the Westhaven Trails Plat, is designated as an Urban Expansion-A District. It includes about 1,180 acres or 1.8 square miles. Of the 1,180 total acres, only 149 acres are currently within the Central Urban Service and the remaining 1,031 acres must be added to the Central Urban Service Area before any future urban development can occur. Except for a small residential development on Hickory Ridge Road and some residential and commercial developments along Nesbitt Road near Fitchrona Road, all of Planning Area W4 is undeveloped or in agricultural use. The recommended land use for Area W4 is primarily for residential purposes.

The Peripheral Area Development Plan contemplates the preparation and adoption of a detailed neighborhood development plan prior to the initiation of any request for an amendment to the Central Urban Service Area or before any development can occur in any area within the Urban Expansion District. The purpose of this report is to prepare a detailed neighborhood development plan for only that portion of Planning Area W4 located south of McKee Road, and in addition, some lands currently within the City of Fitchburg.

EXISTING CONDITIONS IN CROSS COUNTRY NEIGHBORHOOD

The Cross Country Neighborhood is bounded by McKee Road to the north, U.S. Highway 18 & 151 to the east, Cross Country Road to the south, and the proposed Ice Age Trail Junction Area Open Space to the west. Although portions of the Hill and Van De Grift properties are proposed to be within the Open Space, the entire two properties are included in the Cross Country Neighborhood for the purpose of this study.

The Cross Country Neighborhood comprises about 1,247 acres or two square miles and is located within three separate municipalities – City of Madison, City of Fitchburg, and Town of Verona (See Map 1). Of the total 1,247 acres, about 62 percent or 774 acres are now located within the Town of Verona, 26 percent or 325 acres in the City of Madison, and 12 percent or 148 acres in the City of Fitchburg. However, it is assumed that most of the Cross Country Neighborhood will ultimately be annexed to the City of Madison as future urban development occurs.

PLATTED AND UNPLATTED LANDS

Most of the Cross Country Neighborhoods includes unplatted or undeveloped lands. The platted or developed lands are located primarily in the east portion of the Neighborhood and within the City of Fitchburg and the Town of Verona.

Lands within the City of Fitchburg consist of lots which have been created through recorded plats or other land divisions. Most of the lots have been developed with commercial uses and some residences, except for the vacant commercial and industrial lots located along Nesbitt Road in the Nesbitt Heights Plat and owned by the Wingra Stone Company.

Residential lots within the Town of Verona are located on the north side of Nesbitt Road near Fitchrona Road. Commercial and industrial lots are located west of Fitchrona Road and on the south side of Nesbitt Road.

The unplatted or undeveloped lands are found primarily in the Town of Verona and the City of Madison. The large unplatted lands include the following properties with a combined total of 920 acres:

| | <u>Acres</u> |
|-------------------------------------|--------------|
| City of Madison | 320 |
| Country Grove Associates Inc. | 155 |
| Patricia Hendrickson | 37 |
| La Verne & Randall Theis | 73 |
| Burr Weiland | 55 |
| Town of Verona | 600 |
| Lyle Hill | 79 |
| Gerald Mauerer (two properties) | 45 |
| Van de Grift Estate | 198 |
| Prairie Road Farms (two properties) | 114 |
| Sharon Nesbitt (four properties) | 127 |
| Walter Herrington (two properties) | 37 |
| Total | <hr/> 920 |

EXISTING NATURAL FEATURES

Flat lowlands and steep topography characterize much of the Cross Country Neighborhood (see Map 2). Storm water runoff from lands to the north of McKee Road traverses this neighborhood and ultimately terminates in Badger Mill Creek located south of U.S. Highway 18 & 151.

A tributary of Badger Mill Creek extends from U.S. Highway 18 and 151 to McKee Road across the lowlands in the west portion of the Cross Country Neighborhood or west of Maple Grove Drive. The tributary has two branches. The west branch bisects the Country Grove Associates Inc. property and serves a large drainage basin which contains about 4,725 acres or 7.4 square miles and extends northerly to the West Beltline Highway and also westerly across Junction Road (County Trunk Highway M). The east branch serves a smaller drainage basin which contains about 1,298 acres or 2 square miles and extends northerly to Hammersley Road. The tributary, including two branches, are presently identified as flood plains. Between the two branches and on the Country Grove Associates property are found some steeper lands and a woodlot near McKee Road. Lands with very steep topography and with more than 12 percent slopes are also found in the west portion, especially in the Lyle Hill property. A small kettle pond with adjoining wetlands and a woodlot is located near Cross Country Road in the Van de Grift Estate property.

A bedrock ridge extending from Maple Grove Drive to U. S. Highway 18 & 151 and located north of and parallel to Nesbitt Road is a prominent natural feature in the east portion of the Cross Country Neighborhood. Very steep lands are found on either side of the ridge. Also, several oak woodlots are found along the ridge, especially along the southeast slope. Portions of the southeast slope have been developed with residences. The east portion of the ridge is still being quarried by the Wingra Stone Company. Flat lowland areas are found especially in the Theis, Weiland, and Maurer properties. A drainage way system is proposed across the lowland areas to carry storm water runoff for a drainage basin containing about 530 acres or almost a square mile. A kettle pond and some adjoining wetlands are found south of Nesbitt Road and east of Fitchrona Road within the City of Fitchburg.

EXISTING ZONING AND LAND USE

Most of the lands within the Cross Country Neighborhood are zoned Agricultural District and in agricultural use (see Map 3). However, lands in the City of Fitchburg are primarily zoned for commercial purposes.

City of Madison

All of the lands within the City of Madison are zoned Agriculture District. Although allowing farming and other agricultural uses as permitted uses, the Agricultural District is also intended as a holding zone pending future urban development when the lands will be rezoned to more appropriate zoning districts.

Agriculture is currently the predominant land use within the City of Madison. Other uses include two farm dwellings, a Mt. Horeb Telephone Company utility building, and the Verona School District's elementary school building housing only Kindergarten students.

City of Fitchburg

Most of the lands within the City of Fitchburg are zoned for commercial and industrial (non-manufacturing) uses, especially along Nesbitt Road and McKee Road. Although zoned General Business (B-G), Highway Business (B-H) or Business Office (B-P), much of the lands on Nesbitt and McKee Roads still remain undeveloped. The developed lands along Nesbitt Road include a retail meat market and meat processing establishment (Bavarian Sausage Kitchen), a restaurant (Quivey's Grove), a welding shop, a veterinary clinic, a warehouse establishment, and three single-family dwellings. Other commercial and industrial uses on McKee Road and on the U.S. Highway 18 and 151 include a wholesaling establishment, a warehousing establishment,

an auto parts store, a tavern, and the Jung's Garden Center. Five small parcels on U.S. Highway 18 and 151 are zoned R-L Low Density Single-Family and each contain a single-family dwelling. The Wingra Stone property on McKee Road is zoned R-D Rural Development, and although much of the property is undeveloped, a portion of the property is still being quarried.

Town of Verona

Most of the lands in the Town of Verona are zoned Agriculture District and in agricultural use. The developed lands located west of Fitchrona Road and on both sides of Nesbitt Road are zoned either for residential or commercial/industrial use. The existing single-family and two-family dwellings on the north side of Nesbitt Road are zoned either R-1, R-2, R-3A, or R-4 Residence Districts. Both the R-1 and R-2 Districts allow single-family dwellings, while the R-3A District allows, in addition, two-family dwellings. The R-4 District allows all types of residences, including nursing homes and community living arrangements as conditional uses. The commercial and industrial uses on the south side of Nesbitt Road, including Felly's retail store and greenhouse and Wisconsin Brick and Block's office and storage yard, are zoned either C-1 or C-2 Commercial District. Both Districts allow all types of commercial uses and some industrial uses. Some smaller lots containing single-family homes and located on Nesbitt Road and Maple Grove Drive are zoned R-1 District. The 15-acre Capitoland Christian Church property, which contains a church and school building, is now zoned RH-2 Rural Home District.

CROSS COUNTRY NEIGHBORHOOD DEVELOPMENT PLAN

The Cross Country Neighborhood Development Plan incorporates some land use and transportation recommendations. Also, included are some of the desired objectives and policies for the development of this neighborhood.

OBJECTIVES AND POLICIES

The following includes some objectives and policies regarding future land use, housing, transportation, and parks and open spaces. These objectives and policies are considered in the preparation and development of the Cross Country Neighborhood Development Plan.

Land Use Objectives and Policies

Objectives

1. Physically arrange land use activities in compact, efficient, and functional districts to provide for energy-efficiency, and safe and convenient movement between residential, shopping, employment, institutional, and recreation areas.
2. Create patterns of lands use that will encourage the use of a mass transportation system.
3. Maintain economically viable neighborhood commercial districts as a source of local employment, a focus of neighborhood activity, and a centralized convenience shopping and service center for residents of the surrounding area.
4. Bring most of the needs of daily living within waling distance.
5. Encourage the location of suitable civic buildings and spaces within the Cross Country Neighborhood.
6. Encourage the design of new developments in the Cross Country Neighborhood which would recognize, complement, and take advantage of the regional open space and recreational facilities in the adjacent proposed Ice Age Trail Junction Area Open Space.
7. Encourage design of new developments for energy efficiency, including maximizing solar access to buildings.

Policies

1. Design residential neighborhoods to minimize the need for the automobile for access to shopping, school, and recreational facilities.
2. Locate dwellings, shops, and workplaces, all limited in size, in close proximity to each other.
3. Provide well placed civic buildings as places of purposeful assembly for educational, social, cultural, and religious activities.
4. Plan commercial areas so that they are relatively compact and are properly located to serve the neighborhood residents.

Housing Objectives and Policies

Objectives

1. Promote a full range of housing types and locations for persons of all income levels and ages.
2. Provide housing, which is affordable to all households, including low and moderate-income families.
3. Create and maintain adequate opportunities for family living (including children of all ages) in residential neighborhoods.

Policies

1. Ensure that all community policies guaranteeing equal housing opportunities are fully implemented.
2. Locate assisted housing in suitable locations throughout the City of Madison rather than concentrating it in only a few places.
3. Locate multiple-unit housing in the basis of the site's potential for providing a safe, attractive, and convenient living environment for apartment dwellers, including good access to public transportation, public recreational facilities, and private facilities and services.

Transportation Objectives and Policies

Objectives

1. Create a flexible transportation system which provides several alternative modes of travel to most destinations within the immediate neighborhood and City and which minimizes conflicts among different forms of transportation, such as pedestrians, bicycles, automobiles, transit, and service vehicles.
2. Coordinate the transportation system with land use and integrate it with the functional, social, and visual patterns of the City.
3. Minimize the need to use private automobiles and encourage the use of public transportation and alternative forms of private transportation, such as walking, taxis, and bicycles, particularly for commuter travel.
4. Ensure that through automobile traffic traveling adjacent to residential neighborhoods use adjacent arterial streets rather than local or collector streets.
5. Discourage through automobile traffic from traveling through the interior of residential neighborhoods.

Policies

1. Ensure that the design of residential neighborhoods, especially in newly developed area, allows for convenient circulation by pedestrians and mass transit vehicles, and provides adequate arterial highway corridors for future traffic requirements.
2. Ensure that streets serve equitably the needs of the pedestrian, bicycle, and automobile.

Park and Open Space Objectives and Policies

Objectives

1. Provide adequate and accessible park, recreation, and open space facilities for the enjoyment and use of all segments of the City's population.
2. Take advantage of the City's natural and cultural resources, recognizing that such assets are for the most part finite and irreplaceable.
3. Support and ensure the establishment of the proposed Ice Age Trail Junction Area Open Space to provide recreational facilities, to protect and preserve resource features, and to enhance community identity by separating the Madison and Verona communities.

Policies

1. Scale the type of park, recreation, and open space facilities to the needs of the population (both present and future) in the service area.
2. Provide well-defined squares and parks and other civic places as places for informal social, civic, pedestrian activity, and recreation.
3. Place more emphasis than presently exists on developing passive recreation areas in parks where appropriate.
4. Use natural open space as a framework for enhancing other land uses, linking all parks and open spaces to the maximum extent possible.
5. Preserve from development stream valleys, marshes, prairies, woodlands, and scenic and historic areas by including these areas in the park and open space system when possible.
6. Maximize the use of a greenway system to provide open space and to link recreation areas as well as to carry stormwater and to allow for infiltration and groundwater recharge.

RECOMMENDED LAND USES

The Cross Country Neighborhood is proposed primarily for residences (see Map 4). However, the exception would be within the City of Fitchburg and on the south side of Nesbitt Road near Fitchrona Road where the lands will be devoted exclusively for shopping, employment, and other commercial and industrial uses. The proposed land uses for the City of Fitchburg reflects the City of Fitchburg's adopted Land Use Plan. The following includes and allocation of the different land uses and the number of types of dwelling units within the Cross Country Neighborhood:

Land Uses (by Acres)

| | Madison (c) & Verona (t) | Fitchburg (c) | Total | Percent of Total |
|----------------------|-----------------------------|---------------|-------|---------------------|
| Residential | 524 | - | 524 | 42.0 |
| Low Density | 395 | - | 395 | 31.7 |
| Low-Medium Density | 18 | - | 18 | 1.4 |
| Medium Density | 111 | - | 111 | 8.9 |
| Commercial | 10 | 26 | 36 | 2.9 |
| Industrial | 10 | 112 | 122 | 9.8 |
| Institutional | 28 | - | 28 | 2.2 |
| Park and Open Space* | 355 | 5 | 360 | 28.9 |
| Streets | 172 | 5 | 170 | 14.2 |
| Total | 1,099 | 148 | 1,247 | 100.0 |

(c) City

(t) Town

* Includes drainage ways and storm water retention areas.

Number of Dwelling Units

| | Madison (c) & Verona (t) | Fitchburg (c) | Total | Percent of Total |
|--------------------|-----------------------------|---------------|-------|---------------------|
| Low Density | 1,437 | - | 1,437 | 42.6 |
| Low-Medium Density | 182 | - | 182 | 5.4 |
| Medium Density | 1,756 | - | 1,756 | 52.0 |
| Total | 3,375 | - | 3,375 | 100.0 |

Residential Uses

About 42 percent or 524 acres of all lands within the Cross Country Neighborhood are proposed for residential use. Of the 524 acres, 76 percent or 395 acres are proposed for low density, only 3 percent or 182 acres for low-medium density, and 21 percent or 111 acres for medium density residential use. Low density residential would include primarily detached single-family dwellings developed at densities of about 4 units per acres. Low-medium density residential would include duplexes on separate lots or some multiple-family dwellings on larger parcels, and either bungalow developed at densities of about 10 units per acres. Medium density residential would include primarily multiple-family dwellings developed at densities averaging about 16 units per acre. The low-density residential areas should accommodate about 1,437 single-family homes, the low-medium density areas about 182 units, and the medium density areas about 1,756 units. Based on 3,375 dwelling units, the population for the neighborhood would approximate about 9,000.

Although comprising about three-fourths of the total residential lands, the low-density residential areas would constitute about 43 percent of the total 3,375 dwelling units. Low density residential areas are proposed primarily on the Country Grove Associates and Van De Grift Estate properties on the west side of Maple Grove Drive. In addition to the existing residential area on the north side of Nesbitt Road and currently within the Town of Verona, low density residential areas are also proposed primarily on the Theis, Newell, Weiland, Wingra Stone Company, and Prairie Road Farm properties on the west side of Maple Grove Drive. Because of the need to preserve some of the existing natural features such as the steep slopes and certain woodlots, some of the proposed low density residential areas are more suited to cluster developments instead of the traditional single-family subdivisions with a conventional street system design. In a cluster development, the steep slopes and woodlots can be preserved as private open spaces and the detached or attached single-family dwellings may

be clustered on the less steeper lands and served by public streets or private courts. Cluster developments would be appropriate especially in the Prairie Road Farm property and along the bedrock ridge to preserve some of the woodlots and the steep slopes and woodlot located adjacent to McKee Road and between the two branches of the tributary to Badger Mill Creek.

Low to medium density residential areas are proposed along McKee Road in portions of the Doerfer, Theis, and Newell properties. Medium density residential developments are currently proposed across the street and on the north side of McKee Road in the Maple Grove and Prairie Hills Addition to Meadowood subdivisions.

Medium density residential areas are proposed primarily along and to the west of Maple Grove Drive where such areas will be in close proximity to public facilities, including a potential elementary school and a large area park, and also to a small convenience retail center. Medium density residential areas are also proposed along the transportation corridors, including a potential transit route and future major roadways, (McKee Road, Maple Grove Drive, and a future new collector street).

It is the goal of the City of Madison to promote a full range of housing types and to provide housing which is affordable to all households, including low and moderate income families. Residential areas within the Cross Country neighborhood should be developed to include a broad range of housing types, and housing prices and rents suitable to households of different sizes, ages, and income levels. It is intended that a diverse mixture of households be accommodated, both within individual housing projects and throughout the neighborhood. In order to achieve the desired housing diversity, the Planning Unit staff, the Plan Commission, and Common Council must review all proposed subdivisions, rezonings, and conditional use applications, both in terms of the Neighborhood Development Plan and for consistency with its stated housing objectives.

Commercial Uses

About 36 acres are proposed for commercial uses. Over two-thirds of the commercial lands or about 26 acres are proposed in the City of Fitchburg, especially on the south side of Nesbitt Road and also along the west side of relocated Nesbitt Road to its intersection with McKee Road. The remaining 10 acres reflect the existing 5-acres commercial area on the corner of Nesbitt Road and Fitchrona Road in the Town of Verona and a proposed new 5-acre convenience retail center on Maple Grove Drive. This convenience center, with a potential for 50,000 sq. ft. of gross floor area, is intended to serve primarily residents of the neighborhood.

Industrial Uses

About 123 acres are proposed for industrial uses. Most of the industrial land or about 112 acres are proposed within the City of Fitchburg between Nesbitt Road and McKee Road and primarily on lands currently owned by Wingra Stone Company. Future industrial uses are proposed on reclaimed lands following the conclusion of Wingra Stone's quarrying operation. The remaining 11 acres are proposed on the south side of Nesbitt Road and includes lands currently within the Town of Verona and primarily occupied by Wisconsin Brick and Block Corporation.

Institutional Uses

Institutional uses would comprise about 28 acres and would include three existing uses, namely the Mt. Horeb Telephone Company's utility building, the Verona School District's school building, and the Capitoland Christian Church and School, and in addition, a proposed 16-acre new elementary school site. The 15-acre Capitoland Christian property is proposed to be further subdivided to provide for a stormwater retention area in the west portion and to develop single-family homes in the east portion. Although more institutional uses are not identified on the Neighborhood Development Plan, it is quite likely that other institutional uses, such as day care centers, public utility buildings, or additional churches, may choose to locate within the neighborhood.

Park and Open Spaces

About 29 percent of all lands within the Cross Country Neighborhood or 359 acres are proposed for parks and open spaces, including drainageways and stormwater retention areas. The large percentage of park and open spaces can be attributed in part to lands proposed to be included in the Ice Age Trail Junction Area Open Space and to proposed wider drainageways and large stormwater retention areas.

Drainageways averaging about 200 to 300 feet in width are proposed for the west ranch and the tributary to Badger Mill Creek. The drainageway for the east branch is proposed with an average width of 130 feet. Based on a consultant's report (Short Elliot Hendrickson, Inc., Badger Mill Flood Plain Study), channel improvements are proposed for both the tributary to Badger Mill Creek and the two branches which will result in changes to the Federal Emergency Management Agency's flood plain maps. A separate storm drainage system is proposed on the east side of Maple Grove Drive with drainageways averaging about 100 feet in width together with some small stormwater retention areas.

A large area park totaling about 35 acres is proposed on either side of the tributary to Badger Mill Creek and at the confluence of the two branches. This area park is intended to serve primarily future residents residing west of Maple Grove Drive and also residents east of Maple Grove Drive, especially in the Prairie Road Farm and Nesbitt properties. A smaller 10-acre park is also proposed east of Maple Grove Drive to serve primarily future residents in the Theis, Newell, Weiland, and Wingra Stone Company properties.

Over one-half of the Lyle Hill property and the extreme westerly portion of the Van de Grift Estate property are proposed to be included in the Ice Age Trail Junction Area Open Space. A linear open space area adjacent to Cross Country Road is also proposed on the Van de Grift Estate and Sharon Nesbitt properties. This open space is proposed as a buffer to the landfill site located in Badger Prairie Park and also includes an existing kettle pond and adjacent wetlands and woodlot in the Van de Grift Estate property. The linear open space located northwest of Nesbitt Road and along the southeast slope of the bedrock ridge includes steep slopes and several oak woodlots which should be preserved either as public or private open spaces. The two separate Sharon Nesbitt parcels located south of Cross Country Road and Nesbitt Road are also proposed as open spaces. The 27-acre parcel located on the west side of Nesbitt Road and south of Cross Country Road is proposed as a future addition to Badger Prairie Park, while the 35-acre parcel on the east side of Nesbitt Road is mostly within the 100-year floodplain and is proposed for stormwater retention.

RECOMMENDED TRANSPORTATION FACILITIES

To provide for both external and internal circulation within the neighborhood, an arterial highway and future collector streets are designated on the Cross Country Neighborhood Development Plan (see Map 4). A future potential transit route is also designated to serve the neighborhood residents.

Arterial Highways and Collector Streets

U. S. Highway 18 and 151 will eventually become a freeway with accesses to the roadway being provided at a new highway interchange for the Verona bypass and a future highway interchange at McKee Road. The current Nesbitt Road access to U. S. Highway 18 and 151 will be eliminated, and instead Nesbitt Road will connect to McKee Road at its intersection with Kapek Road.

McKee Road is proposed as a major east-west arterial highway and will have at least four traffic lanes a median. Maple Grove Drive, Nesbitt Road, Cross Country Road, the future southerly extension of Muirfield Road, and two new future roadways linking Maple Grove Drive to both Cross Country Road and McKee Road are all proposed as collector streets with right-of-way widths of 66 feet or 80 feet. Depending on whether on-street parking is provided, all of the collector streets could each have a roadway potential for four traffic lanes.

Transit Services and Bikeways

A transit route for Madison Metro is proposed utilizing primarily the collector streets. Except for the existing residences on the north side of Nesbitt Road, most of the neighborhood residents will be within walking distance of the proposed transit route.

Although no off-street bike paths are proposed within the neighborhood, the streets are intended to also serve as bikeways. Also, a future bikeway link from this neighborhood will be made to the proposed bike trail which will be located in the Ice Age Trail Junction Area Open Space and will connect to the Wisconsin State Military Ridge Bike Trail.

IMPLEMENTATION OF THE CROSS COUNTRY NEIGHBORHOOD DEVELOPMENT PLAN

The east portion of the Cross Country Neighborhood containing about 148 acres is currently within the City of Fitchburg. The City of Fitchburg has an adopted land use plan for this portion and is implementing the plan based on zoning and other land use regulations.

The following discussion on the staging and implementation of the Cross Country Neighborhood Development Plan pertains to that portion currently outside of the City of Fitchburg and within the City of Madison and the Town of Verona. The development of this portion of the Cross Country Neighborhood is proposed to be phased over a 10 to 20-year period and will depend on the City of Madison's ability to provide the full range of urban services.

DEVELOPMENT STAGING

All of the Cross Country Neighborhood can be served with sanitary sewer service because of the existence of the Madison Metropolitan Sewerage District's main westside interceptor line and also the City of Madison's tow interceptor lines. Presently, the existing residential, commercial, and industrial developments in the Town of Verona are all served with public sanitary sewer. Also, some of the existing developments in the City of Fitchburg are also served with public sanitary sewer.

The Cross Country Neighborhood is proposed to be developed in two phases. Based on the City's policy to encourage compact and contiguous urban development, it is proposed that the north portion of the neighborhood, especially the Country Grove Associates, Inc., Hendrickson, and Theis properties currently within the City of Madison, be developed in the first phase. All three properties are currently adjacent to urban development which is now occurring within the City of Madison and on the north side of McKee Road from which the full range of urban services can be extended southerly into the Cross Country Neighborhood. Other properties which are located within the north portion and which could be developed during the first phase would include the Maurer, Weiland, Newell, and Wingra Stone Company properties and also portions of Capitoland Christian Church and Lyle Hill properties. The development of the Newell property would need to await the development of the Theis property to insure logical extension of sanitary sewer service. Similarly, the development of the Wingra Stone Company would need to await the development of the Newell property. The remaining south portion of the neighborhood, including the Van de Grift Estate, Prairie Road Farm, Nesbitt, and Herrington properties, is proposed to be developed during the second phase.

Applications to be submitted to the Dane County Regional Planning Commission for amendments to the Central Urban Service Area would be based on the staged two phase plan. The initial application would include only part of the north portion and would exclude the Newell and Wingra Stone Company properties which are already within the Central Urban Service Area. Following the development of the north portion, another application will be made to add the remaining south portion.

IMPLEMENTATION RECOMMENDATIONS

To implement the Cross Country Neighborhood Development Plan, the City's Land Use Plan must be amended to reflect the land use recommendations, and also all lands within the neighborhood must be included within the Central Urban Service Area. Most of the recommendations made in the Neighborhood Development Plan can be implemented with the City's current implementation tools, such as zoning, land subdivision regulations, official mapping, and the capital improvements program and the capital budget. To make more effective use of zoning and land subdivision regulations would require that all lands currently outside of the City be annexed to the City of Madison. In formulating the Neighborhood Development Plan, it is intended that all of the lands within the Cross Country Neighborhood would ultimately be within the City of Madison and provided with the full range of urban services.

Land Use Plan Amendments

Currently, the City's adopted Land Use Plan does not include lands within the Cross Country Neighborhood. However, this Neighborhood Development Plan provides recommendations for the different types of land uses within the Cross Country Neighborhood.

It is recommended that the Cross Country Neighborhood Development Plan be adopted as a part of the City's Master Plan. It is further recommended that the land use recommendations included in the Neighborhood Development Plan be incorporated into the City's adopted Land Use Plan and that the appropriate land use designations be also incorporated into the City's Land Use Plan Map.

Central Urban Service Area Amendment

Most of the lands within the Cross Country Neighborhood are outside of the Central Urban Service Area. Lands currently within the Central Urban Service Area includes all of the City of Fitchburg, and a portion of the Town of Verona, such as the existing residential, commercial, and industrial developments along Nesbitt Road, and the Newell and Wingra Stone Company properties. In order for the City of Madison to provide public sanitary sewer and the full range of urban services, all of the lands proposed for development must ultimately be included within the Central Urban Service Area.

Following the adoption of the Cross Country Neighborhood Development Plan as a part of the City's Master Plan, together with the incorporation of the land use recommendations in the City's adopted Land Use Plan and Land Use Plan Map, it is recommended that an amendment for expansion of the Central Urban Service Area to include all lands proposed for the first phase development of the Cross Country Neighborhood be prepared and submitted to the Dane County Regional Planning Commission for its consideration. The initial Central Urban Service Area amendment should include all of the Cross Country Associates Inc., Hendrickson, Theis, Maurer, Weiland, and Capitol Christian Church properties, and also the east one-half of the Hill property and will comprise about 440 acres.

Zoning

The existing residential, commercial, and industrial lands on Nesbitt Road within the Town of Verona are now zoned to allow such uses. The remaining lands within the Town of Verona are zoned mostly Agriculture District. Similarly, all of the lands within the City of Madison are zoned Agriculture District. However, besides allowing agricultural uses, the City's Agriculture District is intended as a holding zoning pending future development of the property for urban use.

It is recommended that all lands be zoned in conformity with the Cross Country Neighborhood Development Plan. It is further recommended that any undeveloped lands currently zoned Agriculture District be rezoned only at such time when there is a specific development proposal.

Official Mapping

The City's Official Maps include only a small portion of the Cross Country Neighborhood or primarily lands now within the City of Madison. The additional lands needed for new right-of-way widths for McKee Road and Maple Grove Drive are identified on the Official Maps.

It is recommended that the Engineering Division prepare the additional maps needed to encompass the entire Cross Country Neighborhood and to indicate on the Official Maps the proposed alignment and the right-of-way widths of the collector streets and also the drainageways shown in the Cross Country Neighborhood Development Plan.

Land Subdivision Regulations

The Cross Country Neighborhood Development Plan, especially in terms of streets, arks, drainageways, and stormwater retention areas in new subdivisions, can be implemented under the City's land subdivision regulations. The proposed area park will be acquired through land dedications as provided for in the land subdivision regulations. Similarly, the drainageways and stormwater retention areas will be acquired through land dedications. Where possible, solar access can be provided with the east-west orientation of streets in new subdivisions.

It is recommended that any future subdivisions conform to the Cross Country Neighborhood Development Plan, especially regarding the location of collector streets, area parks, drainageways, and stormwater retention areas. It is further recommended that any local streets in such subdivisions reflect the objectives illustrated in the Neighborhood Development Plan, including street circulation, access to parks, stormwater drainage, and solar access.

Capital Improvements Program and Capital Budget

The Cross Country Neighborhood Development Plan proposes several types of public improvements and facilities for which future public funds may be required. The public improvements and facilities include proposed arterial highways and collector streets, storm sewer and storm drainage systems, and parks, drainageways, and stormwater retention areas.

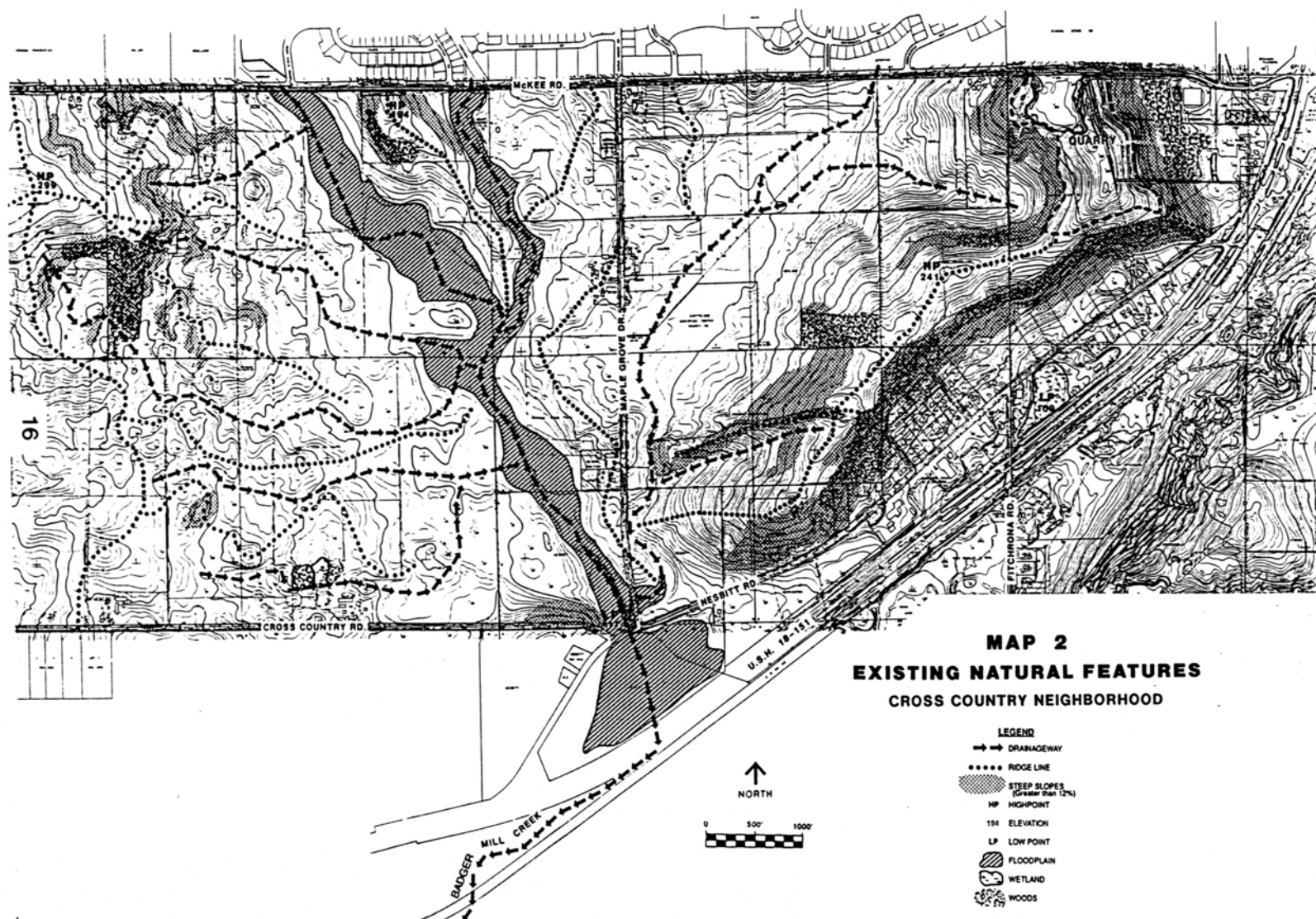
It is recommended that the affected City departments include within future capital improvement program and the capital budget those required public improvements and facilities for which public funding is required.

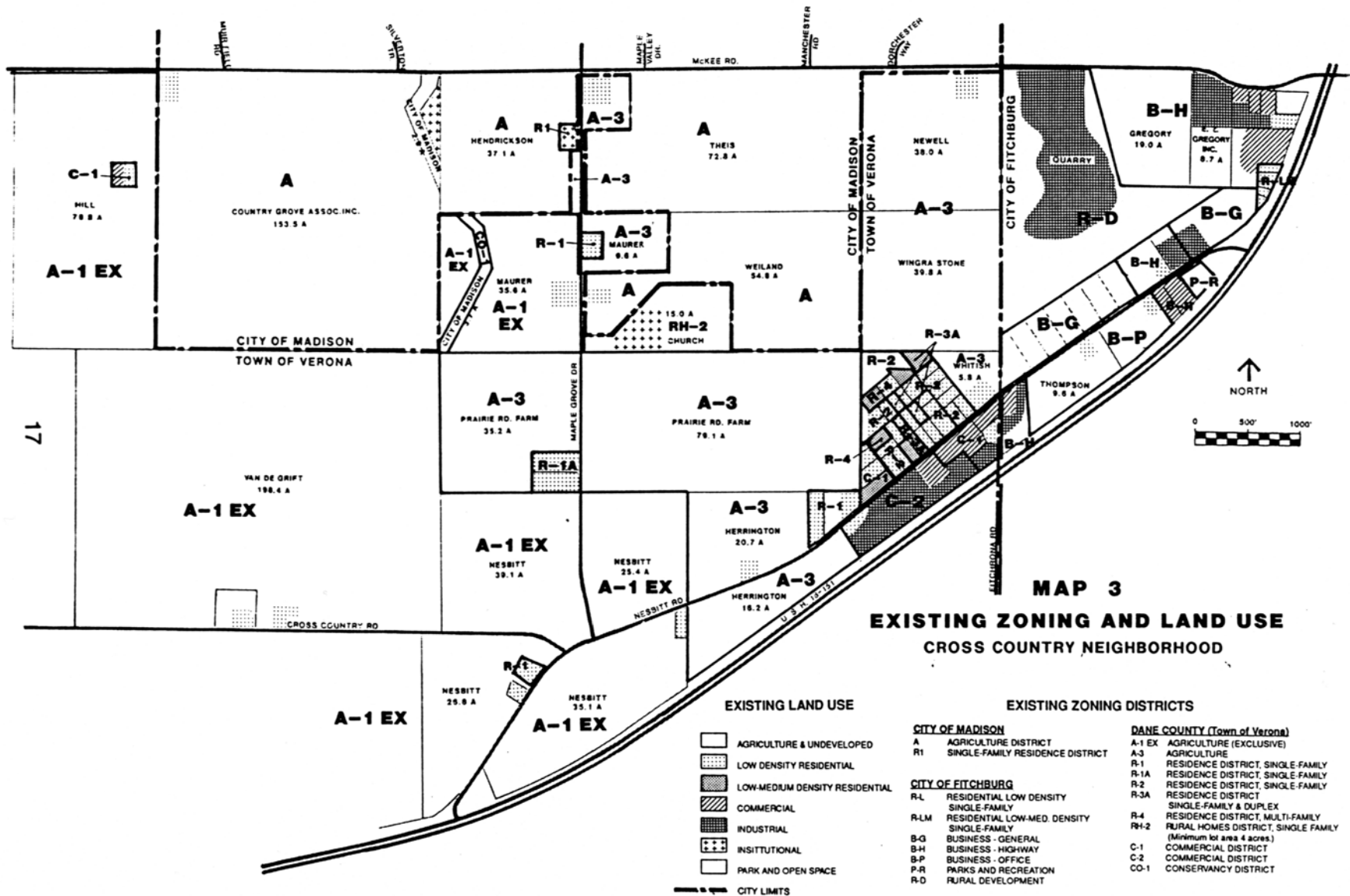
Annexation Policy

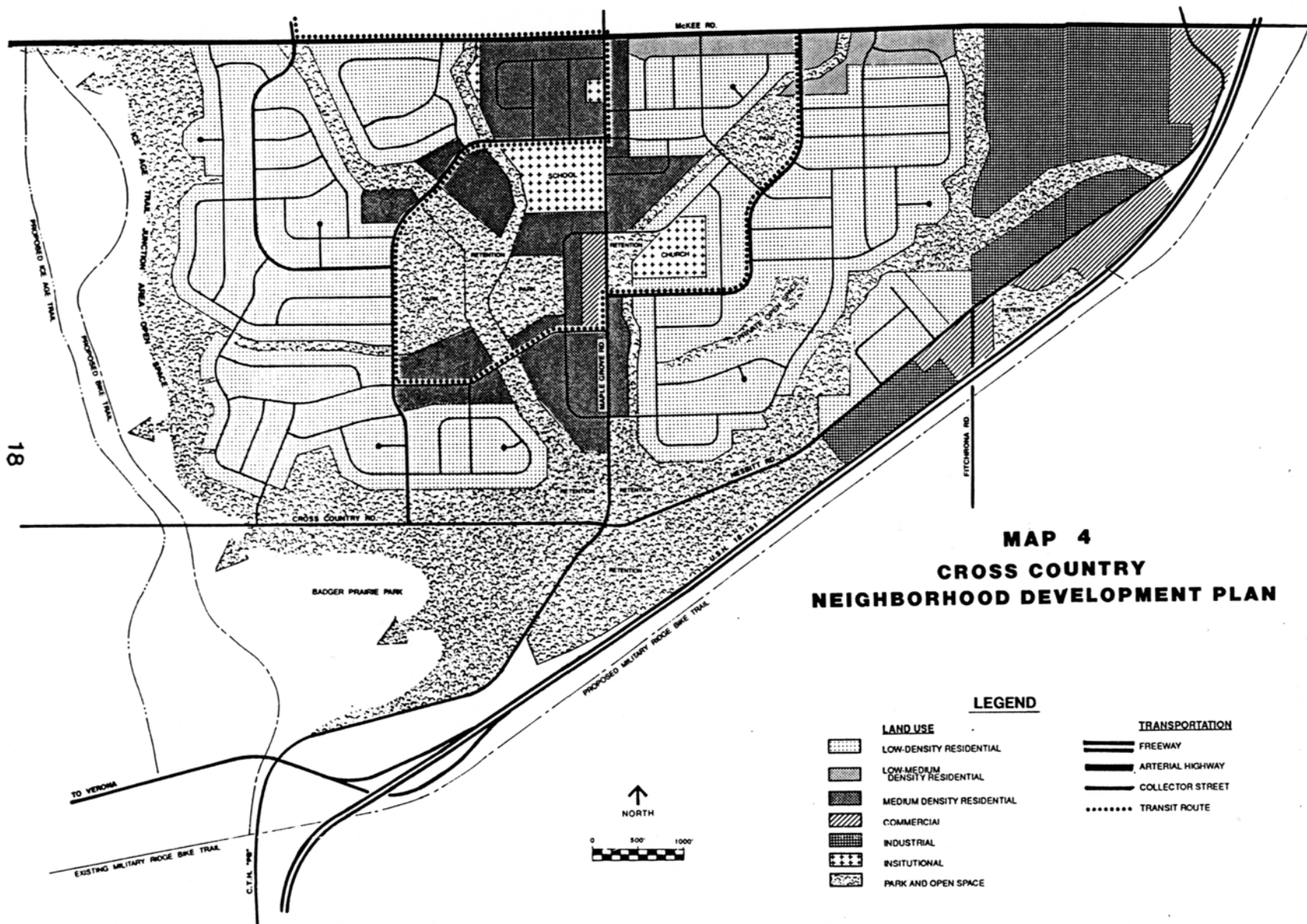
Only the Cross Country Associates, Inc., Hendrickson, Theis, Weiland, and Verona School District properties are currently within the City of Madison. The orderly development of lands within the Cross Country Neighborhood will require the provision of public utilities and public services, and it is intended that the City of Madison would provide the full range of urban services.

It is recommended that lands currently outside of the City of Madison be developed only following their annexations to the City of Madison. It is also recommended that no subdivisions be approved unless there is assurance that such lands will be annexed to the City of Madison at the time of such approval.









AGENDA ITEM # _____

Copy Mailed
to Alderperson _____

City of Madison, Wisconsin

A RESOLUTION _____

Adopting the Cross Country Neighborhood Development Plan as an element of the Master Plan for the City of Madison to be used as a guide for community planning and development, and amending the City of Madison Land Use Plan to incorporate the recommendations of the Cross Country Neighborhood Development Plan, and also endorsing the City's request to include within the Central Urban Service Area only lands within the north portion of the Cross Country Neighborhood.

Presented January 5, 1993

Referred _____

Rereferred _____

Reported Back _____

Adopted ☒ POF _____Rules Susp. ☒ Tabled _____

Public Hearing _____

Drafted by: Tom Akagi
Dept. of Planning & Development -
Planning Unit

Date: December 2, 1992

Fiscal Note: No expenditure necessary

Sponsors: Ald. Judy Bowser, Ricardo Gonzalez, and
Henry Lufler (Request of Plan Commission)

APPROVAL OF FISCAL NOTE IS NEEDED
BY THE COMPTROLLER'S OFFICE

Approved By _____

Comptroller's Office

RESOLUTION NUMBER 49,617ID NUMBER 12384

RESOLUTION

WHEREAS, the adopted City of Madison Peripheral Area Development Plan presents recommendations for both land use and long-term development in the peripheral area beyond the current edge of urban development; and

WHEREAS, the Peripheral Area Development Plan designates certain lands as Urban Expansion Districts or the recommended locations for future expansion and long-term growth for the City of Madison; and

WHEREAS, Planning Area W4, which is in the southwest portion of the Madison urbanized area and located south of McKee Road and west of the Westhaven Trails Plat, is designated as an Urban Expansion - A District or the first priority area for future urban development and City growth in the near to mid-term and for which urban services can be more easily and efficiently provided by the City of Madison; and

WHEREAS, a detailed neighborhood development plan has been prepared for a portion of Planning Area W4, or for the Cross Country Neighborhood which is bounded by McKee Road to the north, U. S. Highway 18 & 151 to the east, Cross Country Road to the south, and the proposed Ice Age Trail Junction Area Open Space to the west; and

TA:jlj/ResoCrossCntryPlan12-2

WHEREAS, the Cross Country Neighborhood currently includes lands within the City of Madison, the City of Fitchburg, and the Town of Verona, and it also consists of primarily undeveloped or agricultural lands except for some residences and commercial and industrial uses in the east portion of the Cross Country Neighborhood and within the City of Fitchburg and in the Town of Verona; and

WHEREAS, all of the lands in the Cross Country Neighborhood are outside of the Central Urban Service, except for lands in the City of Fitchburg and in the east portion of the Town of Verona; and

WHEREAS, the current City's adopted Land Use Plan does not include land use recommendations for the Cross Country Neighborhood; and

WHEREAS, the Madison Plan Commission has an established procedure for amending the City's Land Use Plan.

NOW, THEREFORE, BE IT RESOLVED that the Cross Country Neighborhood Development Plan is hereby adopted as an element of the Master Plan for the City of Madison to be used as a guide for community planning and development; and

BE IT FURTHER RESOLVED that the City of Madison Land Use Plan is amended to incorporate the recommendations of the Cross Country Neighborhood Development Plan; and

BE IT FURTHER RESOLVED that the Madison Plan Commission and Madison Common Council hereby endorse the City's request to amend the Dane County Regional Development Guide and the Dane County Water Quality Plan to include within the Central Urban Service Area only lands in the north portion of the Cross Country Neighborhood, including the Country Grove Associates Inc., Patricia Hendrickson, LaVerne & Randall Theis, Gerald Maurer, Burr Weiland, Capitoland Christian Church properties and also the east one-half of the Lyle Hill property.

AMENDMENTS
to the
CROSS COUNTRY NEIGHBORHOOD DEVELOPMENT PLAN
Adopted since January 1993

AGENDA

Copy Mailed to Alderperson

City of Madison, Wisconsin

A RESOLUTION

Amending the Cross Country Neighborhood Development Plan, an element of the Land Use Plan and the Master Plan of the City of Madison, to incorporate revised recommendations for a commercial use area within the Cross Country Neighborhood.

Drafted By: Michael Waidelich
Principal Planner

Date: August 27, 1998

Fiscal Note: Local costs associated with urban development in this area will be included in future operating and capital budgets.

Sponsors: Aids. Ron Reif, Napoleon Smith, and Roberta Kiesow (at the request of the Plan Commission).

Presented September 1, 1998

Referred Plan Commission

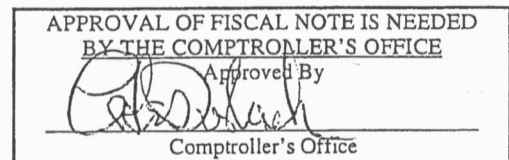
Rereferred

Reported Back OCT 6 1998

Adopted POF

Rules Suspended

Public Hearing



RESOLUTION NUMBER 55607

ID NUMBER 24223

WHEREAS the Cross Country Neighborhood Development Plan, an element of the Land Use Plan and the Master Plan of the City of Madison, was adopted by the Madison City Plan Commission on December 14, 1992, and by the Madison Common Council on January 5, 1993; and

WHEREAS since 1993, urban development in the neighborhood has been generally guided by the recommendations of the adopted Neighborhood Development Plan; and

WHEREAS a revision to the adopted Neighborhood Development Plan has been proposed to recommend location of a neighborhood commercial district in the vicinity of the intersection of Maple Grove Drive and McKee Road, to replace the current recommended location farther south on Maple Grove Drive; and

WHEREAS on December 19, 1995, the Madison Common Council adopted Planned Unit Development-General Development Plan zoning to allow development of a medical clinic and limited other health-related uses on a portion of the proposed commercial use amendment area; and

WHEREAS a Planned Unit Development on the balance of the proposed commercial use amendment area has been submitted for consideration concurrently with the proposed Neighborhood Development Plan amendment; with specific proposed uses to include a grocery store, drug store and limited other retail uses; and

WHEREAS information regarding the proposed Neighborhood Development Plan amendment and the proposed planned development to include a grocery store, a drug store, and limited other retail uses has been provided to and

discussed in meetings with residents and property owners in the surrounding neighborhoods, and neighborhood residents and property owners have appeared at the public hearings on these proposals; and

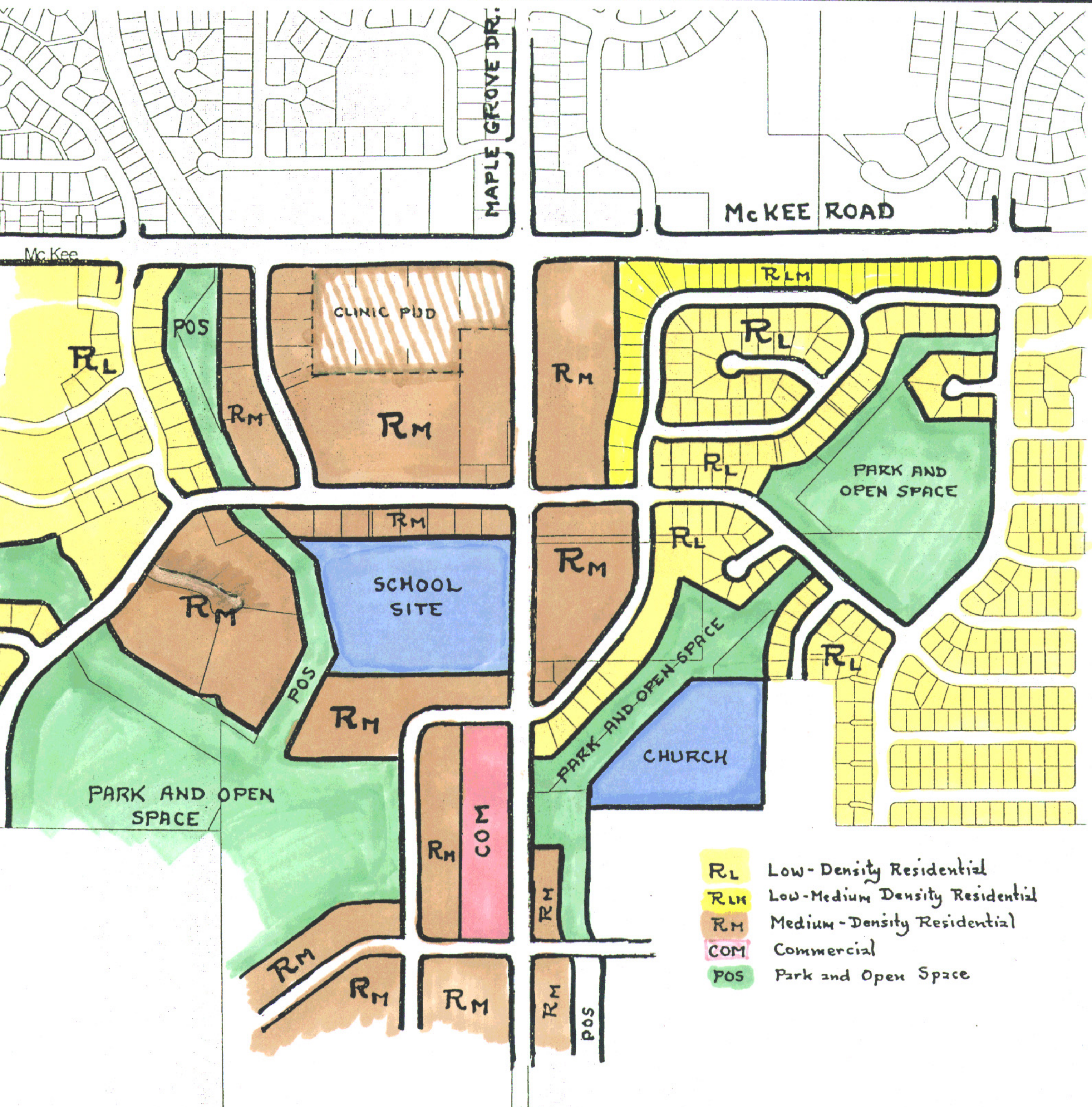
WHEREAS the Planning Unit has prepared an analysis of the proposed amendment to the Neighborhood Development Plan; and

WHEREAS the City of Madison Plan Commission has an established procedure for amending the Madison Land Use Plan.

NOW THEREFORE BE IT RESOLVED that the Cross Country Neighborhood Development Plan is hereby amended to change the land use recommendation on approximately 19 acres of land located east and west of the Maple Grove Drive-McKee Road intersection from "medium density residential" to "commercial," and to change the land use recommendation on approximately five acres of land located west of Maple Grove Drive from "commercial" to "medium density residential," and to incorporate the changes to the Plan maps and text to reflect this amendment.

CROSS COUNTRY NEIGHBORHOOD DEVELOPMENT PLAN

CURRENT RECOMMENDED LAND USE



CROSS COUNTRY NEIGHBORHOOD DEVELOPMENT PLAN

PROPOSED AMENDMENT

