

Mid-Town Neighborhood Development Plan

Recommendations for Land Use and Development

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

August 1999

Amendments Adopted:

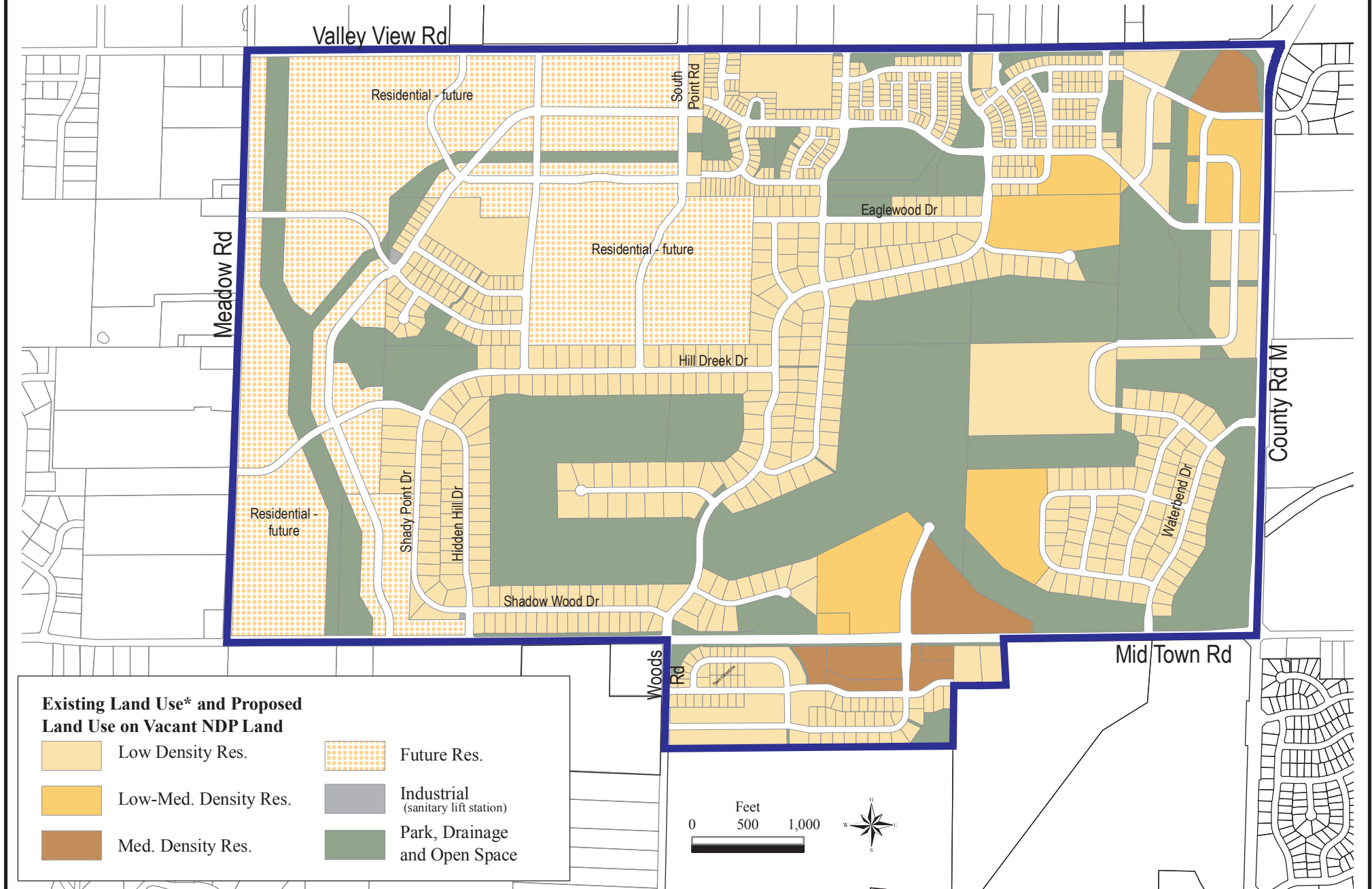
May 2001

April 2004

July 2004

Mid-Town Neighborhood Development Plan

As Adopted August 1999, Amended May 2001, July 2004
and *implemented through subdivision and zoning approvals



MID-TOWN NEIGHBORHOOD* DEVELOPMENT PLAN

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*NOTE: The plan for the Mid-Town Neighborhood was originally adopted in August 1999 as the “Mid-Town Road Amendment to the High Point-Raymond Neighborhood Development Plan,” and the planning area is referenced in the plan narrative as the “Mid-Town Road Amendment Area.” Beginning in 2004, this planning area has been identified as an individual neighborhood, and not a part of the High Point-Raymond Neighborhood.

INTRODUCTION

The Common Council adopted the High Point-Raymond Neighborhood Development Plan in December 1997. Since the adoption of the plan, property owners and developers have been working with the City to implement the plan's recommendations. The High Point-Raymond Neighborhood as defined in the 1997 plan is bordered on the north by the Catholic Diocese properties (formerly Holy Name Seminary), on the south by County Trunk Highway "PD", and on the west by County Trunk Highway "M". The eastern border is formed by existing neighborhoods in the City of Madison. Since the adoption of the plan, the City of Madison has approved two final subdivision plats in the neighborhood – for the Stratton Ridge Development on Highway "PD", and the Valley Ridge Development on High Point Road. Development plans are also being prepared and are in various stages of review for the two former Wisconsin Capital Land Fund parcels located north and south of Mid-Town Road adjacent to County Trunk Highway "M".

In order to provide sanitary sewer and waste water collection services to the High Point-Raymond Neighborhood, the Madison Metropolitan Sewerage District will be constructing a major interceptor sewer, a portion of which will be located west of County Trunk Highway "M", outside of the original High Point-Raymond Neighborhood. This interceptor sewer is sized to serve an area of over eight square miles. A local developer has secured options to purchase over 500 acres of land at the northwest corner of County Trunk Highway "M" and Mid-Town Road. The interceptor sewer being built to serve the High Point-Raymond Neighborhood will traverse a portion of these lands and is being planned to serve all of this property. Largely because of the presence of the new interceptor sewer, development proposals are now being considered for these lands.

The Mid-Town Road amendment to the High Point-Raymond Neighborhood Development Plan will incorporate the lands that are being planned for and proposed for development north of Mid-Town Road and west of County Trunk Highway "M" in the near term. The Mid-Town Road amendment to the High Point-Raymond Neighborhood is located north of Mid-Town Road and west of County Trunk Highway "M" and consists of approximately 600 acres of land.

These areas are included in Planning Area W3 and Planning Area W6 as identified in the Peripheral Area Development Plan. The Peripheral Area Development Plan recommends that neighborhood development plans be prepared to provide more detailed recommendations to guide and direct future urban development and the extension of urban services. Neighborhood development plans serve as a basis for initiating requests for amendments to the Central Urban

Service Area boundary, and are to be adopted before granting additional development approvals within the area.

Since the Peripheral Area Development Plan was adopted in 1990, the City of Madison has developed and adopted four neighborhood development plans for lands on the west side. A fifth plan, The Westside Neighborhood Development Plan, was adopted in June 1999. These plans cover all of the Westside lands included in Urban Expansion A Districts, and a large portion of the lands included in Urban Expansion B Districts. The Mid-Town Road amendment to the High Point-Raymond Neighborhood includes a portion of Planning Area W3 (an Urban Expansion B District) and a portion of Planning Area W6 (a Transition Reserve District). Planning Area W3 also includes a portion of the lands located in the current High Point-Raymond Neighborhood. These lands are identified as suitable for urban development and City of Madison expansion.

The eastern portion of the Mid-Town Road amendment area can be provided with urban services as a logical extension of the services available to lands in the W3 Planning Area included in the current High Point-Raymond Neighborhood. The western portion of the Mid-Town Road Amendment Area includes lands in the W6 Transition Reserve District. The 1990 plan also indicated that this area would be suitable for eventual urban development and the extension of urban services. The MMSD interceptor sewer that will serve Planning Area W3 is also being constructed to serve Planning Area W6. The Mid-Town Road Amendment to the High Point-Raymond Neighborhood is, therefore, a logical expansion of the development planning that has been completed for lands east of County Trunk Highway "M". This neighborhood development plan amendment will allow for the phased extension of the full range of urban services by the City of Madison as development occurs west of County Trunk Highway "M".

EXISTING CONDITIONS IN THE MID-TOWN ROAD AMENDMENT AREA

The Mid-Town Road Amendment study area is bounded on the south by Mid-Town Road and on the west by County Trunk Highway “M”. The northerly boundary and westerly boundary follows property lines as defined on Map 1. The planning area comprises approximately 574 acres of land, 95.6% of which are located in the City of Madison.

Property Ownership, Zoning and Land Use

There are nine separate ownerships of land in the planning area. Table 1 summarizes the ownership and acreage of each of the parcels. All of these parcels of land, with the exception of the Vetter parcel, are in the City of Madison. Map 2 shows existing property ownership in the planning area and surrounding properties. Map 3 shows the existing zoning and land uses.

Lands in the City of Madison are temporarily zoned R1, Residence District. The Vetter parcel, which is still in the Town of Middleton, is zoned A-1 Agriculture District (Dane County zoning). Most of the land in the study area is currently used for agricultural purposes or is wooded undeveloped land. There are six single-family homes located within the area.

Table 1 – Ownership

| Ownership | Acreage |
|--------------------------------------|----------------|
| Allin Family Ltd. Partnership, et al | 193.3 |
| Broering, Barbara & Virgil | 100.0 |
| Castle, Karol & Schwartz, Bradford | 5.8 |
| Dreger, Eugene | 9.7 |
| Dreger, Dorothy & Eugene | 10.7 |
| Dunlap Trust | 5.0 |
| Hellenbrand Trust | 118.1 |
| Reisdorf et al, Donald | 105.6 |
| Vetter, Ruth | 25.0 |
| Rights-of-Way | 0.9 |
| Totals | 574.1 |

| | |
|--|---------------|
| <i>Percent in City of Madison</i> | 95.65% |
| <i>Percent in Town of Middleton</i> | 4.35% |

Natural Features/Resources

The planning area is characterized by gently rolling to moderately rolling topography. Map 4 is a summary of the soil conditions in the area. Map 5 shows many of the special features in the planning area which must be considered in preparing the plan. A major ridge line traverses the

Planning Area

Mid-Town Road Amendment

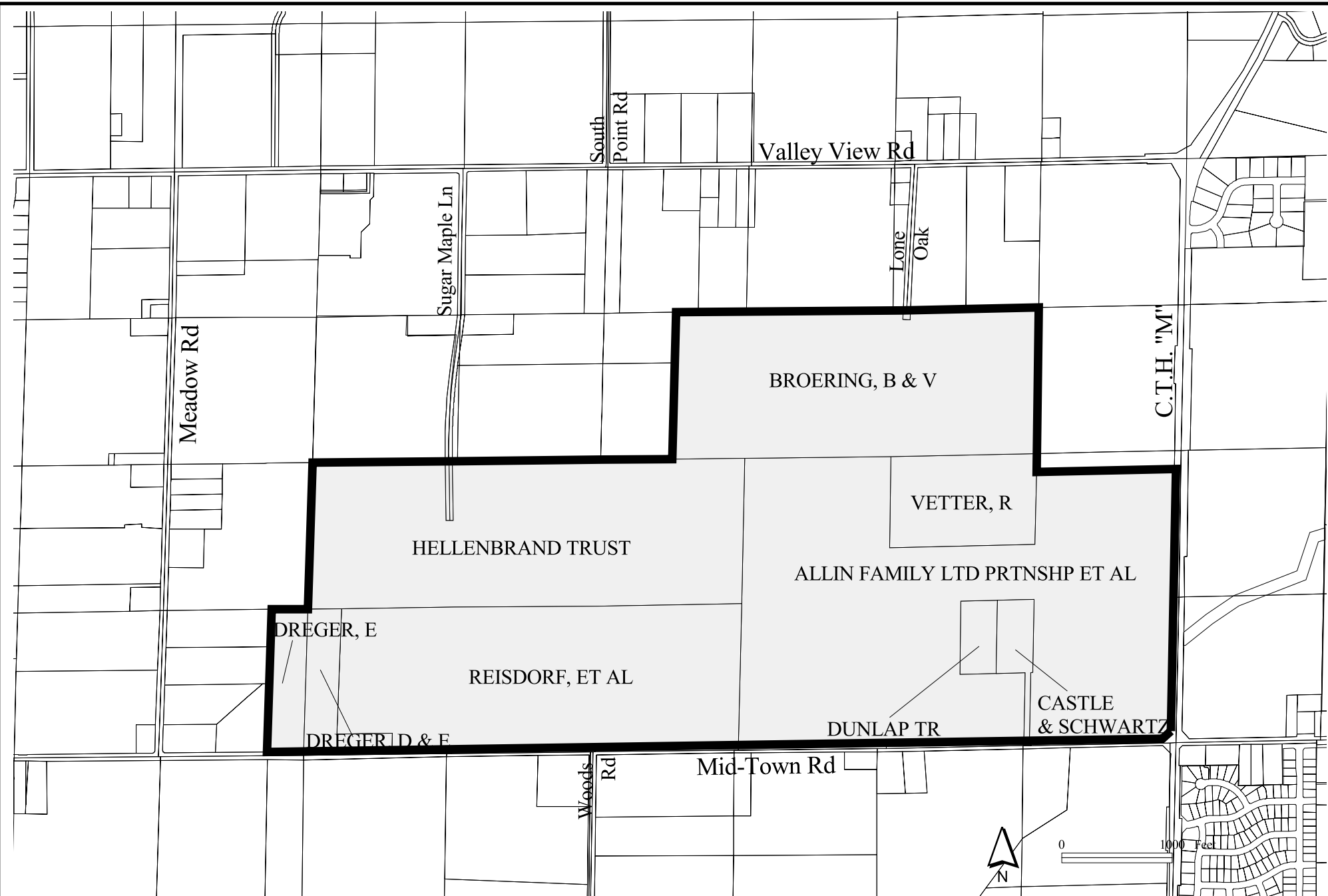
Map 1



Property Ownership

Mid-Town Road Amendment

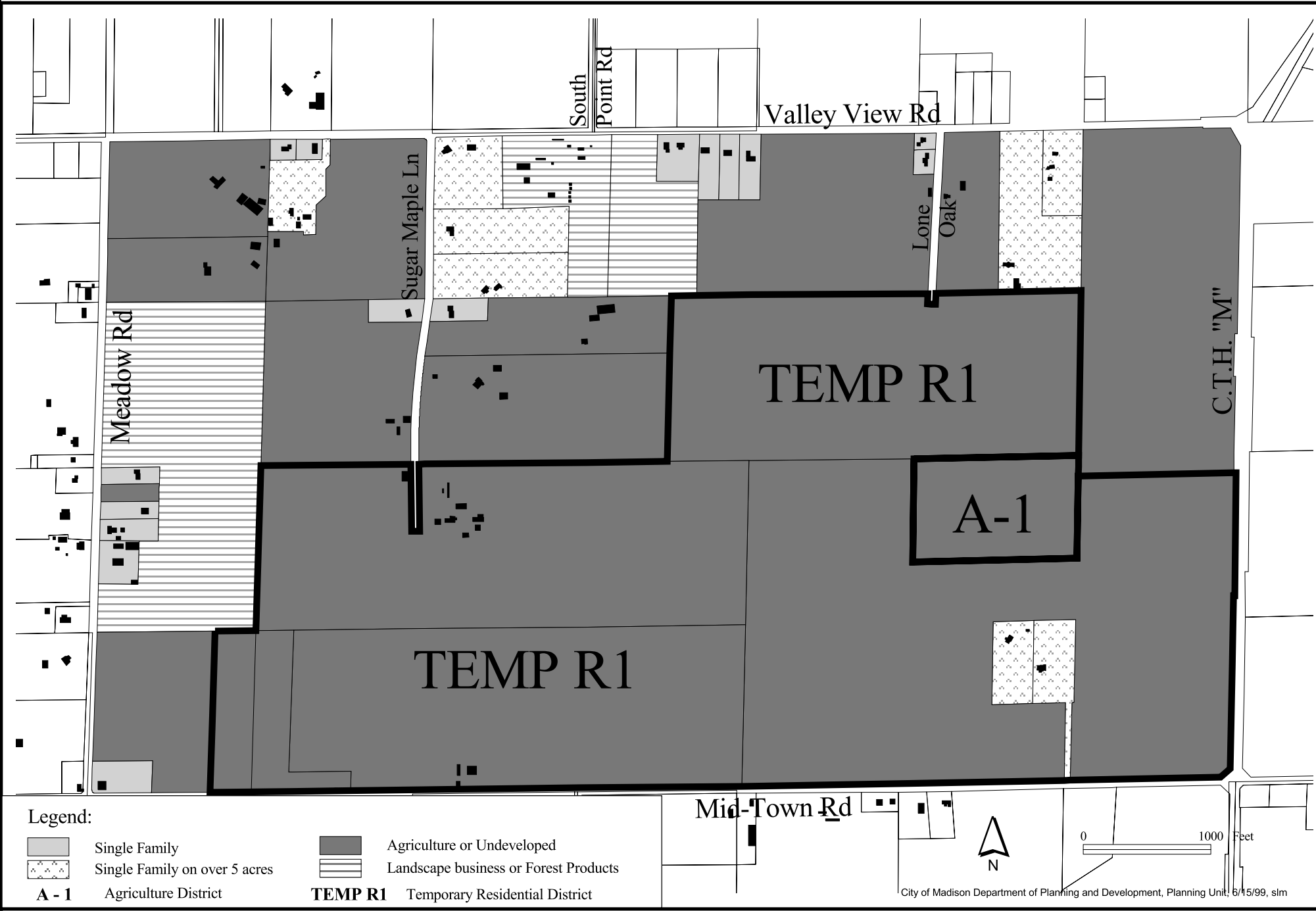
Map 2



Existing Land Use and Zoning

Mid-Town Road Amendment

Map 3



Soils

Mid-Town Road Amendment

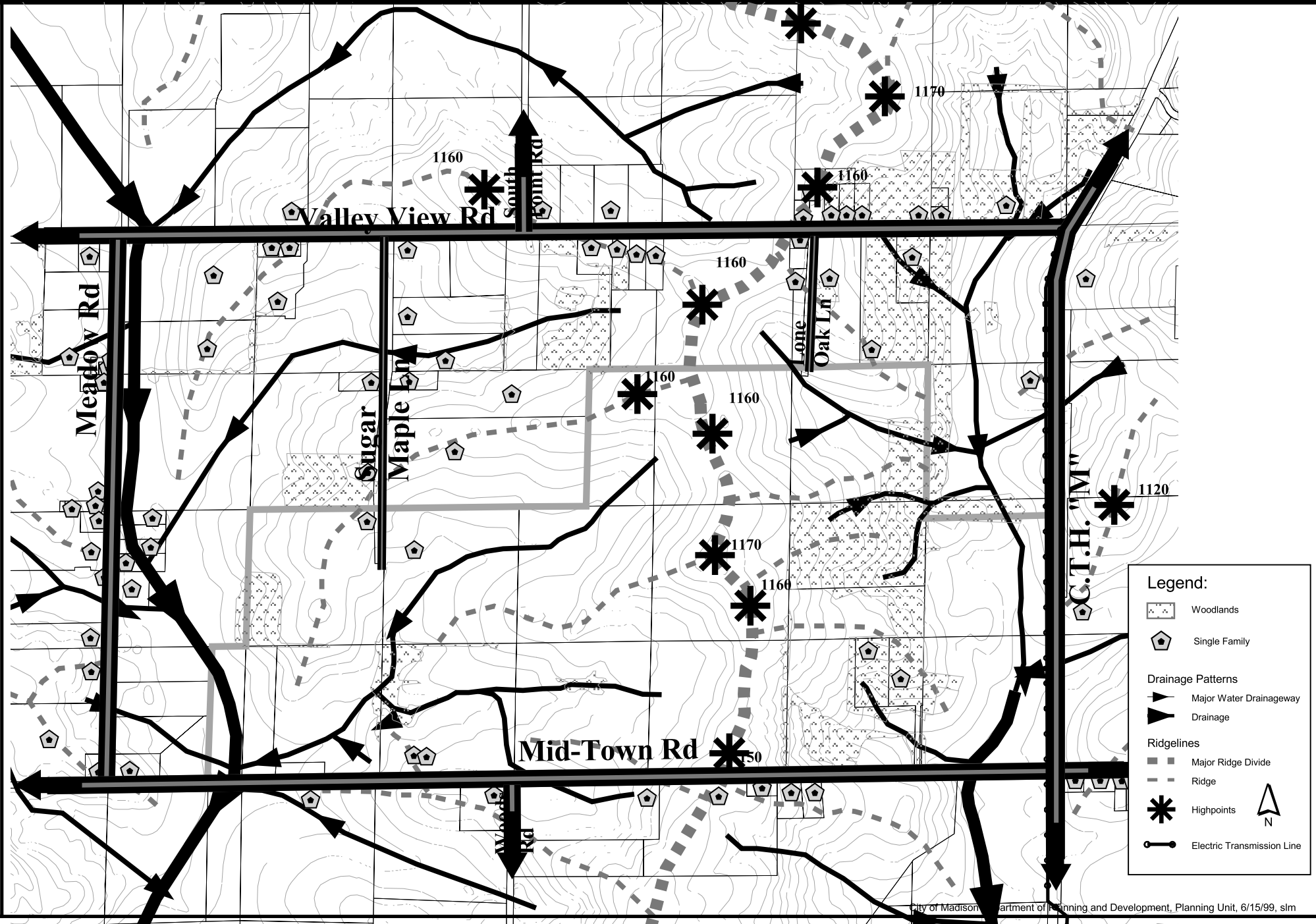
Map 4



Special Features

Mid-Town Road Amendment

Map 5



planning area north and south, dividing the area into two drainage basins. The eastern portion of the planning area is part of the Badger Mill Creek Drainage Basin and included in the same drainage basin as other portions of the High Point-Raymond Neighborhood. The western portion of the neighborhood is in a separate drainage basin. Both basins are part of the Sugar River Watershed. Lands in the eastern portion of the study area generally drain east and south. Lands in the western portion of the study area drain west and south. A series of secondary ridge lines define these minor drainage areas. Portions of the area are wooded. The most significant woodlands are located in the eastern portion of the area between the major ridge line and the eastern stormwater drainageway. These woods contain old woodlots, fence rows and younger reforestation plantings.

Site Analysis

The planning area is located adjacent to and north of the University Ridge Golf Course. The golf course is one of several major open space units which are planned to be connected as part of the community separation area between urban Madison and the City of Verona and part of the Ice Age Trail open space system. Other major open space units which are part of this system include Badger Prairie Park and Elver Park. Since the Peripheral Area Development Plan was adopted in 1990, the City of Madison has worked closely with the Dane County Parks Department, the Ice Age Park and Trail Foundation and the City of Verona to prepare more detailed plans for the implementation of this park and open space system.

The planning area is located adjacent to and west of the High Point-Raymond Neighborhood. Bordering the study area on the north and west are a series of smaller parcels located within the Town of Middleton. The major transportation circulation system facilities serving the study area include Mid-Town Road on the south, County Trunk Highway "M" on the east, Valley View Road on the north and Meadow Road on the west. Map 4 is a special features/site analysis map of the planning area. The planning area is within the boundary formed by these four roads. Outside of the planning area and within the boundary formed by these four roads exists many smaller parcels of land which are located in the Town of Middleton. Within this area there are 26 single-family homes developed along Valley View Road, Meadow Road and two dead end lanes (Sugar Maple and Lone Oak). Development of a neighborhood development plan for lands within the study area must consider the relationship between the development plans prepared for, the study area, existing land uses and development adjacent to the study area, and the future development potential of these lands. Sugar Maple Lane and Lone Oak Lane provide local road connections into the study area, and Woods Road which intersects with Mid-Town Road adjacent to the study area on the south, provide additional opportunities to locate future roadway connections to serve the planning area. The development plan for the planning area will need to carefully consider the development opportunities presented by the ridge lines, woodlands and stormwater drainageways in the planning area. A series of potential view corridors exist along the major north/south ridge line, as well as the secondary east/west ridge lines throughout the study area.

In addition to the major roadways serving the area, and the existing single-family homes within and adjacent to the area, development plans will also need to address the location of a major

electric transmission line located adjacent to County Trunk Highway “M” on the eastern side of the area.

RECOMMENDED DEVELOPMENT CONCEPT AND LAND USE PLAN

Recommended Development Concept

The development plan for the Mid-Town Road Amendment planning area consists of an 18-hole golf course and a mixture of single-family, owner-occupied condominium and rental multi-family housing. The development plan includes a mixed-use development area which may potentially provide some limited neighborhood-serving convenience retail and services opportunities. The development plan will provide a new housing and recreational product not available elsewhere within the High Point-Raymond Neighborhood or within the City of Madison. The concept calls for a mix of residential densities and residential uses, but is primarily intended to provide lower-density residential opportunities adjacent to the 18-hole golf course. The High Point-Raymond Neighborhood Development Plan recommends a proposed “town center” along Mid-Town Road east of County Trunk Highway “M”. Along with the residential development planned elsewhere within the High Point-Raymond Neighborhood, the Mid-Town Road amendment to the neighborhood development plan will allow the City of Madison to achieve the objectives of the neighborhood development plan, which all for the full range of housing types and locations for persons and households of all income levels and ages. While the development within the Mid-Town Road amendment area will be primarily oriented toward the upper end of the ownership and rental market, the entire neighborhood will provide housing which is affordable to all households, including low and moderate income families. Other developments which are currently underway or are in the planning stages include small lot single-family development targeted toward first time buyers and moderate income families, owner-occupied condominiums targeted toward the elderly, and mixed-use town center development intended to provide higher-density residential development opportunities in close proximity to the commercial town center.

Recommended Land Uses

The predominant land uses recommended for the Mid-Town Road amendment area include residential development and the 18-hole golf course. Significant employment growth has taken place north of the study area within the West Towne regional retail center, along Mineral Point Road, in the University Research Park and north of Old Sauk Road in the Old Sauk trails Office Park. New residential housing opportunities in the City of Madison for employees of the growing commercial, research and offices centers are needed. While it is anticipated that almost all of the residents will work outside of this study area, the plan recommends the development of a mixed-use area adjacent to the entrance to the 18-hole golf course which may provide an additional opportunity for neighborhood-serving convenience uses. However, it will be important to limit the amount and type of commercial uses within this area so that it does not compete with the Town Center planned east of County Trunk Highway “M”. At the time permanent zoning is considered the amount of non-residential development should be limited to no more than 10,000 to 20,000 square feet of gross floor area. A total of 610 single-family dwelling units on individual lots are proposed throughout the area. In addition, there are three planned

condominium developments and one mixed-use development area which will include rental housing. Three parks are proposed to serve the area.

The land use recommendations for the Mid-Town Road amendment to the High Point-Raymond Neighborhood area shown on Map 6 and summarized in Table 2 below.

Table 2 – Proposed Land Use (in acres)

| Land Use | Acres | % of Total |
|---|--------------|-------------------|
| Residential | 300.3 | 52.3 |
| Low Density Residential (Single-Family) | 244.0 | 42.5 |
| Low-Medium Density Residential (Condominium) | 45.5 | 7.9 |
| Medium Density Residential/Mixed-Use (Multi-Family) | 10.8 | 1.9 |
| Park and Open Space | 223.3 | 38.9 |
| Park and Drainage | 14.9 | 2.6 |
| Golf Course (including drainage within golf course) | 208.4 | 36.3 |
| Street right-of-way (approximate) | 50.5 | 8.8 |
| TOTAL | 574.1 | 100.0 |

Map 7 presents a Potential Long-Range Concept Plan for adjacent lands to the north and west which shows how street extensions, stormwater drainage and park expansions can be provided if and when adjoining lands are planned for development. This map should be viewed as only a concept at this time and is intended to demonstrate that the development of the Mid-Town Road amendment area will allow adjoining lands to be planned for development in the future in a manner which is coordinated with the Mid-Town Amendment area.

Within the planning area, it is anticipated that there will be approximately 1,261 dwelling units. Table 3 provides an estimated distribution of the dwelling units by type and density. Single-family homes on individual lots will be developed at net densities ranging between two and four units per acre. Condominiums totaling 500 units will be developed at densities ranging between 10 and 12 units per acre. The mixed-use development area is intended to accommodate 151 dwelling units with a density of 12 to 16 units per acre. Overall net development density for the residential development within the study area will average 4.2 units per acre.

Table 3 – Proposed Dwelling Units

| Residential Density | Dwelling Units | % of Total |
|--|-----------------------|-------------------|
| Low Density Residential (Single-Family) | 610 | 48.4 |
| Low-Medium Density Residential (Condominium) | 500 | 39.6 |
| Medium Density Residential (Multi-Family) | 151 | 12.0 |
| TOTAL | 1,261 | 100.0 |

When combined with the residential development planned in the original High Point-Raymond Neighborhood, a total of almost 5,000 dwelling units can be accommodated. Table 4 shows the

estimated residential development in the Mid-Town Road Amendment area when combined with the original High Point-Raymond Neighborhood. Overall, the residential density is expected to be slightly over 5 units per acre.

Table 4 – Proposed Dwelling Units

Combined Totals from the High Point-Raymond Plan and the Mid-Town Road Amendment Area

| Residential Density | Total Residential Acres | Dwelling Units | % of Total | Densities Units/Acre |
|------------------------------|--------------------------------|-----------------------|-------------------|-----------------------------|
| Low Density Residential | 731.1 | 2,351 | 47.4 | 3.21 |
| Low-Med. Density Residential | 150.7 | 1,339 | 27.0 | 8.88 |
| Medium Density Residential | 87.4 | 1,270 | 25.6 | 14.53 |
| TOTAL | 969.2 | 4,960 | 100.0 | 5.11 |

Land Use and Street Plan

Mid-Town Road Amendment

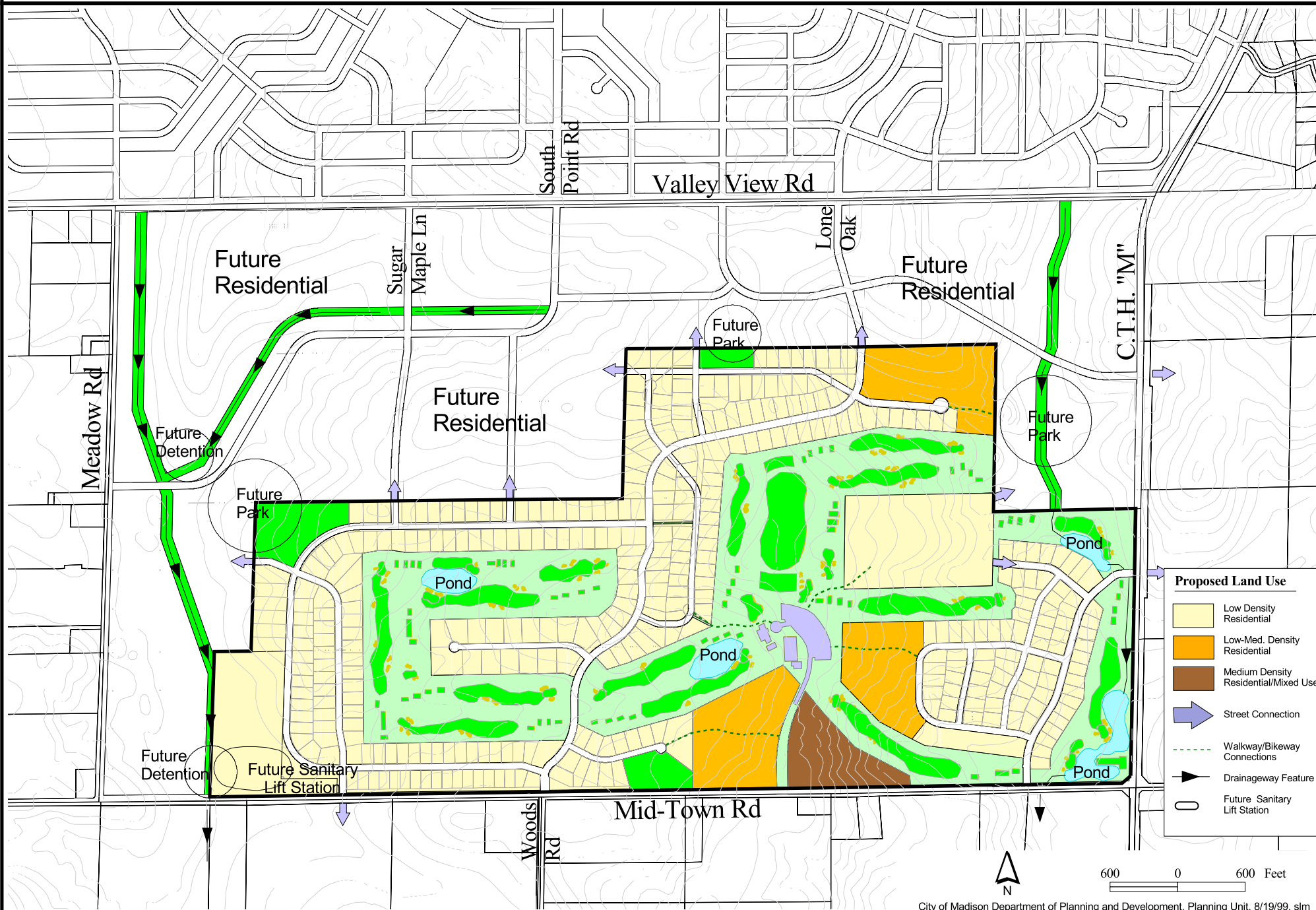
Map 6



Potential Long Range Concept Plan

Mid-Town Road Amendment

Map 7



INFRASTRUCTURE IMPROVEMENTS AND OTHER PUBLIC SERVICES

The following sections briefly summarize the public facilities and services which will be provided to support the development of the Mid-Town planning area.

Transportation Facilities and Services

Map 4 shows the recommended hierarchy of streets being proposed to serve the neighborhood. In order to provide internal and external circulation within the area, a system of bike and pedestrian paths, local streets, collector streets, arterial streets and the potential for a future transit route are provided. The major north/south arterial serving the neighborhood is County Trunk Highway "M". The east/west minor arterials or major collectors include Valley View Road on the north and Mid-Town Road on the south. A third north/south major collector is Meadow Road. The study area also incorporates a north/south collector street which will intersect with Woods Road at Mid-Town Road and with Lone Oak Lane. An additional minor loop collector street which parallels and circles the golf course in the western portion of the area will intersect with this north/south collector. Other street extensions and bicycle routes will be provided from the planning area to the surrounding properties to ensure adequate access and circulation, as development occurs.

The right-of-way of County Trunk Highway "M" is planned at 120-feet. The right-of-way for Meadow Road, Valley View Road and Mid-Town Road (the other minor arterials or major collectors) are planned at 80-feet, 104-feet and 120-feet respectively. Local streets are generally planned at 60-feet or less depending on the development density adjacent to the roadway. Densities of less than 5 units per acre may be allowed to utilize a 56-foot right-of-way.

All of the local and collector streets within the neighborhood are proposed to also serve as bikeways. Sidewalks are planned for all collector and arterial streets, and will be considered for some of the local streets depending on densities and the need to provide pedestrian connections to neighborhood parks and other recreational amenities. Pedestrian access will be provided to all neighborhood parks. Multi-purpose pedestrian walkways/bike paths crossing the golf course will be provided to link the eastern and western portion of the study area and tie in to prime view corridors.

As is the case with most newly developing areas, public transit service is unlikely to be extended initially, due to the relatively higher costs and lower ridership potential characteristic of peripheral locations. A potential future transit route for Madison Metro can be accommodated on any of the perimeter collector and arterial streets, as well as on the internal collector streets. A potential transit route using the extension of Lone Oak Lane would place the majority of the new population within a ½ mile of transit. Like the other infrastructure and development elements, these streets and ped/bike and transit accommodations are or will be programmed for construction or reconstruction to serve the development planned.

Water Service

The City of Madison, through the Water Utility, will extend public water service to the property from the current end of the distribution system within the High Point-Raymond Neighborhood. The existing water reservoir on High Point Road and existing wells will provide adequate supply and pressure to serve the area. The extension of these water mains will not only serve the Mid-Town Road amendment area but also is planned to serve the Valley Ridge Development, the Mid-Town Road Neighborhood Town Center development, and the development of the former Wisconsin Capitol Land Fund properties south of Mid-Town Road and adjoining County Trunk Highway "M". Because of the differential elevations along Mid-Town Road, the City is planning to extend two water mains, a high and low pressure main, to serve the area.

Waste Water Collection and Treatment

The treatment of waste water will be provided by the Madison Metropolitan Sewerage District at its Nine Springs Treatment Facility. The major interceptor sewer serving the High Point-Raymond Neighborhood will also serve the entire study area. Lands east of the major ridge line dividing the study area will be provided with gravity flow sewer to the major interceptor. To serve the western portion of the area, a lift station is planned in the southwestern corner of the study area which will pump waste water over the ridge via a force main to connect to the interceptor sewer.

Storm Water Management Improvements

The City is designing a stormwater management system which will consist of a series of detention and retention basins along the major drainageways serving the study area. Stormwater management in this area will be managed with a series of retention ponds which are integrated into the golf course. All open conveyance systems and ponds discussed below will be provided within public easements for stormwater management.

The Eastern Basin

The Eastern Basin drains to a large culvert under Mid-Town Road approximately 300-feet west of County Highway "M". The drainage off of this development will be managed within the proposed golf course. The stormwater management system will include an open conveyance system and one or more retention basins. The management system will be designed, built and maintained by the developer to aesthetically blend into the surrounding golf course while meeting standards of the Stormwater Management Plan for lands within the watershed of the west branch of the Badger Mill Creek.

This stormwater management plan calls for developing lands within the west branch of the Badger Mill Creek to detain the 1, 2, 5, 10 and 100 year storms to the predevelopment release

rates. These systems will be designed by the developer's engineer and reviewed and approved by City Engineering. Stormwater entering the development from the east and from the north shall be controlled in accordance with applicable regulations prior to entering the golf course area.

The Western Basin

The Western Basin is a small watershed (approximately 250 acres) which drains to a trio of box culverts (each 12' x 5') draining under Mid-Town Road. These culverts are approximately 200-feet west of the proposed development. The culverts under Mid-Town Road drain a very large watershed several square miles in size. The stormwater run-off for the large watershed draining to this culvert crossing will be handled with a separate system.

The small watershed will include an open conveyance system and retention basins. Both the greenway and basins will be designed, built and maintained by the developer to aesthetically blend into the surrounding golf course. Stormwater management will be in accordance with current regulations and will be reviewed and approved by the City Engineer. No significant areas drain into the small basin from outside the development. The limited areas that do will be collected in a pipe system and discharged into the open channel and pond system in the golf course. A temporary easement for public greenway (which shall eventually be part of the road right-of-way for Mid-Town Road) will be required along Mid-Town Road from the plat to the culverts.

The large watershed reaching Mid-Town Road at this point will eventually require construction of significant detention/retention basins throughout the watershed. It is anticipated that the majority of these will be regional in nature and will be located at confluences of branches of the watercourse and upstream of road crossings. The basins will be linked in the future with a greenway of varying size (between 200 and 100-feet wide).

Parks and Open Space

As stated previously, the study area will be developed with three parks: one area park and two neighborhood parks. It is anticipated that park expansions and additional park sites will be provided on adjacent lands when they develop in the future. The 18-hole golf course, clubhouse and recreational amenities provide a significant additional recreation opportunity for residents within the study area as well as the general public. In addition to the on-site amenities, the study area is located in very close proximity to the University Ridge Golf Course, Elver Park and the planned Ice Age Trail System, which will provide additional recreational opportunities.

Schools

Lands within the Mid-Town Road amendment study area are included in the Verona School District and the Middleton-Cross Plains School District. Both districts have undertaken extensive negotiations with the Madison Metropolitan School District. These negotiations have resulted in

an agreement being reached between the Middleton-Cross Plains School District and the Madison District. A similar agreement is close to being executed between the Verona District and the Madison District. The agreement calls for the transfer of lands within this area to the Madison Metropolitan School District following annexation and development approvals. It is anticipated, therefore, that school facilities and services will be provided by the Madison Metropolitan School District following the execution of these agreements and the transfer of these lands to the Madison District. The City of Madison has planned a school site in the Westside Neighborhood Development Plan north of Valley View Road along South Point Road to serve this area. An additional school site could potentially be located within the High Point-Raymond Neighborhood. Following the execution of the inter-governmental agreements between the three school districts, the Department of Planning and Development will work with the Madison Metropolitan School District and the two adjoining school districts to review proposed school sites and recommend additional locations if needed.

IMPLEMENTATION OF THE MID-TOWN ROAD AMENDMENT TO THE HIGH POINT-RAYMOND NEIGHBORHOOD DEVELOPMENT PLAN

The Mid-Town Road amendment will be implemented using the same tools described in the adopted High Point-Raymond Neighborhood Development Plan. Specific recommendations concerning development staging and amendments to the Central Urban Service Area are provided in the following paragraphs.

Following the adoption of the High Point-Raymond Neighborhood Development Plan in December of 1997, the City of Madison requested an amendment to the Central Urban Service Area boundaries to include all of the lands in the High Point-Raymond Neighborhood. The Dane County Regional Planning Commission approved an Urban Service Area amendment which added only a portion of the neighborhood to the Urban Service Area. In the northern portion of the High Point-Raymond Neighborhood, the Central Urban Service Area amendment added four undeveloped parcels to the Urban Service Area including a portion of the Jerry Mullins property, the two Wisconsin Capitol Land Fund parcels, and the Theis property. Development plans for two of these four parcels are now being developed and urban development is expected to begin along Mid-Town Road and County Trunk Highway "M" in the spring of 2000. Residential development in the Mid-Town Road amendment area adjacent to County Trunk Highway "M" is also expected to begin in the spring of 2000. Construction of the golf course may precede the construction of the first residential developments.

It is expected that development will generally be phased from southeast to northwest starting at the corner of Mid-Town Road and County Trunk Highway "M". Construction of the 18-hole golf course will occur as one phase, with residential development occurring in a series of phases. It is recommended that all of the lands in the amendment area be included in the Central Urban Service Area. It is also recommended that the golf course fairways and open space, as well as the neighborhood parks and stormwater detention facilities, be identified in the Central Urban Service Area as Environmental Corridors, with the exception of the clubhouse and associated access drives and parking lots.

INTER-GOVERNMENTAL AGREEMENTS

In addition to the inter-governmental agreement being negotiated between the Middleton-Cross Plains School District, the Madison Metropolitan School District and the Verona School District, there are two other inter-governmental agreements which affect the planning area. The City of Madison entered into an inter-governmental agreement with the Town of Middleton in 1994 which included certain road maintenance and improvement provisions. This agreement also established a line running north and south generally along Pioneer Road, east of which the township agreed not to contest or object to annexations of land to the City of Madison, and west of which the City would not exercise its extraterritorial jurisdiction regarding land divisions. The City of Madison also entered into an inter-governmental agreement with the City of Verona which addressed future annexations as well. The City of Madison and City of Verona agreed on an annexation line between the two communities beyond which the other community would not

annex land. The line extends a certain distance east and west along County Trunk Highway “PD” from its intersection with County Trunk Highway “M”. The Mid-Town Road planning area is within the area that Verona agreed not to annex land.

City of Madison, Wisconsin

A RESOLUTION _____

Adopting the Mid-Town Amendment to the High Point-Raymond 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 its recommendations, and also endorsing the City's request to amend the Central Urban Service Area to include lands within the neighborhood.

Drafted By: Bradley J. Murphy, Planning Unit Director

Date: June 28, 1999

Fiscal Note: Infrastructure, Capital improvements and services required to serve development consistent with the plan will be provided in accordance with existing Madison General Ordinances and standard City policies. Authorization for Capital expenditures must be obtained through the planning and budgetary approval process.

Sponsors: Aids. Roberta Kiesow, Ken Golden and Judy Compton

WHEREAS on May 18, 1999 the City of Madison Common Council approved an ordinance annexing approximately 580 acres of land north of Mid-Town Road and west of County Trunk Highway "M" to the City of Madison along with a resolution approving an annexation agreement with Hawk's Landing, LLC; and

WHEREAS the annexation agreement for these lands establishes a planning, development approval, infrastructure improvement and service delivery process and timeline to guide the future development of this area; and

WHEREAS the annexation agreement calls for the preparation of an amendment to the High Point-Raymond Neighborhood Development Plan to be prepared and adopted by the Plan Commission and Common Council; and

AGENDA # _____

Copy Mailed to Alderperson _____

PRESENTED July 6, 1999 _____

REFERRED _____

REREFERRED _____

REPORTED BACK _____

ADOPTED T _____ POF _____

SUSPENDED RULES _____

PUBLIC HEARING _____

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

Approved By

Comptroller's Office

RESOLUTION NUMBER 56476 _____

ID NUMBER 25879 _____

WHEREAS the annexation agreement established the essential elements to be included in the development of a residential/golf course community by Hawk's Landing, LLC; and

WHEREAS the lands included in the neighborhood development plan are located within Urban Expansion "B" District and Transition Reserve District as shown in the 1990 Peripheral Area Development Plan which identifies areas which can be served by City services; and

WHEREAS the 1990 Peripheral Area Development Plan identifies the eastern portion of this area as Planning Area W3, an Urban Expansion "B" District, which can be provided with urban services as a logical extension of the services available to the northern portions of the High Point-Raymond Neighborhood; and

WHEREAS the 1990 Peripheral Area Development Plan identifies the western portion of the lands to be annexed as Planning Area W6, a Transition Reserve District in which portions of the area would be suitable to eventual urban development and the extension of urban services; and

WHEREAS since the adoption of the Peripheral Area Development Plan the City of Madison has prepared the High Point-Raymond Neighborhood Development Plan for lands located immediately adjacent to this planning area; and

WHEREAS since the adoption of the Peripheral Area Development Plan the City of Madison has entered into inter-governmental agreements with the City of Verona, 1996, the Town of Middleton, 1994, and the City of Middleton, 1995 which more specifically define areas to be annexed to and developed within the City of Madison; and

WHEREAS the lands are currently located within the Verona School District and Middleton-Cross Plains School District and are proposed to be transferred to the Madison Metropolitan School District following annexation to the City of Madison in accordance with an executed agreement between the Madison Metropolitan School District and the Middleton-Cross Plains School District and in accordance with a draft agreement, yet to be executed, between the Madison Metropolitan School District and the Verona School District; and

WHEREAS a detailed neighborhood development plan has been prepared for the Mid-Town Amendment to the High Point-Raymond Neighborhood Development Plan which calls for the development of these lands for a residential/golf course community to be provided with the full range of urban services and in accordance with City of Madison's Development Standards; and

WHEREAS all of the land in the Mid-Town Amendment area is located outside of the Central Urban Service Area; and

WHEREAS the current City of Madison adopted Land Use Plan does not include detailed land use recommendations for the Mid-Town Amendment Area; and

WHEREAS the City of Madison Plan Commission has established procedures for the amendment of the City's Land Use Plan.

NOW THEREFORE BE IT RESOLVED that the Mid-Town Amendment to the High Point-Raymond 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 Mid-Town Amendment to the High Point-Raymond Neighborhood Development Plan; and

BE IT FINALLY RESOLVED that the City of Madison Plan Commission and Madison Common Council hereby authorize 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 land included within the Mid-Town Amendment Area in accordance with the recommendations contained in the plan.

Amendments
to the
Midtown
Neighborhood Development Plan
Adopted since August 1999

Amendments Dated:

May 2001
April 2004
July 2004

AGENDA # _____

Copy Mailed to Alderperson _____

City of Madison, Wisconsin

A RESOLUTION _____

Amending the High Point-Raymond Neighborhood Development Plan, an element of the City of Madison Master Plan, to incorporate additional lands adjacent to the Mid-Town Road Amendment Area, and authorizing the City's application to amend the Central Urban Service Area to include these lands.

Drafted By: Michael Waidelich
Principal Planner

Date: March 16, 2001

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

Sponsors: Alds. Judy Compton, Roberta Kiesow, Ken Golden (request of the Plan Commission) and Linda Bellman

PRESENTED April 3, 2001

REFERRED Plan Commission

REREFERRED _____

REPORTED BACK May 1, 2001

ADOPTED T POF _____

RULES SUSPENDED _____

PUBLIC HEARING _____

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

Comptroller's Office

RESOLUTION NUMBER 58312

ID NUMBER 29303

WHEREAS, on December 2, 1997 the City of Madison Common Council adopted the High Point-Raymond Neighborhood Development Plan; and

WHEREAS, on August 17, 1999 the Common Council adopted the Mid-Town Road amendment to the High Point-Raymond Neighborhood Development Plan to incorporate land use and development recommendations for approximately 574 acres on adjacent lands located west of County Trunk Highway "M" and north of Mid-Town Road; and

WHEREAS, the Mid-Town Road amendment also included a Potential Long Range Concept Plan covering the balance of the lands located north of the amendment area to Valley View Road and west of the amendment area to Meadow Road; and

WHEREAS, on January 16, 2001 the City of Madison Common Council adopted Ordinance, I.D. 12755 annexing approximately 35.5 acres of land north of the Mid-Town Road Amendment Area and west of Sugar Maple Lane to the City of Madison; and

WHEREAS, an amendment to the High Point-Raymond Neighborhood Development Plan has been prepared for the annexed lands recommending that the lands be developed primarily with residential uses and provided with the full range of urban services in accordance with the City of Madison's development standards; and

WHEREAS, City of Madison urban services provided to the adjacent Hawk's Landing development can be readily extended to also serve the amendment area; and

WHEREAS, the Planning Unit has prepared an analysis of the proposed amendment to the High Point-Raymond Neighborhood Development Plan; and

WHEREAS, the proposed amendment area is not currently within the Central Urban Service Area.

NOW, THEREFORE, BE IT RESOLVED, that the High Point-Raymond Neighborhood Development Plan and City of Madison Land Use Plan are hereby amended to include detailed land use and street plan recommendations for approximately 35.5 acres of land located west of Sugar Maple Lane; and

BE IT FURTHER RESOLVED, that the City of Madison Plan Commission and Madison Common Council hereby authorize the City's application to amend the Dane County Land Use and Transportation Plan and Dane County Water Quality Plan to include the amendment area within the Central Urban Service Area; and

BE IT FINALLY RESOLVED, that the Potential Long Range Concept Plan for lands located west of the Mid-Town Road amendment area to Meadow Road and north of the amendment area to Valley View Road is hereby revised to incorporate revisions made during preparation of the subject amendment.

DRAFT

Amendment to the High Point-Raymond Neighborhood Development Plan

Adopted May 1, 2001

The Hawks' Woods amendment to the High Point-Raymond Neighborhood Development Plan consists of an approximately 35.5 acre parcel of land located north of the Mid-Town Road Amendment Area (the Hawk's Landing golf course and residential development), on the west side of Sugar Maple Lane. These lands were annexed to the City of Madison on January 16, 2001.

The amended Land Use and Street Plan for the neighborhood recommends that the Hawks' Woods amendment area be developed primarily with low-density residential land uses, divided between single-family and condominium development, at an average net density of approximately 5.2 dwelling units per acre. The neighborhood park at the southern edge of the amendment area will be extended northward to provide additional parkland and frontage on a local residential street within the amendment area. In addition to the local streets, mid-block pathways are recommended to provide more direct pedestrian and bicycle connections from the residential blocks to the north, including the condominium site. The recommended street alignments and lot patterns within the amendment area have been planned to maximize the preservation of the high quality oak trees present on the southern portions of the property. It is recommended that additional protections for these trees, such as establishing building envelopes on individual lots, be included as conditions of future development approvals.

Hawks' Woods Amendment Area Proposed Land Uses (in acres)

| | |
|---|--------------------|
| Residential | 25.37 acres |
| Low-Density Residential (Single-Family) | 15.75 acres |
| Low-Density Residential (Condominium) | 9.62 acres |
| Park and Open Space | 4.61 acres |
| Park | 2.76 acres |
| Walkways | 0.12 acres |
| Stormwater Management | 1.73 acres |
| Lift Station | 0.48 acres |
| Rights-of-way | 5.04 acres |
| Total | 35.50 acres |

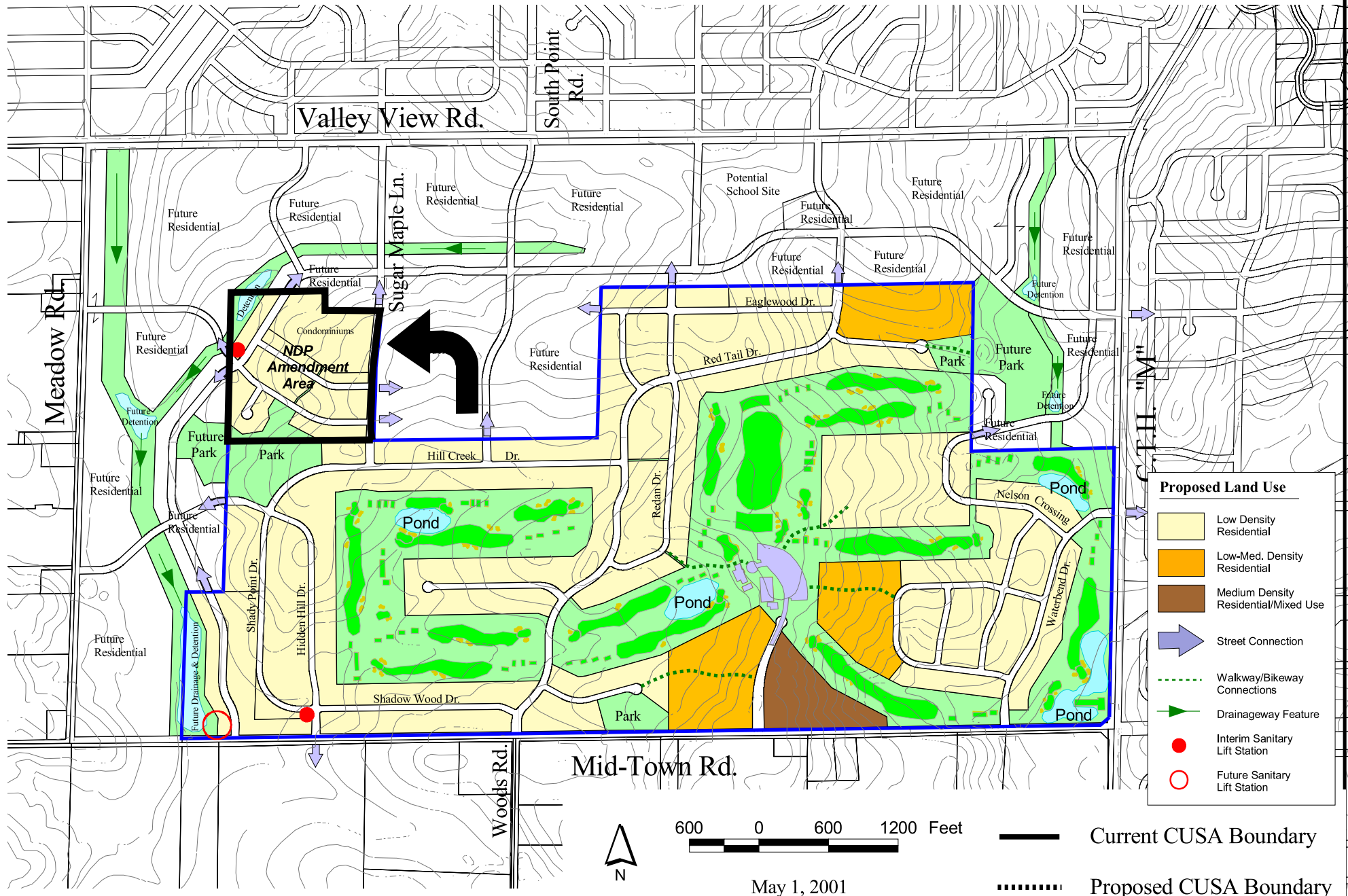
The Potential Long-Range Concept Plan for the Mid-Town Amendment Area included in the High Point-Raymond Neighborhood Development Plan is also amended to show additional details regarding primary street alignments and connections, and stormwater management facilities. Only the more important proposed streets are illustrated. As these lands are developed with urban uses, additional local streets will also be needed to provide access to future uses and provide enhanced neighborhood connectivity.

The area encompassed by the Potential Long-Range Concept Plan currently includes several very large rural home sites, some of which may not be further subdivided for many years, if ever. As additional land in this area is proposed for development, revisions to the street alignments shown in the Concept Plan may be needed in order to work around those parcels that will remain in their current use. The Concept Plan recommends key street connections that need to be provided as this area is developed more intensively and a more complete local street network is created.

The Potential Long-Range Concept Plan indicates a potential public school site south of Valley View Road. If this location is selected for a future school, the recommended park site shown on the Land Use and Street Plan north of Eaglewood Drive probably would be eliminated or moved to another location.

Potential Long Range Concept Plan

Mid-Town Road Amendment Area



VII. Appendices

A. Substitute Resolution Adopting the Plan

AN AMENDED SUBSTITUTE RESOLUTION

Adopting amendments to the West Side Neighborhood Development Plan to now be known as the Pioneer Neighborhood Development Plan and amendments to the Mid-Town Road Neighborhood Development Plan as elements 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 and authorizing the City's application to amend the Central Urban Service Area to include the lands within the plans.

Drafted By: Bradley J. Murphy, Planning Unit
Director

Date: April 6, 2004

Fiscal Note: Local costs associated with development and the provision of urban services in this area will be included in future operating and Capital Budgets.

Sponsors: Ald. Paul Skidmore

PRESENTED: December 2, 2003

REFERRED: Plan Commission, Long-Range Transportation Planning Commission, Pedestrian Bicycle Motor Vehicle Commission, Transit and Parking Commission, Park Commission, and Economic Development Commission

REFERRED: Above & Citiarts Commission, Landmarks Commission (3-2-04)

REPORTED BACK: 3-2-04;4-20-04

ADOPTED: X POF: _____

RULES SUSPENDED _____

PUBLIC HEARING _____

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

Approved By

Comptroller's Office

AMENDED SUBSTITUTE

RESOLUTION NUMBER 61448

ID NUMBER 35179

WHEREAS in 1999, the City of Madison adopted the West Side Neighborhood Development Plan and the Mid-Town Road Amendment to the High Point-Raymond Neighborhood Development Plan to serve as a guide for community planning and development and the extension of urban services for the area west of County Trunk Highway "M" between Mineral Point Road and Mid-Town Road; and

WHEREAS in 2001, the City was approached by the University Research Park who requested that the City support the development of a new research park located west of County Trunk Highway "M" between Valley View Road and Mid-Town Road; and

WHEREAS the City has also been approached by other property owners within this area expressing an interest in developing their properties; and

WHEREAS the University Research Park has expressed an interest in developing a more urban research center which will meet the economic needs of rapidly growing science and technology companies and which can be integrated with a broader mix of uses utilizing a design which promotes multi-level development

oriented towards the public streets where shared parking is promoted and which provides a transit and pedestrian-friendly environment for employees and visitors; and

WHEREAS in order to fully address the changing conditions within these neighborhoods, the Department of Planning and Development contracted with the planning consulting firm of Vandewalle & Associates and Strand, Inc. to prepare amendments to these plans and to assess the transportation impacts of development within this area; and

WHEREAS during the preparation of the amendments to these plans, property owners, residents and others interested in the planning area were notified of the planning process and provided with opportunities to have input into the development of the plan recommendations and to review and comment on the draft plan including public meetings held in the neighborhood and a public hearing before the City's Plan Commission.

NOW THEREFORE BE IT RESOLVED that the amendments to the West Side Neighborhood Development Plan and the Mid-Town Road Amendment to the High Point-Raymond Neighborhood Development Plan are hereby adopted as the Pioneer Neighborhood Development Plan and the Mid-Town Road Neighborhood Development Plan to be used as a guide for community planning and development.

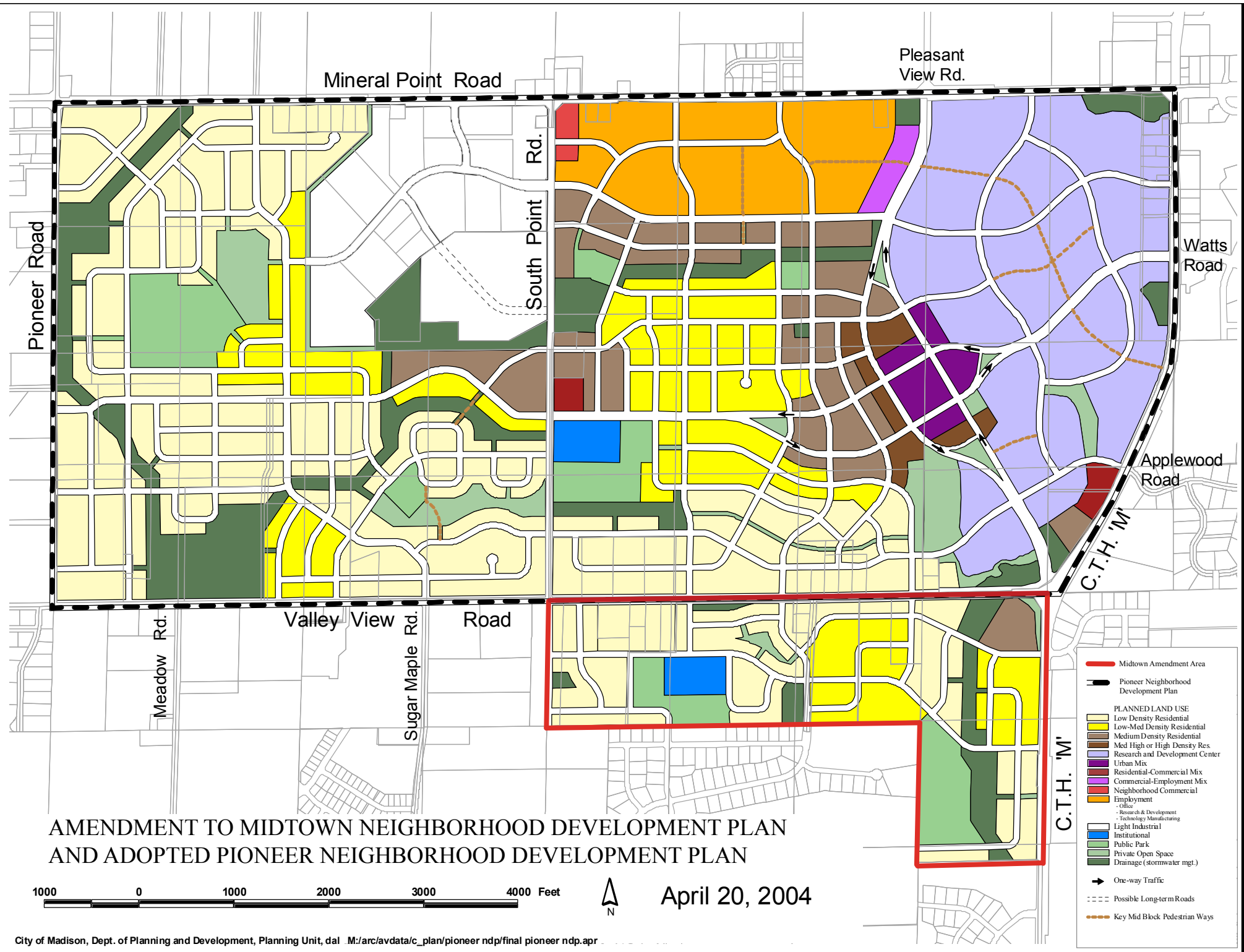
BE IT FURTHER RESOLVED that Planning Unit staff are directed to modify the plan text to incorporate: the technical comments noted in the Planning Unit Director's memoranda of March 10, 2004 and March 24, 2004, the revised plan map dated March 10, 2004, and Exhibit A which spells out the follow-up studies to be completed and the specific timeline.

BE IT FURTHER RESOLVED that development within the neighborhood development plan will follow the phasing recommendations included in the plan on Map 8 and the timeline for the follow-up studies in Exhibit A, and that the final design of the extension of Pleasant View Road considers the importance of agriculture as a viable economic enterprise in the greater Madison Community.

BE IT FURTHER RESOLVED that the City of Madison Land Use Plan is hereby amended to incorporate the recommendations of the plans.

BE IT FINALLY RESOLVED that the City of Madison Plan Commission and Common Council hereby authorize the City's application to amend the Dane County Land Use and Transportation Plan and Dane County Water Quality Plan to include within the Central Urban Service Area all the land located within Phases A-C, with the exception of the Phase C area located west of South Point Road **and that the road's extension be located no more than 600 feet from the tower base.**

BE IT FINALLY RESOLVED that action Item 8 in Exhibit A calling for an area-wide long-range regional study for Beltline interchanges and future arterials and collectors to serve development, specifically include the identification and evaluation of all alternatives needed to address the projected build-out traffic volumes on Mineral Point Road including alternatives needed to expanding Mineral Point Road to eight lanes between the Beltline and Junction Road.



AGENDA # _____

CITY OF MADISON, WISCONSIN

A RESOLUTION _____

Amending the Mid-Town Neighborhood Development Plan, an element of the City of Madison Master Plan, to encompass additional lands located south of Mid-Town Road and east of Woods Road, and authorizing the City's application to amend the Central Urban Service Area to include these lands.

Drafted by: Michael Waidelich
Planning & Development

Date: June 23, 2004

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

SPONSORS: Ald. Linda Bellman, District 1

PRESENTED July 6, 2004
REFERRED Plan Commission

REREFERRED _____

REPORTED BACK 7-20-04

ADOPTED ☒ POF _____
RULES SUSPENDED _____
PUBLIC HEARING _____

| |
|---|
| <p>APPROVAL OF FISCAL NOTE IS NEEDED BY THE COMPTROLLER'S OFFICE</p> <p>Approved By _____</p> <p>Comptroller's Office</p> |
|---|

RESOLUTION NUMBER 61723
ID NUMBER 36420

WHEREAS the Mid-Town Neighborhood Development Plan (formerly known as the Mid-Town Road Amendment Area to the High Point-Raymond Neighborhood Development Plan) was adopted by the Madison Common Council on August 17, 1999 and amended on May 1, 2001; and

WHEREAS the Mid-Town Neighborhood is currently bounded by Meadow Road on the west, Valley View Road on the north, County Trunk Highway M on the east and Mid-Town Road on the south; and

WHEREAS several existing subdivisions within the Mid-Town Neighborhood located north of Mid-Town Road and extending from County Trunk Highway M west to a point approximately one-quarter mile east of Meadow Road are currently within the Central Urban Service Area, are zoned and platted for urban development, and residential development is now occurring in these areas guided by the recommendations of the adopted Neighborhood Development Plan; and

WHEREAS in August 2002 the Central Urban Service Area was amended to also include the University of Wisconsin-Madison University Ridge Golf Course lands located south of Mid-Town Road and west of County Trunk Highway M, with most of those lands designated as an Environmental Corridor to reflect the intended continued open space recreational uses; and

WHEREAS several smaller properties, comprising a total of 60.5 acres, located east of Woods Road, south of Mid-Town Road, and north and west of the University Ridge Golf Course are suitable for more intensive development and can efficiently be provided with City of Madison urban services already being extended to serve the development north of Mid-Town Road; and

WHEREAS these properties, as are large portions of the Blackhawk, Elderberry, Pioneer and Mid-Town neighborhoods, are primarily located within the W6 Transition Reserve District identified in the 1990 City of Madison Peripheral Area Development Plan as generally appropriate for eventual urban development,

with the timing of future development partly dependant on development trends in the surrounding area, more-detailed consideration of urban service extension efficiencies, and City of Madison objectives to maintain its long-term growth options; and

WHEREAS an ordinance annexing these lands to the City of Madison has been introduced to the Common Council and will be considered concurrently with this resolution in order to allow the future development of these lands with the full range of urban services provided by the City of Madison under the guidance of the City of Madison's planning policies and regulations; and

WHEREAS a proposed concept plan for the future development of these lands primarily with a mix of low and medium-density residential uses, with smaller areas designated for stormwater management facilities, has been reviewed by City agencies and the Madison City Plan Commission; and

WHEREAS a detailed land use and street plan amendment to the Mid-Town Neighborhood Development Plan has been prepared to include the subject lands and recommend that they be developed primarily with residential and uses generally consistent with the concept plan reviewed by City staff and the Madison City Plan Commission; and

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

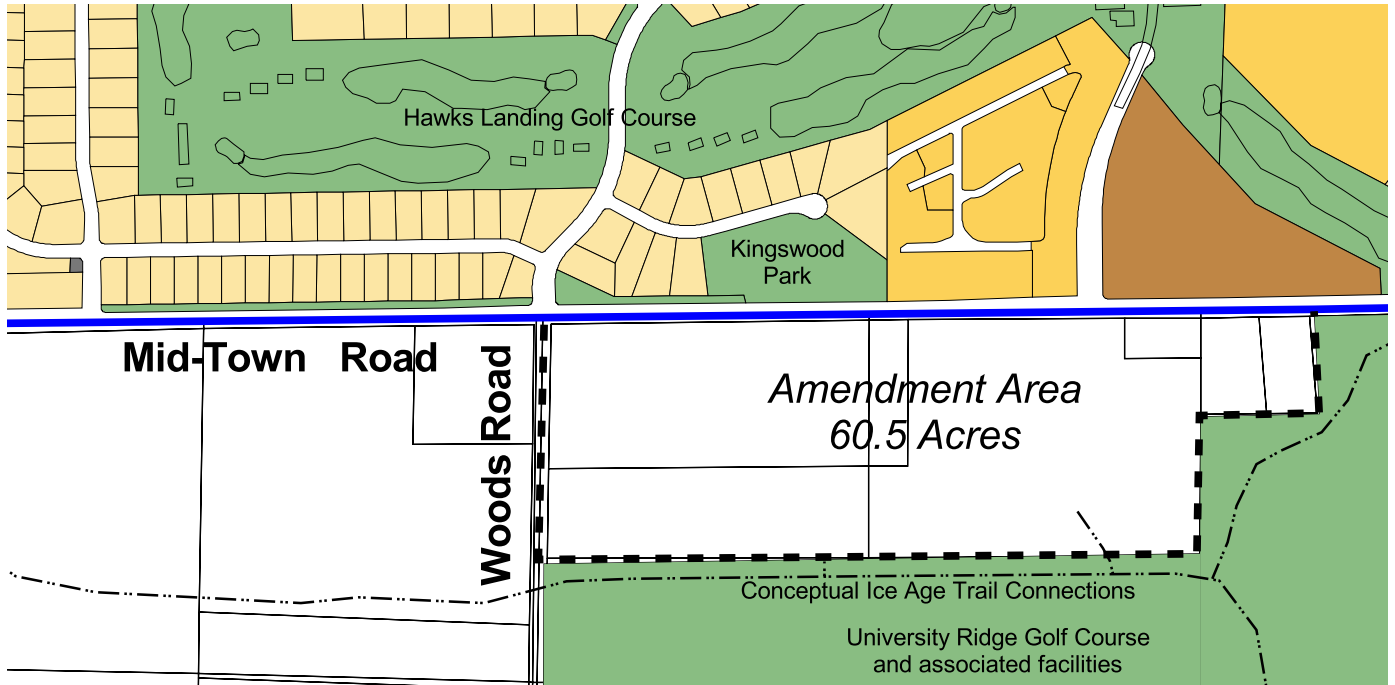
WHEREAS the Madison City Plan Commission has an established procedure for amending the Madison Land Use Plan.

NOW THEREFORE BE IT RESOLVED that the Mid-Town Neighborhood Development Plan and Madison Land Use Plan are hereby amended to include an additional 60.5 acres located south of Mid-Town Road and east of Woods Road recommended for future development with a mix of low and medium-density residential uses and open space intended for stormwater management; and

BE IT FURTHER RESOLVED that the Madison City Plan Commission and Madison Common Council hereby authorize the City's request to amend the Dane County Land Use and Transportation Plan and Dane County Water Quality Plan to include the amendment area within the Central Urban Service Area.

AMENDMENT to the MID-TOWN NEIGHBORHOOD DEVELOPMENT PLAN Land Use and Street Plan

Mid-town Neighborhood Development Plan
as adopted August 1999 and implemented through land subdivision and zoning approvals.



Mid-town Neighborhood Development Plan
as Amended and Adopted by the Common Council July 20, 2004

