

**BUCKEYE AMENDMENT
TO THE
COTTAGE GROVE NEIGHBORHOOD DEVELOPMENT PLAN**

ADOPTED NOVEMBER 7, 2006

**CITY OF MADISON
DEPARTMENT OF PLANNING AND DEVELOPMENT
PLANNING UNIT**

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INTRODUCTION

The 1990 *Peripheral Area Development Plan* reviewed the development and open space potential of all of the lands around the then-edges of the Madison urbanized area and identified areas recommended for future urban development and City of Madison growth, and areas that should be considered for open space preservation. Peripheral Planning Area E4, a large area located east of Interstate Highway 39-90 and south of Interstate Highway 94, was identified as an Urban Expansion-A district, suitable for future urban development and expected to begin developing within the next five years. This Urban Expansion district was generally bounded on the north and west by the Interstate Highways, and on the east and south by Peripheral Planning Area E10, a recommended Permanent Open Space district reflecting the wetlands, meadows, drumlins and wooded uplands associated with the Door Creek valley. A narrow strip of higher ground along Buckeye Road was included within Peripheral Planning Area E5, a Transition Reserve district that appeared suitable for at least some future urban development, but where more study was needed to determine the recommended extent of development.

In 1992, the Madison Common Council adopted the *Cottage Grove Neighborhood Development Plan*, which provided detailed land use and development recommendations for the portion of Planning Area E4 located between Cottage Grove Road and Buckeye Road. The area south of Buckeye Road was not included in this plan at that time primarily due to uncertainties regarding the expansion plans of an active quarry operating in the area, and the need for further evaluation of the open space areas within Planning Area E10. In 1998, the *Sprecher Neighborhood Development Plan* was adopted, covering the northern part of Planning Area E4 between Cottage Grove Road and Interstate Highway 94. Large portions of both of these neighborhoods have now been annexed to the City of Madison, and a substantial amount of new development has occurred to date. In the Cottage Grove Neighborhood, which is smaller than the Sprecher Neighborhood and began to develop earlier, almost all of the lands currently in the City of Madison have now been developed.

The *Buckeye Amendment* to the *Cottage Grove Neighborhood Development Plan* adds the lands located south of Buckeye Road, between Buckeye Road and the Union Pacific Railroad tracks, to the Cottage Grove Neighborhood, and provides recommendations for their near- and longer-term urban development. The future limits of the Buckeye Quarry mining operation are now defined in its Reclamation Plan filed with Dane County; and successful efforts to provide public protection for some of the more-important natural open space areas provide a reasonable expectation that, over time, preservation of additional lands may also be successful. A prospective developer is currently interested in the vacant Fobes property, and it is timely, therefore, to provide detailed recommendations for those portions of the planning area where more-intensive urban development may occur---either in the near-term, or later on in the event that some of the existing uses cease.

EXISTING CONDITIONS

The Buckeye Amendment Area is bounded by Interstate Highway 39-90 on the west, Buckeye Road on the north and east, and the Union Pacific Railroad right-of-way on the south. The amendment area is directly adjacent to the current Cottage Grove Neighborhood on the north, and is relatively isolated from other potentially developable lands located to the east or south by extensive wetlands and other natural features.

MUNICIPAL JURISDICTION AND PROPERTY OWNERSHIP (MAP 1)

The Buckeye Amendment Area comprises approximately 280 acres. Currently, 65 acres, or about 23 percent, are within the City of Madison; with the balance of 215 acres remaining in the Town of Blooming Grove. The 2006 City of Madison-Town of Blooming Grove Cooperative Plan provides that all non-protected lands within the township located north of the Union Pacific Railroad tracks may be attached to the City of Madison by the end of 2015, unless a property owner has requested attachment prior to that time, as provided in the Plan.

There are 16 property owners within the Buckeye Amendment Area. These include several relatively large properties and properties where smaller parcels have been combined into single ownership. Acreage of the larger properties, excluding 3.9 acres of street right-of-way, is presented in the following table.

Existing Property Ownership

Yahara Materials, Inc.*	122.6
Dane County	54.4
Michael Pfefferle, et. al.	26.1
John K. Gahan, et. al.	26.7
Grace Evangelical Church, Inc.	17.2
Jack & Joan Fobes, et. al.	17.6
Branum Jenco Development	5.2
Smaller Parcels in aggregate	6.3
Total	276.1

The largest property comprises the several contiguous parcels totaling 122.6 acres owned by Yahara Materials, Inc., operator of the Buckeye Quarry. Dane County owns two parcels, a 31.2 acre parcel west of Underdahl Road and a 23.2 acre parcel east of Underdahl Road, which include the major portion of a large wooded drumlin, wetlands, and some adjacent uplands acquired for open space preservation. Other relatively larger parcels include the Pfefferle and Gahan properties, both consisting of wooded land or wetlands; the Grace Evangelical Church property on Buckeye Road; and the Fobes property adjacent to Interstate Highway 39-90. The Branum-Jenco Development property on the south side of Buckeye Road is about 5.2 acres.

* For purposes of this table and narrative, several parcels that are titled differently have been combined.

TOPOGRAPHY AND NATURAL FEATURES (MAP 2)

The topography of the Buckeye Amendment Area reflects its location at the western edge of the Door Creek corridor and its associated wetlands and uplands. Generally, the elevation is higher along Buckeye Road, sloping downward to the west along Interstate Highway 39-90 and to the south along the Union Pacific Railroad tracks. But the highest elevations are found on the large wooded drumlin located approximately in the middle of the amendment area, oriented generally northeast to southwest and extending from just south of Buckeye Road/Underdahl Road intersection to the railroad tracks. Extensive wetlands are located east of this drumlin on both sides of Underdahl Road and extending south of the railroad tracks. These are part of a larger system of wetlands and lowlands associated with the Door Creek open space corridor. The Buckeye Quarry is located west of the drumlin and the land here is highly disturbed, reflecting past and continuing quarry operations. The mining is moving generally south and west on the property, with lands not yet mined being relatively less disturbed. The Fobes property located west of the quarry consists primarily of undeveloped upland sloping generally downward from Buckeye Road and the eastern edge of the property toward the Interstate Highway.

EXISTING LAND USE (MAP 3)

The predominant existing land uses within the Buckeye Amendment Area consist of the quarry, the Grace Evangelical Church site, extensive undeveloped natural open space, and a relatively limited amount of potentially developable vacant land. Smaller amounts of mixed industrial/commercial uses and residential uses are located along the south side of Buckeye Road. East of Underdahl Road, these developments are very close to wetland areas, and in some cases may be on lands where some filling occurred in the past. The acreage of existing land uses is presented in the following table. Note that predominant land use is presented on a parcel basis, and in some cases represents only one of several existing uses on the property. Identified wetland and flood plain areas within the amendment area are not listed as separate land uses in this table, but are shown as an overlay on Map 3.

Existing Land Uses

<u>Land Use</u>	<u>Acres</u>	<u>Percent</u>
Quarry Site	122.6	43.8
Other Industrial/Commercial	5.2	1.9
Commercial	1.9	0.7
Institutional (church)	17.2	6.1
Residential*	4.0	1.4
Publicly-Owned Open Space	54.4	19.4
Other Vacant, Agricultural and Open Space Land	70.8	25.3
Rights-of-Way (Underdahl Road)	3.9	1.4
Total	280.0	100.0

* A land use value of two acres is assigned to residential uses located on larger agricultural or undeveloped parcels.

EXISTING ZONING (MAP 4)

The majority of the land within the Buckeye Amendment Area is currently zoned either to the A-Agriculture District in the City of Madison, or the A-1EX Exclusive Agriculture District in the Town of Blooming Grove (Dane County Zoning). Quarries are a conditional use in both the City Agriculture District and the Dane County A-1EX District. Churches are also allowed in the A-1EX District, as well as single residential uses. Smaller parcels within the amendment area are zoned to the Dane County C-1 and C-2 Commercial Districts, and a small parcel acquired by Dane County still carries an LC-1 Commercial District classification although the land is now vacant.

TRANSPORTATION FACILITIES

Existing transportation facilities serving the Buckeye Amendment Area consist of Buckeye Road (County Trunk Highway AB), a minor arterial highway, and Underdahl Road, a local street extending southward from Buckeye Road and ending about 400 feet south of the Union Pacific Railroad tracks (See Map 3). Buckeye Road is currently a two-lane roadway with curb and gutter but not sidewalks only along a short portion of the north frontage within the City of Madison. Underdahl Road is a narrow gravel-surfaced road for most of its length. Sprecher Road, also currently a two-lane minor arterial without sidewalks or curb and gutter, intersects with Buckeye Road from the north about one-half mile east of Interstate Highway 39-90. Neither Interstate 39-90 which forms the western boundary the amendment area, nor the railroad which forms the southern boundary, provide any access into the amendment area. A future connection between the Capital City Bicycle Trail and the Glacial Drumlin Bicycle Trail is planned generally following the alignment of the railroad, but all of the necessary right-of-way has not been acquired and no improvements have been constructed within the amendment area at this time. Madison Metro peak-hour bus service (Routes 14 and 15) is currently provided to the Richmond Hill residential area just north of Buckeye Road (See Map 5).

SITE ANALYSIS OVERVIEW (MAP 5)

Potential Positive Characteristics

As described above, the prominent natural features of the of the Buckeye Amendment Area are the large wooded drumlin in the center of the area and the extensive natural wetlands east of the drumlin on both sides of Underdahl Road. The drumlin and most of the wetlands and lowlands to the east have been designated by Dane County as part of the Blooming Grove Drumlin Resource Area, a large contiguous area of relatively-natural open space features extending north and south along the Door Creek corridor. In addition to their important environmental and ecological attributes, these natural features provide significant amenity to current and future residents of the surrounding neighborhoods. Future developments within the Buckeye Amendment Area should be planned to preserve and protect these natural assets and seek to enhance them through the restoration of additional natural areas at key locations. The design of future developments planned on adjacent lands should respect and reflect the significant visual and functional contribution to neighborhood character provided by these open space areas.

The planned extension of the Capital City Bicycle Trail generally following the railroad tracks along the southern edge of the amendment area is another positive feature that makes this location attractive for future development. Other future bicycle trails are planned in the Door Creek open space corridor extending to the northeast of the amendment area will provide additional recreational and transportation opportunities as they are developed. To take advantage of this potential amenity, it is essential that good connections be provided to the future bicycle path, both through and from within the amendment area.

Another positive attribute of the amendment area for residential development is the Madison Metro bus service currently provided to the southern portion of the residential developments just east of Interstate Highway 39-90 and north of Buckeye Road. While this is only peak-hour service at the present time, it provides another transportation choice for commuters and others.

Potential Negative Characteristics

There are several less-attractive characteristics of the amendment area as a development location which any proposed development will need to address. Primary among these are potential negative impacts from the large quarry located just to the west of the drumlin. This quarry is expected to continue mining operations for many years, and any development on adjacent or surrounding lands will need to recognize that noise and vibration from blasting at the quarry may have some off-site impacts on surrounding lands---although these may not be much different than the impacts from other Madison quarries located near residential areas.

The Interstate highway along the western boundary of the amendment area will require noise attenuation as required to comply with Wisconsin Department of Transportation regulations and Madison City ordinances. There is also a new ATC overhead electrical transmission line being installed along the eastern edge of the highway right-of-way, and the towers and wires from that facility will be visible from the western parts of the amendment area. A large communications tower is also visible just south of Buckeye Road east of the Fobes property.

Future Street Access

The Yahara Materials property is not expected to redevelop with alternative uses for many years, but this property and the Fobes property together form a relatively large future residential area, and it is important that public street access into the area be provided. Because no through streets out of the area are anticipated, the recommended street system is a “loop” street with at least two access points on Buckeye Road—preferably opposite Cottontail Trail and Sprecher Road, the principal through streets serving the neighborhood north of Buckeye Road.

This analysis provides a brief overview of some of the factors that were considered in developing the recommendations in this proposed Buckeye Amendment to the Cottage Grove Neighborhood Development Plan. Additional detail is provided in the following recommendations sections.

LAND USE AND TRANSPORTATION RECOMMENDATIONS

Most of the lands within the Buckeye Amendment Area are expected to continue in their current land uses for the foreseeable future, and in many cases, the current use is also the recommended long term use of the property. The recommendations presented below address both the near-term and longer-term land uses within the amendment area and identify those relatively few properties where changes from the current land uses are recommended in either the near or long term.

RECOMMENDED NEAR-TERM LAND USES (MAP 6)

The largest active land use currently within the amendment area is the Buckeye Quarry on the Yahara Materials property. An alternative use will be developed on this property once the mining operations are ended, but this may not occur for several decades and perhaps longer. Other smaller land uses, such as the Grace Evangelical Church, the small industrial-commercial area south of Buckeye Road and a few single-family residences are also expected to continue for the foreseeable future. Much of the currently undeveloped land within the amendment area has long been recommended for preservation as natural open space in City, Town and County plans. The only location within the amendment area with a relatively high potential for near-term urban development is the Fobes property located east of Interstate Highway 39-90.

Recommended Near-Term Land Uses

<u>Land Use</u>	<u>Acres</u>	<u>Percent</u>
Residential		
Low Density (less than 8 DU/Acre)	2.6	0.9
Medium Density (16-25 DU/Acre)	17.6	6.3
Buckeye Quarry	89.3	31.9
Special Institutional (Church)	17.2	6.1
Industrial-Commercial	7.2	2.6
Park and Open Space	142.2	50.8
Street Rights-of-Way (Underdahl Road)	3.9	1.4
Total	280.0	100.0

Residential Uses

While there are potential constraints on the site that need to be carefully addressed, the Fobes property located just east of Interstate Highway 39-90 is generally suitable for medium density residential development at an average density of 16 to 25 units per developable acre. The property generally slopes downward from east to west toward the Interstate Highway, and most of the higher-elevation lands in the wider, northern portions of the property can be served by extension of City of Madison sewer and water services currently being provided to the Cottage Grove Neighborhood north of Buckeye Road. The southernmost portion of the Fobes property appears too narrow to be developed effectively, with little opportunity to provide a buffer along the adjacent quarry and Interstate Highway, and perhaps too low for gravity sewer service

toward Buckeye Road. The northwest corner of the property is a low point, and is the recommended location for required stormwater detention facilities.

There is an active quarry on the adjacent property to the east and detailed site and building plans for future development of the Fobes property will need to take particular care to mitigate any potential negative impacts from quarry operations to the extent feasible---including the impacts due to blasting noise and vibration. As noted below, the Buckeye Quarry is expected to be in operation for the foreseeable future, and will be expanding the quarry pit to the west and south as operations continue. In general, blasting on the faces of the quarry will have greater off-site impacts than blasting on the quarry floor, and while the quarry is operating well-within established parameters, it is inevitable that future quarry operations will continue to have some impact on surrounding properties; and that these impacts will be considered less tolerable by some residents than by others.

Residential development on the Fobes property will also require mitigation of potential noise impacts from the Interstate Highway adjacent to the west as needed to comply with Wisconsin Department of Transportation TRANS 405 regulations. This may be relatively easier to accomplish where the property elevation is higher than the Interstate, but might require more extensive berms or other measures at the northwest corner of the property where the elevations are lower.

Property owners and potential developers of the Fobes property have the responsibility to determine and implement any measures that may be needed to mitigate to the extent feasible potential noise and vibration impacts resulting from operations on the adjacent quarry property, and will be required as a condition of approval to provide notice to future purchasers of lots or condominium units, and to future lessees of rental units, developed on the property that there is an active quarry on the adjacent property that is expected to be in operation for many years. Potential developers of the Fobes property also have the responsibility to determine how WisDOT TRANS 405 highway noise attenuation regulations may affect the plans or costs to develop the property, and to take the measures needed to comply with these regulations.

The only other residential land uses recommended within the amendment area in the near term are the existing low-density residential uses distributed along the south frontage of Buckeye Road, including the homes adjacent to the small industrial-commercial area just east of Underdahl road. While traffic increases and highway improvements on Buckeye Road and Sprecher Road might make the location relatively less attractive as a residential location in the future, there is no reason to recommend an alternative use at this time, and they may continue to be suitable residential locations as well, depending on other land use changes.

Buckeye Quarry

The Buckeye Quarry on the Yahara Materials property is an existing use that has been operating at the current location for many years. As noted above, the quarry is expected to continue in operation for at least the next 10 to 20 years or longer. The majority of the active quarry is located in the Town of Blooming Grove, but as mining expands to the south, more of the operations will be on the portion of the property within the City of Madison. There have been some complaints from area residents about impacts from quarry operations from time to time,

and there was a survey of surrounding residents conducted in Spring 2005 by City Engineering regarding quarry impacts. However, monitoring conducted through Spring 2006 determined that the quarry is operating well within the parameters established by State of Wisconsin and Dane County regulations regarding off-site noise or vibration. Several modifications were recently made to the blasting procedures which appear to have reduced the complaints from at least some residents.

Because there are existing and planned residential uses in relatively close proximity, the quarry should do what it can to minimize any negative off-site impacts; but it is also the responsibility of developers and future residents on adjacent properties to recognize that there is an active quarry nearby and there almost certainly will be some perceived impacts on surrounding lands.

The quarry has filed the required Reclamation Plan with Dane County, and this plan provides for the future reclamation and use of the property after mining operations cease. Because the property is currently zoned A-1EX Exclusive Agriculture District (Dane County zoning), the reclamation plan is required to show the lands being returned to agricultural uses. Realistically, however, the eventual future use of the property will not be agriculture, but an appropriate urban use reflecting its location in the metropolitan area. The owner has indicated that he would like to redevelop the property primarily with residential uses once the quarry operations end, and that the reclamation plan is designed to accommodate this future use, although additional detailing may be required to assure that future development can be provided with the recommended street and pedestrian/bicycle connections, including to the adjacent Fobes property (see the Recommended Long-Term Land Uses and Transportation Recommendations sections).

Special Institutional Uses

The location recommended in both the near-term and long-term for Special Institutional land uses is the current site of the Grace Evangelical Church on Buckeye Road, just north of the Union Pacific Railroad tracks. This recently-constructed church is a good use for this relatively-isolated site and the site's large size provides the potential for future expansion while still maintaining sufficient open space and landscaping on the property to create a good relationship and transition to the protected open space on the Dane County property adjacent to the west.

Other Industrial-Commercial Uses

The location recommended in the near-term for general industrial-commercial uses is the site south of Buckeye Road where a mixed variety of business and storage uses are currently operating in or adjacent to the property also known as the "Buckeye Industrial Park." These mixed uses (and several small enclave home sites) apparently developed over a fairly long period of time and now occupy most of this small strip of higher ground surrounded by non-developable wetlands. As discussed below in the long-term recommendations section, this site too small to support much business expansion, and is not a location recommended for future more-intensive industrial-commercial or general retail redevelopment. But for the foreseeable future, there is no reason not to expect continued utilization of the site by essentially the current uses. As discussed below, the appropriateness of any potential future changes in land use will depend in part on what occurs on surrounding properties.

Park and Open Space Uses

About 155 acres within the Buckeye Amendment Area are recommended for preservation as permanent open space where no development should be allowed, including a wooded drumlin, and large areas of wetland, floodplains and associated upland meadows. These significant natural features were recognized in the 1990 *Peripheral Area Development Plan*, which designated them as part of the large Permanent Open Space district generally encompassing the Door Creek corridor. These same areas are also identified as recommended Park and Open Space in the 2006 *City of Madison Comprehensive Plan*.

Some of the recommended open space lands have been acquired by Dane County to ensure their long-term preservation, while other valuable open space areas remain in private ownership, including the Gahan property, the Pfefferle property and part of the southeast portion of the Yahara Materials property. Some of these lands might eventually be acquired by a public entity as part of a long-term preservation strategy, but the recommendation that an area be preserved in open space uses does not necessarily mean that the property needs to be in public ownership, or that lands in public ownership necessarily need to offer general public access. The primary objective is to preserve as much of these valuable natural areas as possible---preferably as part of a larger contiguous open space system. Additional lands may be acquired by the public in the future if financial resources are available; but the recommended open space areas also include portions of properties that are expected to remain in private ownership, but where future development should be directed to other parts of the property. The intent of the recommendation is to explore a variety of public and private approaches to preserving the identified lands.

Detailed plans for the long-term management and utilization of the publicly-owned open space properties have not been developed at this time. Whether there will be any planned recreational or educational functions or extent to which public access to the open space will be provided, for example, will depend on what is needed to protect the resource and, and other factors not determined at this time.

RECOMMENDED LONG-TERM LAND USES (MAP 7)

For most of the Buckeye Amendment Area, the recommended long-term land uses are the same as the recommended near-term land uses. The near and long-term recommendations differ only for the Yahara Materials property where the Buckeye Quarry currently is operating, and for the small industrial-commercial area just east of Underdahl Road.

<u>Land Use</u>	<u>Acres</u>	<u>Percent</u>
Residential		
Low Density (less than 8 DU/Acre)	1.8	0.6
Low-Med Density (8-15 DU/Acre)	72.5	25.9
Medium Density (16-25 DU/Acre)	17.6	6.3
Special Institutional (Church)	17.2	6.1
Park and Open Space	159.0	56.8
Alternate Use - Open Space or Residential	8.0	2.9
Street Rights-of-Way (Underdahl Road)	3.9	1.4
Total	280.0	100.0

Residential Uses

Fobes Property. Medium density residential uses with an average density of 16 to 25 units per acre are recommended on the Fobes property, as described in the Recommended Near-Term Land Uses section.

Yahara Materials Property. At the future time that the Buckeye Quarry ceases, it is recommended that a large portion of the site be developed with residential uses at an average low-medium density of 8 to 15 units per acres. Within this overall average, it is recommended that a different densities be developed on specific portions of the property, with, for example, higher densities in the medium-density range located nearer Buckeye Road, and low-density uses farther south---perhaps located around ponds that might be created as part of the final re-grading of the former quarry.

It is also recommended that, in addition to near and long-term preservation of the southeastern portion of the property which includes the southern end of the wooded drumlin, a substantial natural open space area also be retained and/or restored on the southern portion of the property closest to the railroad right-of-way and planned future bicycle trail. This open space might be integrated with some of low-density residential development on the southern half of the property, as described above. The reclamation and final grading plan for the quarry should also provide for the future public loop street connection with the northern portion of the Fobes property, and for future pedestrian and bicycle linkages, as described in the Transportation section.

The existing quarry is currently expected to continue to operate for at least several decades or longer, and the long-term recommendations for the property made in this amendment should be considered preliminary, with more detailed recommendations to be developed at a future time when closing of the quarry is more imminent.

Other Residential Properties. The few existing residential properties located along Buckeye Road west of Underdahl Road are recommended to continue in their current uses

Special Institutional Uses

The site of the existing Grace Evangelical Church is recommended to continue in its current Special Institutional use.

Park and Open Space Uses

All of the lands recommended for near-term preservation in park and open space uses are also recommended for long-term preservation in park and open space uses. In addition to the potential long-term conversion of all or some portions of the current industrial-commercial area to open space uses discussed below, it is also recommended that parts of the southern portion of the Buckeye Quarry excavation area be restored to open space uses once the quarry operation ceases. Note that this is in addition to the near-term recommendation that the portion of the drumlin located on the Yahara Materials property be protected. On Map 7 the recommendation

to restore part of the mining area as open space is illustrated conceptually by an approximately 17-acre additional open space area; but the area could have a different size or shape than illustrated, and might be also integrated with some low-density residential uses as described in the residential land use section. Depending on the amount of future residential development on the property, a public park might be needed to serve the future residents, and this potential use is included in the conceptual recommended additional open space, although the actual location of any future park facility would need to be determined as part of the planning for the future residential development. This recommendation will also need to be detailed at a future time when the closing of the quarry is more imminent.

Alternative Future Use Area - Open Space or Residential Use

The long-term land use recommendation of “Open Space or Residential Uses” applied to the existing small industrial-commercial area located just east of Underdahl Road reflects the current uncertainty regarding the potential alternative uses if the current land uses on this site terminate at some future time.

For a variety of reasons, this site is not recommended for future more-intensive redevelopment with industrial-commercial uses similar to what currently exists. The relatively small site occupies virtually all of the available high ground at this location and is closely bounded on the south and east by wetlands recommended for open space preservation. Additional permanent open space owned by Dane County is also located along the east side of the planned future realignment of Sprecher Road north of current North of Buckeye Road, and the current industrial-commercial site will become the “terminal view” for southbound traffic on this planned parkway. This suggests that more appropriate future uses for this site could include reclaiming and restoring at least portions of the site to create some upland open space adjacent to the surrounding wetlands. If restoration and preservation of the site for open space uses is not feasible, then the alternative of limited residential development with complementary on-site landscaping would be more-visually and functionally compatible with the surrounding open space uses than would redevelopment with new commercial or industrial uses. As with the Buckeye Quarry site, there is no reason to expect that the current uses in this existing industrial-commercial area will not continue for the foreseeable future---perhaps for many years, and the long-term recommendations for the property made in this amendment should be considered preliminary. The most appropriate ultimate use of these lands may be determined in part by the future land uses developed on other properties in the area---including the degree of success in creating a wide permanent open space corridor along the Door Creek valley and its associated wetlands and uplands.

TRANSPORTATION RECOMMENDATIONS (MAPS 6 AND 7)

Major Roadways

Primary access to the Buckeye Amendment Area will continue to be provided from Buckeye Road (CTH AB), and no additional through roads serving the area are anticipated due to the Interstate Highway on the west and the railroad and extensive wetlands to the south. Buckeye Road is classified as a minor arterial, and is recommended to be developed as a two-lane urban

street with a median, and curb and gutter, bicycle lanes, and sidewalks on both sides. The recommended right-of-way is from 90 to 104 feet to accommodate the planned improvements, including potential turn lanes, pedestrian islands, traffic circles or other features as needed. No general reconstruction of Buckeye Road is currently scheduled and these improvements may be made incrementally over time as adjacent lands are developed and opportunities are available. Reconstruction of the Buckeye Road bridge crossing Interstate Highway 39-90 is currently scheduled for 2008, and will provide two traffic lanes (without a median but aligned with the planned roadway at both ends of the bridge), bicycle lanes, and sidewalks connecting the Cottage Grove Neighborhood with other neighborhoods west of the Interstate.

Since at least the time that the *Cottage Grove Neighborhood Development Plan* was adopted in 1992, it has been recommended to realign the southern segment of Sprecher Road (south of Cottage Grove Road) from its current alignment between the Rambling Acres plat in the Town of Blooming Grove and the large drumlin that forms the western edge of the Door Creek valley, to a new alignment east of his same drumlin. Sprecher Road is a planned major arterial and the relocated segment will be developed as a four-lane parkway with bicycle lanes, limited street access, and no driveway access to adjacent properties. Much of the land east of the new parkway will be maintained as permanent open space as part of the planned Door Creek open space and recreational corridor. The recommended right-of-way for reconstructed Sprecher Road is 120 feet. As a part of its realignment, relocated Sprecher Road will become the more-direct through road, and Buckeye Road will have a T-intersection with it---essentially reversing the current arrangement. The reconfigured intersection will reduce potential traffic conflicts and congestion that could otherwise develop at the current intersection as traffic volumes on both Sprecher Road and Buckeye Road continue to increase. The City of Madison has already acquired most of the necessary right-of-way for the Sprecher Road realignment and has tentatively scheduled the project south to Buckeye Road for 2009, subject to availability of funding. No reconstruction of Sprecher Road south of the new intersection with Buckeye Road is scheduled at this time. Once the realigned segment of Sprecher Road is constructed, the existing segment of Sprecher Road between Cottage Grove Road and Buckeye Road will become a local street primarily serving the adjacent neighborhood.

Local Streets

The only local street currently serving the Buckeye Amendment Area is Underdahl Road, which provides access to a couple of properties near its intersection with Buckeye Road, as well as access to a single residence located just south of the Union Pacific Railroad tracks, where the road ends. South of the two properties by Buckeye Road, Underdahl Road has a gravel surface, which seems appropriate to its limited use, and visually compatible with the adjacent natural areas and wetlands. Although virtually all of the other lands with frontage on this roadway are recommended for preservation as undeveloped open space, the road is useful in providing access to these open space areas as needed, as well as to the property south of the railroad---and potentially to the planned bicycle trail located generally along the railroad alignment (see Pedestrian and Bicycle Facilities, below).

A large portion of the Buckeye Amendment Area is recommended for open space preservation, and Buckeye Road and/or Underdahl Road provide adequate public street access to the limited

development areas recommended east of Underdahl. However, the Fobes and Yahara Materials properties together represent a relatively large potential development area, and additional public street access into the properties from Buckeye Road is desirable. If possible, a local street should create a “loop” connection, and should have access points on Buckeye Road aligned with existing streets on the north side of Buckeye. Because these streets provide relatively direct routes through the Cottage Grove Neighborhood north of Buckeye Road, the recommended access points for a future loop street connection into the residential development area south of Buckeye are opposite Cottontail Trail at the eastern edge of the Fobes property, and opposite Sprecher Road at the easternmost edge of the Yahara Materials property. Additional access points could also be considered, provided that adequate intersection spacing is maintained.

Because the Yahara Materials property is not expected to develop for many years, and due to the grades that might remain at some locations along the perimeter of the former quarry pit, it is important that allowance for future street (and pedestrian/bicycle) connections with the Fobes property be incorporated in the quarry reclamation grading plan. It is premature to suggest specific street alignments or whether additional access points on Buckeye Road should be part of the future development of the Yahara Materials property; but these issues will be considered at the time that more-detailed redevelopment plans are prepared.

Bicycle and Pedestrian Facilities

As noted above, bicycle lanes are planned along both Buckeye Road and Sprecher Road, and these plans will be implemented as the roadways are reconstructed and adjacent lands are developed. The planned 2008 reconstruction of the bridge over the Interstate Highway will provide bicycle lanes and sidewalks connecting the Cottage Grove Neighborhood with the neighborhood west of the highway.

Adopted bicycle facility plans recommend construction of a connection between the Capital City Bicycle Trail and Glacial Drumlin Bicycle Trail generally following the alignment of the existing Union Pacific Railroad right-of-way* completing the link between these important regional facilities. The exact alignment of this recommended bicycle path is still uncertain, and at this time, very little of the necessary right-of-way has been acquired and no improvements have been constructed within the Buckeye Amendment Area. When completed, this planned bicycle facility will become an important transportation choice for residents of the Cottage Grove Neighborhood, providing an alternative way to reach to many local and regional destinations.

In order to facilitate access by present and future neighborhood residents to the planned future extension of the Capital City Trail, it is recommended that additional bicycle facilities be developed within the Buckeye Amendment Area. A future bicycle route established along the recommended future public street connection into the amendment area opposite Cottontail Trail would provide a good connection with the residential area north of Buckeye Road at a location that might also have a signal or other improvement to aid in crossing, if traffic volumes make

* Note that the routes of proposed future bicycle paths shown in adopted bicycle plans that include the Buckeye Amendment Area are somewhat conceptual. Final routes and specific trail alignments will be determined as the necessary right-of-way is acquired and more detailed facility plans are prepared.

that necessary in the future. A connection to the Capital City Trail through the long-term future residential development on the Yahara Materials property could be provided either along the internal street system serving the development and/or on a separate off-street bicycle path. Current adopted bicycle plans also recommend a connection between the future extension of the Capital City Trail and other planned bicycle paths continuing northward through the Door Creek open space corridor. While there may be other possibilities, the lightly-used Underdahl Road is recommended in this amendment to the Cottage Grove Neighborhood Development Plan as a potential location for this connection. Underdahl Road begins at Buckeye Road very close to the future intersection with relocated Sprecher Road parkway, where traffic controls would facilitate crossing this future major arterial to get to the Door Creek open space corridor east of the parkway. And Underdahl ends just south of the Union Pacific Railroad tracks where it already has a grade crossing, which could be important if the Capital City Trail extension ultimately is located on the south side of the railroad right-of-way. Because it is a public street, Underdahl Road also could provide vehicular access to a future trailhead along the Capital City Trail in the event that development of such a facility is considered at some future time.

In addition to the recommended bicycle facilities located largely within existing or planned future public rights-of-way, private pedestrian/bicycle improvements are recommended within any future development on the Fobes property so that future residents of this area will also have convenient access to the planned Capital City Trail extension. It is recommended that site design for the Fobes property include planning for a pedestrian/bicycle path extending to the south to the proposed bike trail, and another pedestrian/bicycle path extending to the east property line adjacent to the westernmost portion of the Yahara Materials property. The southern path should create a future opportunity to connect with the Capital City Trail (across the southwestern corner of the Yahara Materials property) much sooner than the time that the quarry property is redeveloped with other uses. The path to the east would provide additional bicycle-pedestrian connectivity with the future residential development on the Yahara Materials property when that property is eventually redeveloped---important because the recommended street connection between the two properties will be near the northern edge of the properties. The actual implementation of these recommendations should occur at the time that the Capital City Trail extension is completed and the necessary connections across other properties become available.

Transit Service

Madison Metro peak-hour bus service is currently provided to the Richmond Hill residential area just north of Buckeye Road (Routes 14 and 15), and this service would also serve riders in the amendment area south of Buckeye Road. It is recommended that increased levels of transit service be extended to the southern portion of the Cottage Grove Neighborhood, including the Richmond Hill area and future residential developments in the Buckeye Amendment Area, as soon as ridership demand and fiscal considerations permit.