

## Minutes

Public Meeting for Neighborhood Planning for the Northeast Area

6:30 p.m. – 8:15 p.m.

Wednesday, June 27, 2007

Burke Town Hall, 5365 Reiner Road

Website for the project: <http://www.cityofmadison.com/planning/northeast.html>

Rick Roll, Planner, City of Madison Planning Division, presided over the meeting. He thanked everyone for attending. He introduced the other Planning Division staff members at the meeting, Michael Waidelich, Dave Larson and Brian Grady.

Mr. Roll reviewed the agenda for the meeting.

- Brief overview of the neighborhood development planning process
- Review the comments from the February 21, 2007 meeting
- Present the preliminary neighborhood concept plan
- Questions and comments

Mr. Roll indicated that the study area has been included in the City's planning since the 1990s.

- The 1990 Peripheral Area Development Plan (PADP) indicated the study area as "Urban Expansion B" which meant that the area was recommended for longer term urban expansion
- The 2006 PADP indicated the area as a "Group 1" Peripheral Planning Area meaning that the area was recommended for near term urban expansion

Mr. Roll explained that Neighborhood Development Plans are prepared to plan out future land uses, transportation facilities, utilities and services for undeveloped areas.

Mr. Roll summarized the next steps in the Northeast neighborhood planning process.

- Receive feedback on the Preliminary Concept Plan
- Refine the Preliminary Concept Plan
- Hold another public meeting to receive feedback
- Eventually submit the Plan for review by the City Plan Commission and Common Council

Mr. Roll summarized the comments received from the February 21, 2007 public meeting. He indicated that the comments are available on the project website.

Mr. Roll provided an overview of the existing conditions in the study area.

- Primary roads
  - Felland
  - Reiner
  - Thorson
  - Nelson
  - Burke
  - CTH T
  - CTH TT
  - Gaston

- Land uses
  - Residential
  - Commercial
  - Industrial
  - Institutional
  - Park & Open Space
  - Quarries
  - Overhead power transmission lines
  - Underground natural gas transmission lines
- Natural features
  - Intermittent streams
  - Perennial streams
  - Wetland
  - Floodplain
  - Woodland

Mr. Roll discussed other planning considerations that have been influential in developing the preliminary concept plan.

- Natural Features
  - Topography and scenic area northeast of Nelson/Reiner
  - Topography and woodlands along Felland Road
  - Views of the lakes, downtown Madison and Capitol from high points southwest of Lien/Felland
  - Topography, wetlands and springs in the Seminary Springs area
  - Large wooded hills on either side of Interstate 94 near Gaston Road that could serve as a gateway into urban Madison from the east
- Protected Areas
  - Areas that will remain in Burke until 2036 under the Burke Cooperative Plan
- Interstate Noise Exposure/Visibility
  - The Interstate noise must be mitigated for primarily residential and park uses
  - Employment uses could benefit from the Interstate exposure
- Quarry
  - The quarry operations can impact nearby properties
- Regional Destinations
  - The American Center
  - High Crossing area
- Travel Corridors/Connections
  - The major travel patterns within and through the study area
- Potential Commuter Rail Line
  - A potential commuter rail line would utilize the Wisconsin & Southern rail line and have stops at Lien Road and Reiner Road
- Regional Trail Connections
  - Off-street pedestrian/bike paths will connect with existing/planned regional paths
- Potential Land Use Opportunities
  - Potential land uses are identified based on the existing conditions and other planning considerations listed above

Mr. Roll presented the Preliminary Concept Plan.

- Open Space

- The open space areas include wetlands, potential stormwater drainage areas, Interstate buffers, potential off-street pedestrian/bike paths
- Other open space areas are preservation areas that may not necessarily be public parkland. It could be privately owned open space or a mixture of public and private lands.
- Street Network – Arterials
  - These streets will move the largest of amount traffic within and through the study area
- Street Network – Primary
  - These streets will move traffic through the neighborhood and to the arterial streets.
- Parks
  - An approximately 20-acre “area” park is planned. It would contain facilities such as soccer and ball fields, basketball courts, a picnic shelter for gatherings, playground equipment, etc.
  - Smaller “neighborhood” parks of about 3 to 5 acres would serve the more immediate neighborhood
- Mixed Use neighborhood centers
  - Lien/Reiner
  - CTH T/Reiner
  - Nelson/Reiner
  - Intended to provide convenient goods and services and serve as a gathering place for the neighborhood
  - These would have a walkable, downtown feel such as Cannery Square in Sun Prairie
- Employment
  - An employment area is planned along Interstate 94 and CTH T. It could contain uses such as offices, labs, etc. and complimentary service uses
  - Smaller commerce park southeast of Nelson/Reiner in the area of existing businesses and electric substation. It is envisioned that this area would have light industrial uses that would not negatively impact surrounding areas. No retail uses are recommended in this area.
- Institutional
  - A school site is located adjacent to the proposed extension of Lien Road. This site might be used for an elementary school, middle school or both. The school site is located next to the area park to take advantage of park’s facilities.
  - The Pathway Community Church would like to develop a church on the property at the northeast corner of Nelson/Reiner
  - There is an existing City of Madison water reservoir located west of Felland Road
- Residential
  - The remainder of the neighborhood is recommended for residential uses
- Residential Building Types
  - The residential area is divided into three categories
  - “Type 1” would consist of primarily single-family homes and duplexes, but may also include smaller townhomes and rowhomes
  - “Type 2” would consist of single-family residential homes, duplexes, townhomes, rowhomes and smaller apartment/condo buildings
  - “Type 3” would consist of townhomes, rowhomes and apartment/condo buildings

- Relatively higher density areas are located near neighborhood centers, the primary employment area and parks to put a greater population with walking distance of these locations
- The Plan will seek a mix of housing types/sizes within all three of these categories
- Street Network – Local
  - Intended to create a high level of inter-connectivity
  - Streets terminate at parks and locations where prominent buildings would be located to offer interesting views
  - Streets are curvilinear to provide visual interest while driving along them
  - Intended to provide convenient routes to the activity areas such as the neighborhood centers, parks, school site
- Off-street paths, bike routes
  - Off-street pedestrian/bike paths and on-street bike routes are provided in many areas and connect to planned regional paths
  - The arterial roads and collectors will have bike lanes
  - Bike routes within the neighborhood are identified on more direct local streets

Next, Mr. Roll took questions from the audience.

What is the timing of development in the study area? Will the areas that have been annexed into the City be developed first?

- The properties within the City are likely to develop first. Generally, these property owners would like to develop in the next few years. A sanitary sewer main will be extended to the north along Reiner Road into the study area. This extension will be made in 2008 so there could be development in this area as soon as 2008 or 2009. Development in other areas will be dependent on property owner interest and the availability of utilities.

Why doesn't the Plan include higher density near the potential commuter rail stop at Reiner Road?

- The existing land uses in that area do not provide a very good opportunity for mixed-use transit oriented development. The Wolf Paving site probably requires remediation and is part of a recommended community separation/open space area between Madison and Sun Prairie. The northern portion of the property owned by the Town of Burke is a former landfill, which cannot be built upon. The industrial uses and electric sub-station to the southeast of Nelson and Reiner roads would make mixed-use development rather difficult. The Pathway Community Church would like to develop a church on the property at the northeast corner of Reiner/Nelson. They have also indicated a desire to develop some mixed-use and residential uses on the property.

How do you plan to control development in the areas that have not been annexed into the City of Madison?

- As part of the Town of Burke Cooperative Plan, most development in areas that will eventually be in Madison is required to follow the City's plans, policies and ordinances. So, to a large extent, this Plan will guide eventual development in the study area.

How does the Plan account for the narrow, deep lots along Thorson Road?

- The concept plan shows where streets could be located if property owners decided to develop the back portion of these lots. If this area were not developed, the streets would not be needed. The decision to develop is up to the property owner.

The Plan indicates that Lien Road would be extended to the east from where it currently ends at Felland Road. What would happen to the existing homes located along Felland Road?

- The extension of Lien Road would either have to go around the existing homes or the homes would have to be acquired. This extension of Lien has been planned for many years.

Will CTH T become a 4-lane road?

- It is expected that CTH T will eventually be 4 lanes.

It was indicated that you do not want strip commercial uses along CTH T, but there are already businesses located there.

- There are businesses there and they could remain or redevelop over time. However, we are looking to focus the retail uses in the neighborhood centers at CTH T/Reiner and Lien/Reiner instead of having strip commercial development along the roads.

What is the plan for the southeast area of the study area?

- At this point we have not developed recommendations from this area. We will have recommendations for this area soon and will discuss them at the next public meeting.

Has any road planning been done for the areas beyond the study area? The roads that would be used for construction in the study area are mostly town roads that have, or will have, weight limits.

- We are looking at areas beyond the study area, but have not put any recommendations together at this point.

Will the 4-lane roads be constructed in phases similar to how Sprecher Road is being constructed in the area to the south of Interstate 94? The construction of roads in this fashion is unfavorable.

- The phased construction of roadways will probably continue. Road improvements are typically completed as part of development of the adjacent properties. The phased construction is not preferred but it does limit the up-front public cost of constructing the entire road.

You indicated that access to Interstate 94 within the study area is not likely. Are there any plans for access to Interstate 94 between the study area and CTH N?

- There are no regional plans for Interstate access in this area. There are some natural features and existing development that may make an interchange difficult. The preliminary concept plan does incorporate previous plans for an extension of Milwaukee Street that would go under the Interstate thereby providing an additional crossing of the Interstate.

Is the extension of Milwaukee Street to Gaston Road (south of Interstate 94) still being considered?

- Although that connection is not shown on this preliminary concept plan, it was included in the Sprecher Neighborhood Development Plan, which covers the area south of Interstate 94.

Would the planned employment area southeast of Nelson/Reiner be similar to the Sun Prairie Business Park?

- The buildings will probably be smaller but of similar design quality.

Where will the stormwater from the development end up? This will create issues for downstream locations.

- The preliminary concept plan indicates regional stormwater detention/retention locations based on a preliminary review of the topography and development areas. Stormwater regulations require that stormwater does not leave a developed site at a faster rate or at a larger volume than the pre-development condition. The downstream locations, therefore, should not receive any more stormwater than they currently receive.

Where does stormwater currently end up?

- Most of the stormwater drains into Door Creek (in the area of Gaston Road) and Starkweather Creek (in the area of Lien Road).

Why does the plan have the more intensive development types near the lower elevations along CTH T between Reiner and Gaston?

- The relatively higher densities are located in this area because it is adjacent to CTH T, which will probably eventually become a 4-lane roadway. Higher densities, however, do not necessarily translate into more runoff from a site. Stormwater regulations require that stormwater does not leave a developed site at a faster rate or at a larger volume than the pre-development condition.

Are any water towers planned for the study area?

- The City of Madison Water Utility does not have any water towers planned for the study area. There is a conceptual plan for a water well in the area northeast of CTH T/Reiner.

How will mosquitoes be kept away from the retention areas? The retention areas also pose a risk for children to drown.

- Retention ponds are designed to have their own ecosystem, which would include species such as dragonflies, minnows and potentially panfish. These species either feed on mosquito larvae or prey on mosquitoes, which limits the mosquito population.
- Retention ponds are designed with a “safety bench” along the perimeter, which means that for the first 15 feet into the pond the water is a maximum of 1.5 feet deep. Also, ponds are planted with or naturally develop a wetland fringe, which contains plants such as cattails and canary brush. This vegetation is intended to discourage individuals from reaching the any open water in the pond.

Are any water towers or high capacity wells planned for the study area? There is a concern that high capacity wells will affect existing wells.

- There is a conceptual plan for a water well in the area northeast of CTH T/Reiner.

Does this Plan only deal with the City or are other entities involved such as the Town of Burke or County?

- We have met with the Town of Burke. Ultimately, City of Madison commissions and committees and eventually the Common Council review and approve the Plan.

Will the proposed school site be a part of the Madison Metropolitan School District?

- The school site would be for a Sun Prairie school. Almost the entire study area is within the Sun Prairie Area School District.

Will traffic on CTH T be slowed down when there are more vehicles utilizing the roadway?

- Yes, the speed limit will eventually be decreased.

What is the feasibility of the employment area along Interstate 94 if there is no direct access to the Interstate?

- The development of this area is likely to take many years, but we feel that the area does provide opportunities for employers. There are businesses that do not rely on Interstate access but would benefit from the Interstate exposure. Complimentary service uses could also locate in this area.

The preliminary concept plan includes a school site. Why locate a school site so close to the elementary school that will be built in Smith's Crossing?

- Another school site will be needed. The school site in the concept plan might eventually be an elementary school, middle school or a combined site.

Are there any plans to bring treated water back to the study area from the Madison Metropolitan Sewerage District plant on the south side of Madison?

- There are no plans at this time.

As there were no more formal questions, attendees were invited to view the information displays around the room and discuss any additional questions individually with staff.

The meeting was concluded at approximately 8:15 p.m.