

An aerial photograph of a landscape, likely in a rural or suburban area. A road with a few cars runs diagonally from the bottom left towards the center. To the right of the road is a large, open field with visible plowing patterns. In the background, there are clusters of trees and some buildings. The sky is a clear, bright blue with a few wispy clouds near the horizon. The sun is visible in the top left corner, creating a lens flare effect.

Amendment to the High Point-Raymond Neighborhood Development Plan

Recommendations for Land Use, Transportation and Development

**Adopted by the Common Council
August 1, 2017**

**Enactment Number: RES-17-00663
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Prepared by:

**City of Madison, Wisconsin
Department of Planning and Community and Economic Development
Planning Division**



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Title: Adopting the High Point-Raymond Neighborhood Development Plan amendment as a supplement to the City of Madison Comprehensive Plan, to provide more detailed and contemporary planning recommendations for the planning area, as a result of land use, transportation and other important changes over time.

Sponsors: Sheri Carter, Steve King, Paul R. Soglin, Ledell Zellers

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Attachments: 1. HPR TEXT 0620.pdf, 2. HPR_Maps_0623 revised.pdf, 3. HPR_Summary of Changes.pdf, 4. HPR Jeffy Rationale revised 0623.pdf, 5. HPR PC staff report.pdf, 6. HPR PC PPT.pdf, 7. Ald. Harrington-McKinney Jeffy Trail Memo.pdf, 8. Conway comments_06-16-17.pdf, 9. Steinhauer comments_06-20-17.pdf, 10. Registration Statements PBMVC 6.27.17.pdf, 11. Tn of Verona comment on High Point Raymond Plan.pdf, 12. MWNA PC Letter 7.20.17.pdf, 13. MWNA Jeffy Extension 2-page talking points_.pdf, 14. MWNA Comment Letter on Update to The High Point - Raymond Neighborhood....pdf, 15. Madison West Neighborhood Association Comments Re Jeffy Trail_.pdf, 16. Jeffy Trail Public Comments.pdf, 17. Deng comments_07-24-17.pdf, 18. Blustein-Wang comments_07-24-17.pdf, 19. Stuhr comments_07-24-17.pdf, 20. Steinhauer comments_07-25-17.pdf, 21. 073117 Jeffy Trail Memo D1.pdf, 22. Jeffy Trail amendment 1.pdf, 23. 8/1/17 Metro Transit Jeffy Trl.pdf, 24. Ald. Harrington-McKinney Amendment.pdf, 25. High Point-Raymond Recommendation.pdf

Date	Ver.	Action By	Action	Result
8/1/2017	1	COMMON COUNCIL	Adopt the Following Amendment(s)	Pass
8/1/2017	1	COMMON COUNCIL		
8/1/2017	1	COMMON COUNCIL		
8/1/2017	1	COMMON COUNCIL	Adopt With Amendment(s)	Pass
7/24/2017	1	PLAN COMMISSION	RECOMMEND TO COUNCIL TO ADOPT WITH CONDITIONS - REPORT OF OFFICER	Pass
7/17/2017	1	SUSTAINABLE MADISON COMMITTEE	Return to Lead with the Following Recommendation(s)	Pass
7/12/2017	1	BOARD OF PARK COMMISSIONERS	Return to Lead with the Following Recommendation(s)	Pass
6/27/2017	1	PEDESTRIAN/BICYCLE/MOTOR VEHICLE COMMISSION		
6/22/2017	1	LONG RANGE TRANSPORTATION PLANNING COMMITTEE	Return to Lead with the Following Recommendation(s)	Pass
6/20/2017	1	PLAN COMMISSION	Refer	
6/20/2017	1	PLAN COMMISSION	Refer	
6/20/2017	1	PLAN COMMISSION	Refer	

6/20/2017	1	COMMON COUNCIL	Refer	Pass
6/13/2017	1	Planning Division	Referred for Introduction	

The proposed resolution adopts the High Point-Raymond Neighborhood Development Plan amendment as a supplement to the City of Madison Comprehensive Plan. No City appropriation is required with the adoption of this plan. City costs associated with urban development in this area will be included in future operating and capital budgets subject to Common Council approval.

Adopting the High Point-Raymond Neighborhood Development Plan amendment as a supplement to the City of Madison Comprehensive Plan, to provide more detailed and contemporary planning recommendations for the planning area, as a result of land use, transportation and other important changes over time.

Adopting the High Point-Raymond Neighborhood Development Plan amendment as a supplement to the City of Madison Comprehensive Plan, to provide more detailed and contemporary planning recommendations for the planning area, as a result of land use, transportation and other important changes over time.

WHEREAS, on December 6, 2016 the Common Council adopted Resolution 16-00923 (ID 44595), authorizing the Planning Division to amend the High Point-Raymond Neighborhood Development Plan, and

WHEREAS, the City of Madison adopted a Comprehensive Plan in 2006 and the Plan recommends that the City adopt neighborhood development plans for future City growth areas; and

WHEREAS, the Comprehensive Plan recommends regularly reviewing, evaluating and updating neighborhood development plans to keep the recommendations current; and

WHEREAS, neighborhood development plans include detailed recommendations regarding land use, transportation, parks and open space and utility service, and are used to guide future urban development within City growth areas; and

WHEREAS, the City adopted the High Point-Raymond Neighborhood Development Plan in 1997 with amendments in 2001, 2005, and 2006; and

WHEREAS, the plan was adopted in conjunction with the Ice Age Trail Junction Area Project that identified corridors for open space preservation; and

WHEREAS, the Ice Age Trail Junction Area Project was only partially implemented; and

WHEREAS, substantial development has occurred in the High Point-Raymond Neighborhood Development Plan planning area and the surrounding area, and

WHEREAS, major employers are located near the planning area; and

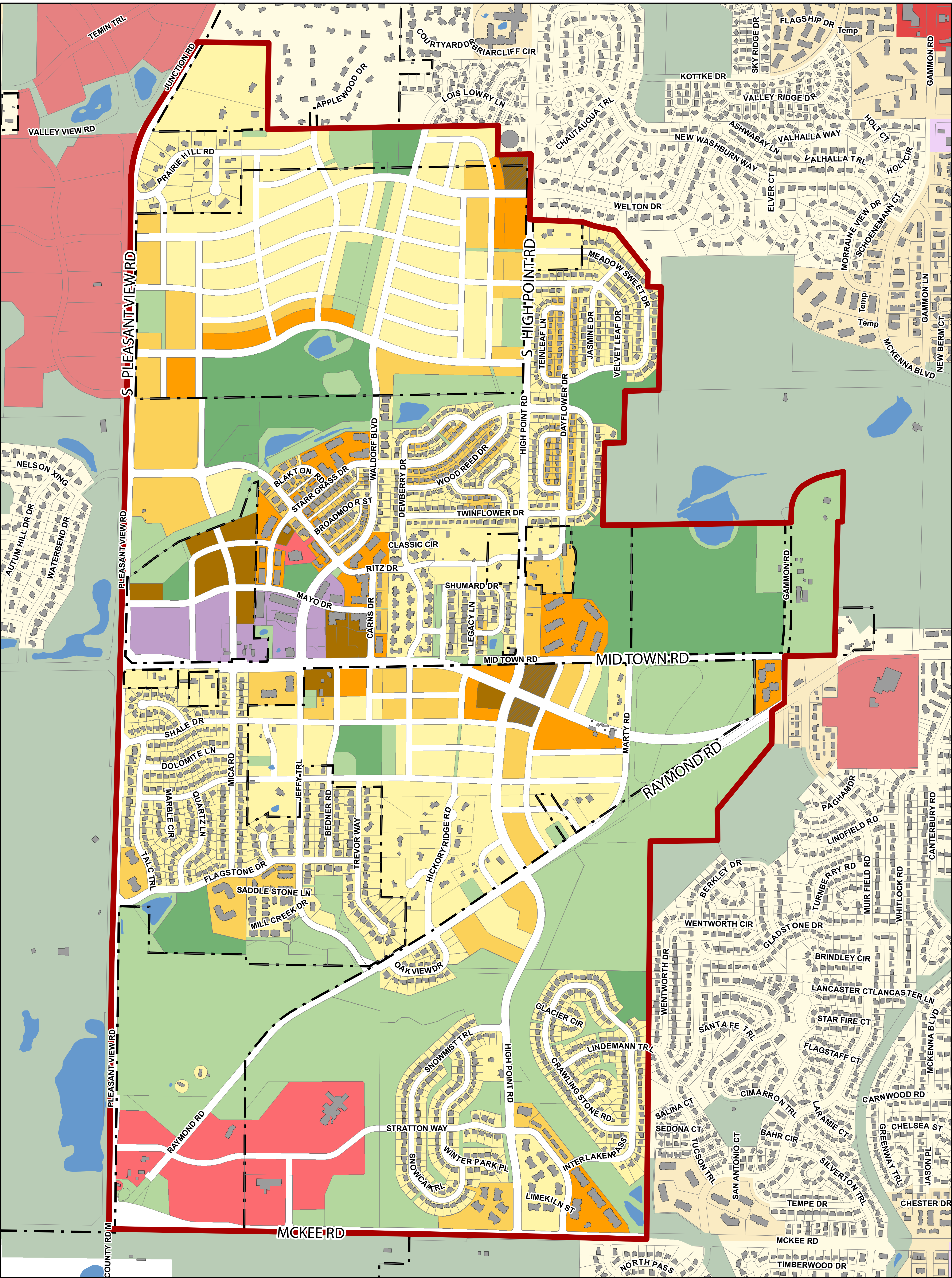
WHEREAS, the amendment of the High Point Raymond Neighborhood Development Plan is needed to address contemporary planning issues in the planning area, and

WHEREAS, it is desirable to amend the plan so that it better incorporates existing and proposed transportation system improvements and contemporary neighborhood planning principles; and

WHEREAS, a plan amendment would facilitate a better interface between developed lands and undeveloped lands, improve neighborhood street and bicycle pedestrian connectivity, refine the mix of land uses, reconsider block sizes and configurations, refine park locations, improve pedestrian and bicycle infrastructure, plan for transit, utilities, development phasing and the efficient provision of City services; and

WHEREAS, the amendment was presented and discussed at two public open houses, one on December 16, 2016 and the second on May 11, 2017, several meetings with the Plan Commission and Long Range Transportation Planning Committee, meetings with individual property owners and a meeting with Madison West Neighborhood Association.

NOW, THEREFORE BE IT RESOLVED that the High Point-Raymond Neighborhood Development Plan amendment is hereby adopted as a supplement to the City of Madison Comprehensive Plan to provide land use, transportation, open space, utilities and design recommendations to guide future development within the planning area as illustrated in the plan maps, figure and narrative.



Map 6:
Future Land Use and
Street Plan

High Point - Raymond
Neighborhood Development Plan
Update
August 2017

City of Madison Planning Division

High Point-Raymond Planning Area

City of Madison Boundary

Existing Building Footprints

Right of Way

Unimproved Right of Way

Housing Mix 1 (Avg 6 du/ac)

Housing Mix 2 (Avg 12 du/ac)

Housing Mix 3 (Avg 20 du/ac)

Housing Mix 4 (Avg 35 du/ac)

Commercial and Mixed Use

Neighborhood Mixed Use

Potential Mixed Use

Employment - Office

Park and Open Spaces

Park

Other open space

0

200

400

800 Feet

CITY OF MADISON
WISCONSIN

Path: M:\Planning Division\Plans\Neighborhood Development Plans\High-Point Raymond NDP\Amendments\2016 Amendment\Draft Documents\Final_Draft_Plans\Map_6_Future_Land_Use_and_Street_Plan.mxd

Date Printed: 1/3/2022

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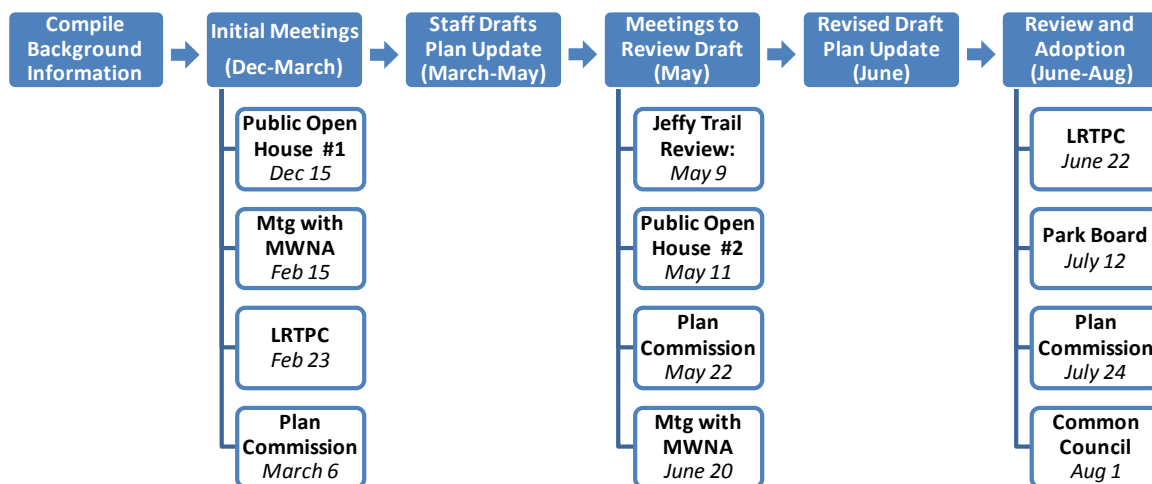
INTRODUCTION

The High Point-Raymond Neighborhood Development Plan (plan) was originally adopted by the city of Madison in 1997, with amendments in 2001, 2005 and 2006. Much has changed in the neighborhood since the plan was adopted. Since 1997, 795 acres of new development has occurred within the 1,396-acre High Point Raymond Neighborhood, resulting in the construction of 2,790 new housing units. Approximately 475 acres remain for development within the planning area. Population and household growth in the southwest side area have both increased from 3,385 residents and 1,405 households to 8970 residents and 4025 households in 2010¹.

Larger demographic and economic shifts have fueled changes in housing preferences both nationally and locally. These changes in the community are leading to a greater demand for walkable, amenity-rich neighborhoods with a greater diversity of housing types than were built in previous decades. Amending the neighborhood development plan facilitates an improved physical form of future neighborhoods on the southwest side of Madison, updating and coordinating land use and transportation patterns to be consistent with City policies and utilizing infrastructure efficiently. Further, the amended plan better guides future growth on the southwest side of Madison by coordinating land use, transportation networks, infrastructure and parks and open space.

While this amendment focuses primarily on three (A, B, C) largely undeveloped Planning Areas totaling approximately 475 acres, it does make recommendations for the entire plan area (see Map 1: Planning Areas). Planning Area A includes the Hill Spring Limited Partnership (Mullins) lands and the Randall A. Theis and Theis Trust lands. Planning Area B includes the Marty Century Farm Family Limited Partnership, Carpenter, Rao, and Hybert lands along with smaller ownerships. Planning Area C includes Dane County lands, Qureshi, Ellefson, Meriter Hospital Inc. and several other smaller ownerships. These areas were evaluated and new recommendations were made regarding land use, housing types, street networks, parks, stormwater management, bike and pedestrian networks, utilities and transit facilities.

This amendment is adopted as a supplement to the City of Madison Comprehensive Plan and utilized an extensive public outreach effort to inform and receive feedback from residents, property owners and other interested parties. Prior to the City's commission and committee review process, the update was discussed at two public open houses, several meetings with the Plan Commission and Long Range Transportation Planning Committee, meetings with individual property owners and a meeting with Madison West Neighborhood Association.



1 Source: 2000 and 2010 U.S. Decennial Census. TAZ zones 326, 327, 328, 329, 330, 331, 334 and 335

EXISTING CONDITIONS

Major Themes of the Original Plan (including amendments to 2006)

There are a few major concepts embedded in the original plan adopted in 1997 and subsequent amendments that establish the context for this amendment. Within this text, the adopted plan in place prior to this update will be referred to as the 2006 plan. One of the major concepts in this plan was to create a green corridor for the Ice Age Trail and establish a major link to Elver Park. One of the ways this would be implemented is to re-align Raymond Road to continue west on Mid Town Road and create a new intersection with an extended South High Point Road. This intersection would create much more direct east-west and north-south corridors and would shift traffic from the existing Raymond Road to those corridors. This would allow sections of Raymond Road to be vacated in areas near the Ice Age Trail. In terms of future land uses, the planned called for predominantly residential development, with a small mixed-use town center located on Mid Town Road between South High Point Road and Pleasant View Road. Employment (medical clinic and hospital) uses are located in the southern part of the plan area.

Property Ownership

The High Point-Raymond Neighborhood Development Plan includes several large property owners including High Spring Limited Partnership (Mullins), Marty Century Farm Family Limited Partnership and Randall A Theis and Theis TR. These properties are currently in agricultural use. Meriter Hospital Inc. is another major property owner, and operates a medical clinic and youth and adolescent psychiatric hospital on their property north of McKee Road (see Map 2: Municipal Jurisdiction and Property Ownership). The City of Madison and Dane County also own large amounts of land in the study area, though these are generally attributed to parks, stormwater management, and preserved open space.

Table 1 Property Ownership

Property Ownership	Acres
High-Spring Limited Partnership (Mullins)	212
City of Madison	147
Marty Century Farm Family Limited Partnership	135
Randall A Theis & Theis TR	69
Dane County	63
Meriter Hospital, Inc.	62
Asaf A Qureshi & Nilofer Qureshi	23
Venkat K Rao & Nalini Rao	19
Michael H. Carpenter	16

Natural Features

The planning area is part of the Morse Pond and Upper Badger Mill Creek Drainage Basin, the Upper Badger Mill Creek Drainage Basin and the Upper Sugar River Watershed. Badger Mill Creek passes through the Theis property, Dane County lands and city of Madison lands. Several small wetlands and potholes are located in the Planning Areas (see Map 3: Natural Features). The Planning Areas include predominantly rolling topography. A series of ridge lines run primarily north to south through the area and are wooded in some locations. Topographic features within the Planning Areas are shown on Map 3. The map shows low areas in the west and south-central parts of the Planning Areas. Steep areas include lands in the eastern part of Planning Area B east and west of Raymond Road.

Existing Land Use

Residential is the predominant land use within the developed parts of the plan area. Since the High Point-Raymond Neighborhood Development Plan was adopted, several subdivisions have developed, totaling 2,790 units and covering 558.5 acres. The three major residential areas are discussed below.

North of Mid Town Road, Mid Town Commons and Valley Ridge subdivisions occupy 187 acres, along with several smaller developments. Mid Town Commons is one of Madison's first New Urbanist subdivisions, featuring a relatively high density core and a mixed-use town center on Mid Town Road which transitions to a lower density residential area farther north. While partly built out, several of the mixed-use parcels remain undeveloped as a result of limited demand for commercial space at those locations. East of Mid Town Commons is Valley Ridge, a predominantly single-family subdivision that crosses South High Point Road and abuts the western border of Elver Park.

Stone Creek Estates and Hawks Creek subdivisions are located south of Mid Town Road. Both are largely single-family developments, but feature multi-family at their southern ends, overlooking the Ice Age Trail Corridor. To the east of Hawks Creek is Hickory Ridge, a rural subdivision in the town of Verona.

The third major residential area is generally located around the intersection of South High Point and McKee Roads. Ice Age Falls and Stratton Ridge subdivisions both locate multi-family residential at the intersection and transition to single-family in other areas. The land on which Ice Age Falls was built was originally planned as open space when the plan was adopted in 1997. The plan contained language stating if the property was not acquired for preservation by April 15, 2000, it would be allowed to develop as a low-density residential neighborhood. Unlike other areas planned for residential uses, the plan did not include a street and block pattern to be used in the event the property would be developed.

The Meriter property is located west of Ice Age Falls. A youth psychiatric hospital, accessed off Raymond Road, and a recently built clinic are located on the property.

The three Planning Areas include agriculture/rural, parks and open space, commercial, institutional (employment) and residential uses. The Planning Areas include lands within the city of Madison, town of Middleton and town of Verona (see Map 4: Existing Land Use).

Table 2: Existing Land Use

Land Use	Acres	Percent of Total
Agriculture/vacant	444	31.8%
Residential	399	28.6%
Commercial/Employment	39	2.8%
Institutional	8	.06%
Parks and Open Space	305	21.8%
Right-of-Way	201	14.4%
Total	1,396	100.0%

Surrounding Land Uses

The High Point-Raymond plan area is generally bordered by residential uses or open space uses, however the Pleasant View Road corridor is the exception. West of the study area on Junction and Pleasant View frontages, the University Research Park 2 is planned to add a significant employment presence in the area. The southern addition (south of Valley View Rd) was platted in 2013 and contains 14 lots.

The city of Verona recently approved its North Neighborhood Plan, which contains land use recommendations for the southwest quadrant of the Five Points intersection (Pleasant View and Mckee Road). The North Neighborhood Plan calls for commercial, mixed-use and multi-family in the first phase of development. The southeast quadrant of the intersection is also in the planning area, however the plan calls for this area to remain as open space.

Transportation

Transitional may be an appropriate description of roadways within the High Point-Raymond Planning Area. In areas where development has occurred, primary streets have generally been improved to urban standards. However, where development has yet to occur town roads (typically two lane rural cross section) carry traffic volumes often well beyond their intended capacity. The presence of Epic in Verona has also introduced significant reverse commute traffic volumes on many streets.

Pleasant View Road has the largest traffic volume of arterials serving the plan area, with approximately 19,400 vehicles per day. The other arterials are the east-west corridors of Mckee and Mid Town Roads, carrying 9,000 and 8,000 vehicles per day respectively. The rest of the major streets are considered collectors, but have similar volumes. South High Point Road increases from 10,000 to 15,000 as one travels north from Mid Town Road. Raymond Road's volume decreases significantly, from 7,000 east of Marty Road to 1,200 vehicles per day at the Five Points intersection.

Planned Street Construction Projects

County Trunk Highway M (CTH M/Pleasant View Road) which makes up the High Point-Raymond Planning Area's western boundary, is a major north-south corridor serving Madison's west side, as well as Verona and Middleton. The highway is scheduled for reconstruction between 2017 and 2019 to better meet current and future transportation needs.

The finished road will be a four to six lane divided roadway (the cross section varies along the reconstruction corridor) with bike lanes, sidewalks and a dedicated shared-use path along the roadway. Because major turning movements exist or are expected, most intersections include multiple turn lanes with extended queuing distances to move traffic in a safe and efficient way. This results in certain future local roads called for in the 2006 plan to be no longer feasible or only able to accommodate right-in, right-out movements.

One of the most significant intersection changes will be the closure of Raymond Road at the Five Corners intersection (CTH M and PD). Access to existing uses will be made via Meriter Way on CTH PD, and a new road to be constructed to link Meriter and Raymond Road called Wellness Way. While there will still be a road connection, the circuitous routing will likely result in the vast majority of through traffic shifting off Raymond Road and using South High Point Road and CTH PD to access the intersection. Raymond Road beyond South High Point Road is expected to carry primarily local traffic in significantly lower volumes starting in 2017.

Transit Service

Metro Route 55 which travels between the West Transfer Point and Epic will be rerouted via South High Point Road and Mid Town Road, with stops in Mid Town Commons. This peak-hour service is scheduled to begin in August 2017. Longer term transit improvements in the vicinity include a planned bus rapid transit (BRT) system, a high capacity, high-frequency transit service with a western terminus just north of the High Point Raymond study area. The development of BRT would likely result in new feeder routes at the terminus, one of which would likely travel south on Pleasant View Road.

Existing Zoning

City of Madison zoning districts that apply to lands within the three Planning Areas include Suburban Employment, Campus Institutional, and Conservancy. Lands within the town of Verona and the town of Middleton are subject to the Dane County Zoning Ordinance (see Map 5: Existing Zoning). Dane County zoning districts within the Planning Areas include various agricultural districts and a mix of residential districts.

Comprehensive Plan

The City of Madison adopted its Comprehensive Plan in 2006, with several subsequent amendments adopted². The future land use map in the Comprehensive Plan was informed and follows the land use recommendations of the previously adopted Neighborhood Development Plan, but adds a transit-oriented development designation on at the mixed-use core of Midtown Commons. Beyond land use, the Comprehensive Plan provides specific guidance for new neighborhood designs. The Comprehensive Plan contains seven objectives and 28 policies discussing the composition of future neighborhoods. These call for future neighborhoods to incorporate mixed-use activity centers, contain a range of housing types, support transit, have diverse park spaces and feature a highly interconnected street network.

School Districts

The High Point Raymond Planning Area includes lands within the Madison Metropolitan (MMSD), Middleton-Cross Plains and Verona Area School Districts. Agreements between the districts include transfers to MMSD from Verona and Middleton-Cross Plains school districts at the time of annexation of lands to the city of Madison.³

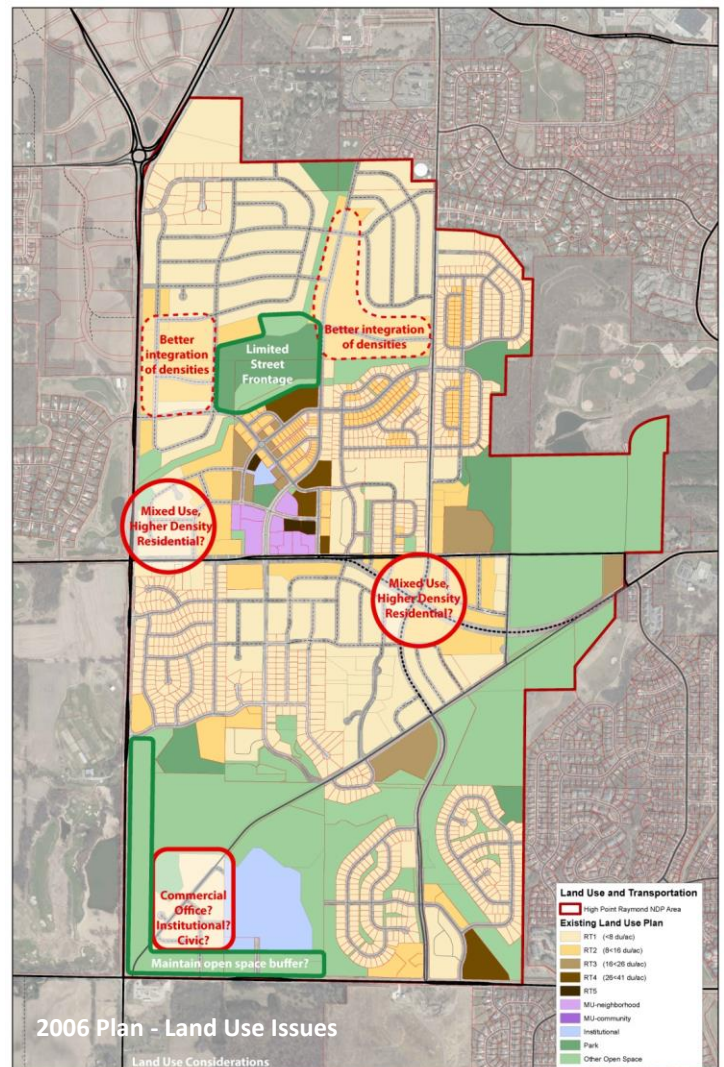
² The Comprehensive Plan is currently being updated and it is anticipated that it would incorporate the recommendations in this neighborhood development plan.

³ School district information is provided as a point of information for residents. The City of Madison does not control school district boundaries and this plan will not change boundaries.

LAND USE ISSUES AND OPPORTUNITIES

Mid Town Corridor

High Point-Raymond was one of the City's first neighborhood development plans to proactively plan for a higher-density mixed-use core. In the 20 years since its adoption, much of the residential core was built, but little has progressed in establishing the commercial aspects of the mixed-use node on Mid Town Road. One of the contributing factors is likely limited visibility and traffic on Mid Town Road since the realignment of and connection to Raymond Road has not occurred. Further west, the 2006 plan calls for low density residential in the northeast quadrant of the intersection (Theis property), with a street network that likely would result in homes backing up to the major intersection. A more appropriate land use should be considered for this area, one that capitalizes on greater visibility and potential future transit service. A higher density residential, neighborhood-oriented commercial or a mixed-use land use category could provide a better outcome, moving density toward planned commercial areas and potential transit corridors. The planned intersection of Raymond/Mid Town and South High Point Road is currently planned in a similar condition, with lower density residential backing up to the intersection.



North Neighborhood

North of Mid Town Road, the neighborhood transitions to entirely residential, generally decreasing in density as the distance increases. Areas of planned higher density, however, are generally not well-integrated into the neighborhood, often with little connectivity to other areas. While the densities themselves do not appear to be inappropriate, locations of density could be improved to create a more cohesive neighborhood and better leverage planned amenities including transit, parks and walkable commercial areas. Park spaces are frequently located in backyard conditions, with limited street frontage. While this configuration can reduce development costs, it also reduces visibility and can detract from the perception of it being public space. There are also maintenance concerns with adjacent property owners encroaching onto public park land when a clear separation between private and public land, such as a street, does not exist.

Five Points

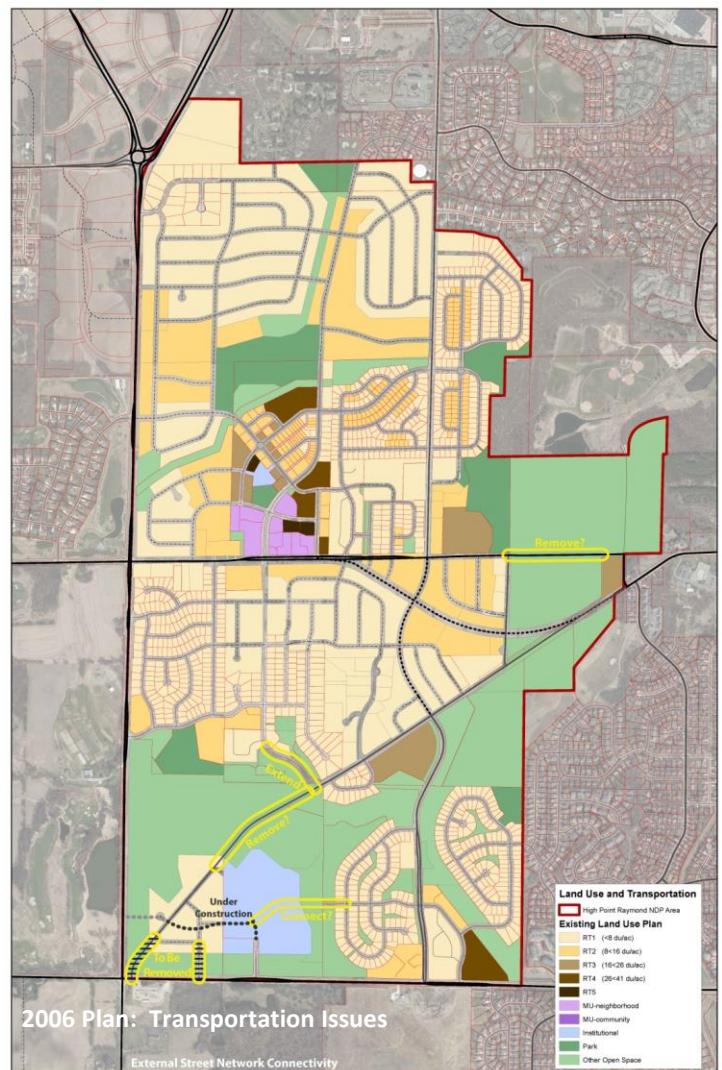
The remaining area where discussion of land use changes is warranted is the Five Points intersection at McKee and Pleasant View Roads. The Meriter property is home to a youth psychiatric hospital accessed from Raymond Road and an outpatient clinic on McKee Road. To the west of Meriter, 20 acres of low density residential is planned. The relatively isolated nature of this land raises the question of whether residential is the most appropriate land use for this area. City services and amenities such as parks would be difficult to provide in a cost effective way for this area.

TRANSPORTATION ISSUES AND OPPORTUNITIES

Raymond Road through Ice Age Corridor

When the plan was originally adopted, it called for the segment of Raymond Road traveling through the Ice Age Trail to be vacated. The upcoming closure of Raymond Road at the Five Points intersection and the planned creation of the new South High Point and Raymond Road intersection will result in a shift of character of Raymond Road west of South High Point Road from a collector to a lower volume street. Along with the closure of Raymond Road at Five Points, a second intersection on McKee Road that was planned is no longer feasible due to the planned grade separated westbound movement. As a result, if Raymond Road is closed through the Ice Age Corridor, it will effectively create a 3,000 ft cul-de-sac comprised of Meriter Way, Wellness Way and Raymond Road segments.

While vacating Raymond Road could create an uninterrupted natural area following the Ice Age Trail corridor, it's appropriate to evaluate the impact Raymond Road has as a low volume local street. If the road is vacated, it's very possible the road itself would not be removed, but shift to a paved bike corridor. Further, since utilities follow the Raymond Road corridor, access would need to be maintained to allow for servicing of infrastructure. Maintaining the road as a street could also provide improved access to the open space corridors for potential users.



Old Mid Town Road

Mid Town Road between Marty Road and Gammon Road is shown to be vacated in the 2006 plan, leaving an uninterrupted open space between Elver Park and Raymond Road. Depending on the specific use of the open space, it may be appropriate to maintain the recently improved road; if some of the space is used to expand Elver Park, a southern access to the park would be beneficial to the park and its users.

Jeffy Trail

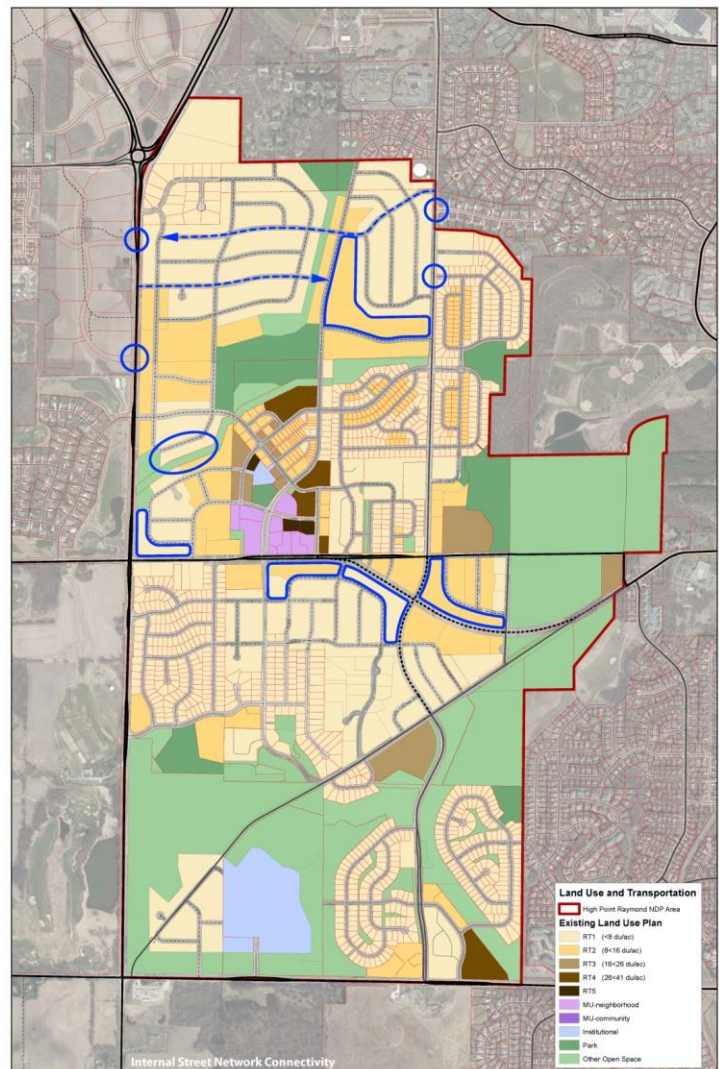
The extension of Jeffy Trail to Raymond Road was included in the High Point-Raymond Neighborhood Development Plan since the 2005 amendment, but has faced significant neighborhood opposition. The Jeffy Trail right of way has been extended several times with subdivision approvals, most recently with Wolf Addition to Hawks Creek which completes the right of way to Raymond Road. The extension would occur through the former Smithies property, purchased and developed by the City for that purpose, and would establish a southern outlet for the neighborhood. Residents cite concerns about safety, traffic volume and loss of open space in their opposition.

Stratton Way

As originally adopted, the plan did not address the potential for an east-west connection in the area north of McKee Road. To a certain extent, it did not need a connection extending the full width of the plan area, as land east of the Meriter property was originally planned as open space. As previously discussed, the plan allowed for this area to be developed as low density residential if it was not able to be acquired, but didn't provide any guidance on connectivity if it were to develop. When Meriter later built the outpatient clinic, an easement for the purpose of a future road connection with Stratton Way was platted. The only road that was constructed, however, was the segment of Meriter Way. With the closure of Raymond Road at Five Points, an east-west street (Wellness Way) is being constructed from Raymond to Meriter Way. This creates a continuous alignment of street, right-of-way and easement between South High Point Road and Raymond Road.

Planned Neighborhood Street Networks

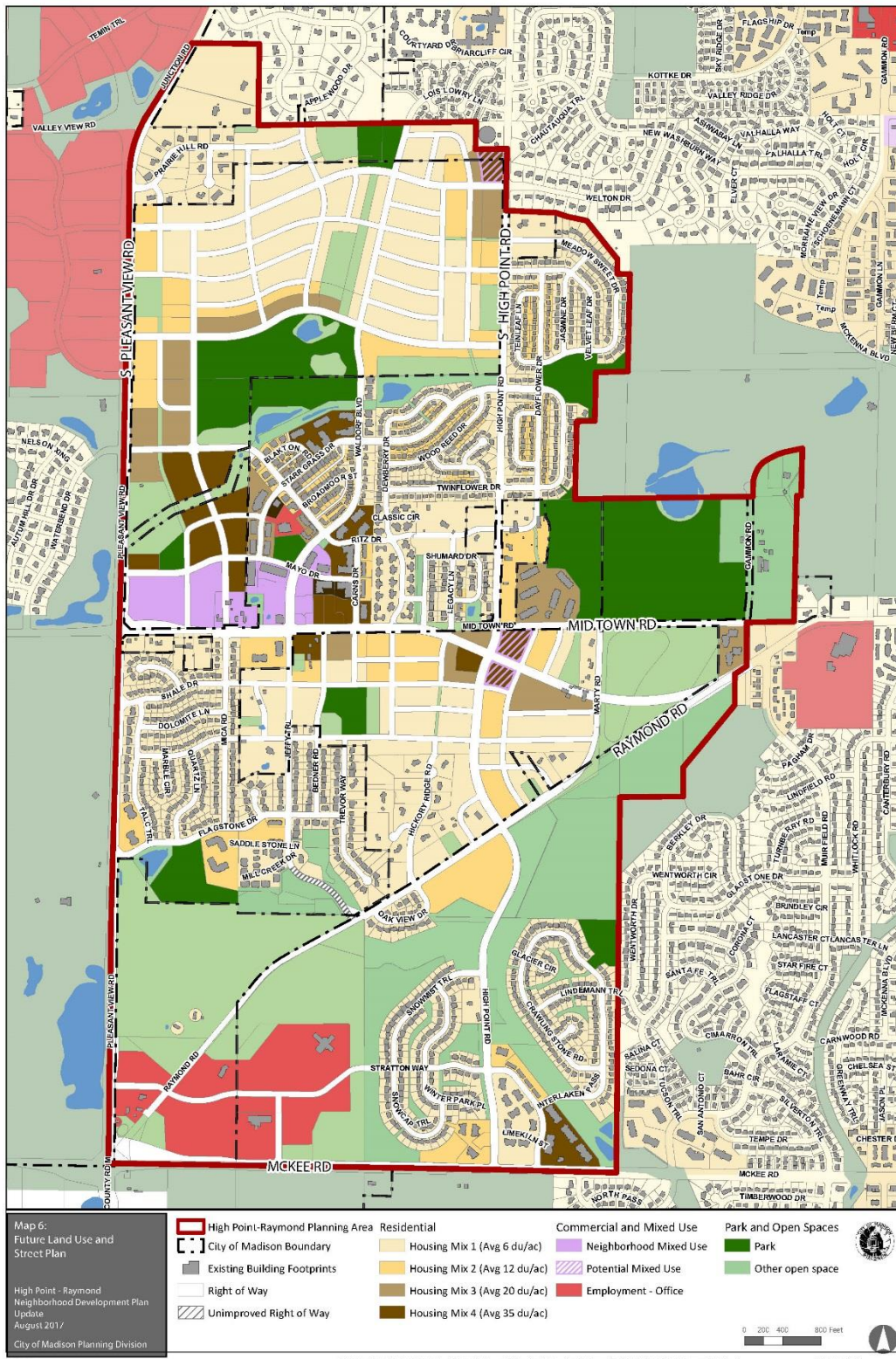
The planned street networks developed for the 1997 plan and subsequent amendments have opportunity for improvement. While they aren't typical cul de sac designs that were common in the mid-90s, the patterns are somewhat disconnected and unnecessarily lengthen travel to neighborhood amenities while concentrating vehicular traffic onto a few neighborhood streets. Many large "L" shaped blocks create barriers to connectivity and streets often don't line up at major corridors, creating staggered T intersections with reduced functionality and safety. Within the North Neighborhood this results in certain areas being less than 700 feet from public park land, but the street pattern increases travel distance to over 2,400 feet. And on the 8,300 feet of frontage on arterials, intersection spacing averages more than one quarter mile.



2006 Plan: Street Network Issues

GENERAL DEVELOPMENT CONCEPT

The general development concept for the planning area envisions a vibrant, sustainable series of neighborhoods characterized by a wide variety of housing choices, well-located public parks, mixed-use districts, employment areas and permanent open space areas.



Overall Development Pattern

The general development concept largely builds from the previously adopted land use concept, with few major changes in use. The density of all residential areas were evaluated and adjusted if appropriate, which resulted in a modest increase in overall residential density.

One of the major land use changes is the westward expansion of the existing mixed-use area at Mid Town Road and Waldorf Boulevard to Pleasant View Road. The expansion shifts the formerly low-density residential area to a more suitable land use, taking advantage of the highly visible corner of Mid Town and Pleasant View Roads to become a neighborhood center.

The concept incorporates potential secondary mixed-use nodes at the future intersection of realigned Mid Town/Raymond and South High Point Roads and on the west side of South High Point Road at Welton Drive. These nodes, along with the primary node at Pleasant View and Mid Town Roads ensure that the majority of existing and future homes in the planning area are within a five minute walk of a mixed-use area with neighborhood retail or services. At these secondary nodes, neighborhood-scale mixed-use buildings with commercial elements are desirable and allowable but not required; the short and long-term market feasibility of retail, restaurants and neighborhood services at these areas is not known and has proved challenging in other areas with similar characteristics. For these areas, if mixed-use proves to be not feasible at the time of development, the properties could develop as medium density residential (Housing Mix 4).

The plan uses a gradient of residential, with the highest densities adjacent to mixed-use areas and lower densities at greater distances. Elevated densities areas are also located in close proximity of parks and transit corridors to encourage use of these amenities. While the overall acreage of exclusive residential area decreased, the increase in density created more residential units, which in turn resulted in larger park land dedication.

Another significant land use change was changing the low density residential and institutional areas at the Five Points area to Employment-Office. It was determined that low density residential was not an appropriate future land use for that area, given its isolation from other residential areas. The site's high visibility but challenging access limits land use options; employment, specifically office, medical clinic and similar uses are seen as the most feasible and appropriate. There are other non-residential land use options that could be appropriate, such as a civic or institutional use such as a church and these uses may be considered at the time of development. Since the Employment-Office land use designation includes medical and health care uses, the Meriter property was shifted to this district from institutional.

Transportation – External Networks

Raymond Road Realignment and South High Point Road Extension

The most significant transportation improvement is the realignment and connection of Mid Town/Raymond and South High Point Roads. Raymond Road is planned to be realigned to form a continuous east-west corridor with Mid Town Road. The realigned road will also intersect the final segment of South High Point Road, improving north-south connectivity in the area. This project will greatly improve the transportation system in the area, eliminating circuitous movements that are now required to traverse the area. The realignment will also support the mixed-use areas on Mid Town Road, providing greater visibility and easier access. The proposed realignment and connection has been relocated slightly after an engineering analysis found an alternate alignment works better with the significant topographic features on the Marty property.

As part of the realignment, certain segments of Raymond Road east of Marty Road will be vacated. Remaining segments of Raymond Road west of Marty Road will transition to a local low-volume neighborhood street. The timing of this project will likely depend on the development of the Marty Farm, where the planned intersection of the streets will occur.

Jeffy Trail

The draft of the High Point Raymond Neighborhood Development Plan submitted for review included the planned extension of Jeffy Trail. After extensive consideration, staff from Planning, Engineering, Traffic Engineering and Metro transit all recommended the connection occur. While acknowledging neighborhood opposition, staff cited the following rationale for recommending the extension of Jeffy Trail:

- The extension is consistent with the Comprehensive Plan's recommendations and subdivision ordinance's requirements for street patterns in new neighborhoods, both of which state cul des sacs should only be used where topography or other unique physical features make a cul-de-sac the only, or most logical, street layout. The ordinances and policies call for street patterns in new neighborhoods to be highly interconnected.
- The street extension would balance traffic generated by the neighborhood over multiple streets, spreading traffic over multiple routes. Traffic projections for Jeffy Trail indicated less than 1,000 total vehicles per day would use the street and 11% of neighborhood traffic would use the southern outlet to Raymond Road. These low volumes would not be expected to have a significant impact on neighborhood character.
- Staff did not find any routing that resulted in non-local cut through traffic, and any non-local use of Jeffy Trail would result in significantly longer routing than other current options.
- Due to topography and existing development, Jeffy Trail is likely the only option for a southern outlet for the neighborhood. Without this connection, the resulting superblock is more than one mile wide and 140 acres.
- Improves access for emergency services, including reduced response times and greater flexibility in approaching and positioning vehicles and equipment.
- The connection would allow Metro to improve supplemental school service (picking up and dropping off children for trips to and from school) to areas where it is currently not feasible or very inefficient due to difficult turns and lack of street connectivity.
- Through multiple land use decisions since 2005, the City had obtained the right of way for this connection and had made clear to nearby property owners that the City intended for this connection to occur, including using deed recordings to ensure potential future property owners would be made aware prior to purchasing.

At the August 1, 2017 Common Council meeting, the council voted 11-8 on an amendment offered by Alder McKinney to remove the Jeffy Trail extension from the High Point Raymond Neighborhood Development Plan. Council also directed staff to include the unique circumstances and Council's rationale for the removal so as to not create a precedent for removal of other future street connections. Three consistent themes emerged from members of the Common Council who voted against the extension.

- The amount of neighborhood opposition was one of the major themes that emerged. Some Council members acknowledged that most area residents had grown attached to the current condition of the street and bike path, and did not believe that the rationale for the connection was strong enough to overcome strong neighborhood opposition.
- Closely related was the issue of the path linking the end of Jeffy Trail to the Ice Age Junction Path and associated open space, which had been installed by the City as a temporary measure in 2014. Some

alders questioned the appropriateness of removing a portion of that amenity from the neighborhood to accommodate the street connection, even while it had been considered an interim improvement at the time of construction.

- Finally, a few Council members were concerned that Jeffy Trail might induce cut-through traffic, which could negatively impact the neighborhood, particularly until High Point Road is completed in the area.

While the Jeffy Trail extension was removed from this plan, this does not impact the presence of dedicated right of way extending to Raymond Road from the existing terminus of the Jeffy Trail roadway. The extension of Jeffy Trail may be revisited in future planning studies as the neighborhood evolves and residents and their preferences change over time.

Raymond Road through the Ice Age Trail Corridor

Previously, the High Point-Raymond Neighborhood Development Plan envisioned the section of Raymond Road that crosses the Ice Age Trail to be vacated with most traffic being routed on South High Point Road, Mid Town Road, CTH PD and CTH M. At this time, there does not appear to be a compelling reason to remove the roadway, or to restrict its use to a bike/pedestrian facility.

As a result, the segment of Raymond Road between the Ice Age Trail and Wellness Way is recommended to remain and not be vacated in the future. Raymond Road is needed to maintain access to existing residents and future development. Removal would result in cul-de-sac of more than a quarter mile. Additionally, as part of utility and road work for the Pleasant View Road reconstruction project, Raymond Road north of Wellness Way will be reconstructed in 2018.

Mid Town Road through open space corridor

If both the north and south sides of Mid Town Road are used for park purposes, the vacation or removal of Mid Town Road should be considered to provide a continuous recreational space. The park planning process should determine if the existing road is necessary as it could potentially bisect use areas and may introduce cut through traffic, conflict zones with park users, and potential safety concerns. If the open space south of Mid Town Road is not used for park purposes, a southern access to the park as provided by the existing road may be beneficial.

Transportation – Internal Networks

Travel within the neighborhood is enhanced by an interconnected network of local streets that provides multiple routes to most destinations. The internal street networks of major undeveloped areas were completely revised. In many areas, the previous designs did not effectively foster an interconnected neighborhood as called for in the Comprehensive Plan.

In the North Neighborhood, four primary streets form the basis of the street pattern. Two new east-west streets create connections between South High Point and Pleasant View Roads. The northerly of the two links planned Ancient Oak Drive on the west to Welton Drive on the east. This street is viewed as having potential to be an important piece in Madison's bike network. Ancient Oak Drive is planned to be a continuous, low volume local street paralleling the higher volume Valley View Road for two miles, a similar arrangement to some of Madison's Bike Boulevards. Olson School is also located just to the west of the High Point-Raymond plan area on Ancient Oak Lane, and this corridor could be identified as a safe route to school in conjunction with a strategy that improves safe crossing of Pleasant View Road. The other east-west street is located at the southern end of the Mullins property. One of the purposes of this second through street is to distribute any cross traffic over multiple routes, minimizing the potential impact on any individual street. Locating a primary street along the park space also increases its visibility and aids it in becoming a neighborhood focal point. At that street's

intersection with Pleasant View Road, it does not align with the current right of way of the unbuilt Boyer Street in the undeveloped UW Research Park 2; topographic change at Pleasant View prevents this street from aligning with Boyer and creating a four-way intersection. It is recommended that the City and UW Research Park evaluate the potential realign the undeveloped right of way to allow for a signalized four-way intersection in the future.

The third major street is east of and parallels Pleasant View Road, linking the mixed-use node at Mid Town Road with the residential neighborhood to the north. This street adds a connection across the City-owned drainage way and travels along the expanded Midtown Commons Park. At Mid Town Road, it is aligned with Mica Road to the south. While the alignment travels through land on existing residential properties, its location allows for a full intersection, which may not be possible further west toward Pleasant View Road. Waldorf Boulevard, the fourth primary street, is extended north to increase connections to future residential areas.

Within the Midtown Crossing area, challenging topography largely dictates potential street patterns. While the Planning Division has worked extensively with City Engineering and Traffic Engineering to understand topographical constraints, developing a street and block concept for this area is challenging since the final alignment of arterials is not set. The revised alignment incorporated in this neighborhood development plan is designed with shallower curves on South High Point and Mid Town/Raymond Roads. This shifts the South High Point Road right of way east and away from the steepest part of the hill side and moves the intersection of South High Point and Mid Town/Raymond Roads north. The final alignment of the arterials, which likely won't be known until the platting stage of development, may impact and require modifications to the local street network in this area. If changes are required, the revised layout should provide similar street and bike connections as well as block sizes.

West of South High Point Road, the street network is largely an extension of the existing pattern. Shale Drive is extended beyond South High Point Road. This creates a continuous low volume neighborhood street parallel to an arterial, a configuration that is often preferable to many cyclists and similar to Ancient Oak Drive previously discussed. Due to topography, most of the primary streets travel east and west. East of South High Point Road, the street network directly links the existing Province Hill Apartment on Mid Town Road with the remainder of the neighborhood to the south.

One alternative City Engineering has considered for Mid Town/Raymond Road east of South High Point Road is a viaduct, which would reduce the grade challenges associated with the valley condition of the Marty property. If the viaduct alternative is used, Marty Road would not intersect with the realigned Mid Town/Raymond Road. As a result, the local street connection between High Point and Marty Road becomes very important to prevent a large super block from forming.

In the Five Points area, it is recommended that future planning documents show a potential street connection between Stratton Way and Wellness Way. However, the recommended land use mix and street pattern may create some through traffic from those traveling to the Meriter area from the north on South High Point Road; the extent of this has not been determined. It is recommended that when Meriter extends Wellness Way to provide the child and adolescent psychiatric facility access from McKee Road, right of way be dedicated to the extent of the property and aligned with the existing right of way of Stratton Way. This provides the City long-term flexibility to establish a connection as the condition, context and neighborhood evolve over time.

RECOMMENDED LAND USES

The predominant recommended land use within the Planning Areas remains residential, with parks and open space, employment and mixed-use districts also having a presence. (see Map 6: Future Land Use and Street Plan).

Table 3: Recommended Land Use

Land Use	Acres	Percent of Total	Change (acres)
Housing Mix 1	416	29.8%	-80
Housing Mix 2	109	7.8%	-54
Housing Mix 3	47	3.3%	+20
Housing Mix 4	44	3.2%	+27
Neighborhood Mixed-Use	22	1.6%	+11
Employment-Office	51	3.6%	+51 ⁴
Parks	113	8.1%	+52
Other Open Space, Stormwater Management	330	23.6%	-13
Street Right-of-Way	265	19%	+18
Total	1,397	100%	-

⁴ Includes Meriter property and existing day care in Midtown Commons shifting from Institutional, which is not a utilized land use category in this update.

Residential Uses:

This plan recommends development of a variety of housing mix types within four Residential Housing Mix categories. These categories are intended to meet the needs of households of different sizes, ages, incomes and lifestyles. Although the recommended mix of housing types varies in different parts of the neighborhood, it is specifically intended that all housing developed within the neighborhood be well-integrated into the community as a whole, and be located and designed to enhance neighborhood identity and encourage engagement and participation in neighborhood activities. Housing units should be a mix of owner-occupied and rental housing.

Density Organized Around Neighborhood Amenities

As shown on Map 6: Future Land Use and Street Plan, higher-density housing types are generally recommended at locations closest to mixed-use areas, parks and locations that may be served with transit, with lower-density types of housing recommended at locations more distant from these areas. This arrangement places the highest concentration of residents within the closest distances to primary destinations, improving the walkability of the neighborhood. It also helps reduce vehicular traffic on interior streets since the higher-density uses are generally closer to major streets providing access to the neighborhood. The exact boundaries between the four Residential Housing Mix Districts shown on Map 6: Future Land Use and Street Plan are somewhat conceptual. Modifications may be considered as specific developments are proposed, provided that the general land use pattern is consistent with the plan's objectives.

Variety of Housing Types

A variety of housing types and densities is expected to be developed at appropriate locations within each of the four Residential Housing Mix Districts. For this reason, specific locations for each of the individual building types (i.e. single family home, townhouses, etc.) recommended within a Residential Housing Mix District are not identified on Map 6: Future Land Use and Street Plan. This approach provides developers with reasonable flexibility and opportunities to be creative and innovative in advancing the recommendations of the plan.

Housing choices include single-family homes with a wide range of house and lot sizes, duplexes, townhouses, smaller apartment and condominium buildings and relatively high-density developments. All housing types include units suitable for households of different sizes, ages, incomes and lifestyles, including families with children. It is recommended that the housing units be a mix of owner-occupied and rental units.

Residential Housing Mix District's recommendations are not equivalent to zoning district designations, and all developments are expected to provide a variety of housing choices. Specific locations for particular housing types will be identified during the review process as proposed development projects are brought forward for consideration and approval.

Four Residential Housing Mix Categories

Recommended residential land use areas are divided into four categories which define general character of neighborhoods through a mix of building types. Residential Housing Mix 1, 2, 3, and 4 each include allowable building types, anticipated density and building form information to describe the intended character⁵. The four recommended Residential Housing Mix categories are described below. All recommended densities are net densities.

⁵ To provide consistency and accommodate comparison, the densities correspond to the densities used in the Comprehensive Plan (which is now being updated). The Residential Housing Mix 1 falls under the Low Residential District (\leq 15 dwelling units per acre). Housing Mix 2 falls under the Low-Medium Residential District (7-30 dwelling units per acre). The Residential Housing Mix 3 and 4 Districts fall within the Medium Residential district (20 -90 dwelling units per acre).

Residential Housing Mix 1

The predominant housing type in the Residential Housing Mix 1 is detached single-family housing on individual lots, but limited areas may be developed with other lower-density housing types such as duplexes or townhouses at appropriate locations.

Housing Types

- Single-family detached homes with a wide range of house and lot sizes
- Duplexes
- Four units
- Townhouses
- Buildings up to two stories in height

Net Density Range

- District average: 6 dwelling units per acre
- Individual developments: less than 16 dwelling units per acre

It is specifically recommended that single-family housing developments include a range of house types and lot sizes. Duplexes, four units and townhouses provide higher-density housing options that can be appropriate at some limited locations. In general, larger groupings of these housing types should be located closer to the Residential Housing Mix 2 or Residential Housing Mix 3 districts, where they will help provide a transition to the higher densities found in those areas. Individual duplexes or small groups of townhouses might be interlaced within areas primarily comprised of single-family homes, but careful site and building design is important in order to maintain compatibility and consistency with the character of surrounding development.

The use of alleys to provide rear access to garages is encouraged at appropriate locations. Alley-loaded garages can provide additional design flexibility and improve the appearance of neighborhood streetscapes, particularly on streets with relatively small or narrow lots.

The density of the individual housing types in the Residential Housing Mix 1 District should be less than 16 dwelling units per acre as recommended in the Comprehensive Plan. The average net density of the District as a whole is 6 dwelling units per acre.

Residential Housing Mix 2

Housing mix 2 remains a predominately single family designation, however homes are often on smaller lots and there is a greater share of other housing types compatible with single family homes including duplexes, four units, townhouses and small-scale apartment buildings.

Housing Types

- Single-family detached houses on relatively small lots
- Duplexes
- Four units
- Townhouses
- Smaller apartment buildings
- Building lots generally provide front, side and rear yards
- Buildings up to three stories in height

Net Density Range

- District average: 12 dwelling units per acre
- Individual developments: up to 20 dwelling units per acre

Residential Housing Mix 2 Districts are recommended at numerous locations within the planning areas as shown on Map 6: Future Land Use and Street Plan. Higher density development at these locations will give more residents the opportunity to live within convenient walking and biking distance to mixed-use areas, parks and open space and other neighborhood amenities and features.

Dwelling unit types in the Residential Housing Mix 2 District should be varied. Large areas of one housing unit type should be avoided and there should be a mix of owner-occupied and rental dwelling units. Detached single-family, duplexes and four units should generally be developed on relatively small lots consistent with the higher average density recommended for the category. Townhouses may be more predominant than in Residential Housing Mix 1 and could be developed along an entire block face, or mixed with multi-unit buildings or detached housing. Apartments should include a mix of unit sizes, including larger two and three bedroom units suitable for families with children.

Residential Housing Mix 3

Housing types within the Residential Housing Mix 3 District should consist of a mix of owner-occupied and rental townhouses and apartment buildings. Buildings will likely be larger and taller than in the Residential Housing Mix 2 District but should still retain a neighborhood scale.

Housing Types

- Duplexes
- Four units
- Townhouses
- Apartment buildings
- Relatively larger buildings than those in Residential Housing Mix 2 district
- Limited side yards when buildings are located along standard streets
- Buildings may include front plazas or be grouped around courtyards to create defined common space
- Buildings generally up to three stories in height

Net Density Range

- District average: 20 dwelling units per acre
- Individual developments: up to 40 dwelling units per acre

The Residential Housing Mix 3 District is recommended to encourage higher residential densities at locations close to mixed-use areas, transit corridors and parks. Concentrating slightly higher-density housing near these amenities will provide easy access for more residents, increase activity in them and help support the development of neighborhood-serving businesses. The slightly larger scale of buildings will help define, but not dominate open spaces such as parks. At some locations, the recommended Residential Housing Mix 3 provides a transition between the smaller-scale, lower-density development Residential Housing Mix 2 and the larger-scale, higher density development in Residential Housing Mix 4.

Apartment buildings may be larger and closer together compared to those buildings in Residential Housing Mix 2. Single family detached housing is not recommended since the intent of the district is to encourage higher-density uses. Parking should be provided behind or beneath the buildings, minimizing its visual impact on the neighborhood. In this district, buildings will generally be three stories, but heights may vary depending on the context and size and scale of surrounding developments. In general, an urban character of design and architecture is recommended. Multi-unit developments should include a mix of unit sizes, including larger two and three-bedroom units suitable for families with children.

Buildings should be oriented to and front adjacent streets and be designed to help define and enhance the public realm along the street edge. On a few larger, deeper properties where it is not possible or practical to add public streets, a multi-building complex of apartments may have a limited number of buildings that are not located directly on a public street, though this is not a recommended configuration. The design of these complexes should incorporate interior access drives and walkways which organize establish direct connections across the site in order to prevent isolated islands of development. Courtyards and other defined open spaces are potential methods of organizing buildings within these areas.

The net density of individual developments within Residential Housing Mix 3 is up to 40 dwelling units per acre. The average net density for the district as a whole is 20 dwelling units per acre. An average net density of 20 units per acre is assumed for purposes of estimating the potential dwelling units.

Residential Housing Mix 4

Residential Housing Mix 4 is primarily located near larger mixed-use nodes and transit corridors. While building types within this category might include limited townhouse development at relatively high densities, most structures will be multi-unit apartment buildings and the district will feature a mix of owner-occupants and renters.

Housing Types

- Townhouses at relatively high densities
- Multi-unit apartment buildings
- Larger building forms
- Limited side yards when buildings are located along standard streets
- Buildings may include front plazas or be grouped around central courtyards to create defined space
- Limited on-site open space. May include more formal entry plazas, patios, roof gardens and balconies
- Buildings up to four stories in height

Net Density Range

- District average: 35 dwelling units per acre
- Individual developments: up to 50 dwelling units per acre

Locating Residential Housing Mix 4 near mixed-use areas will help support the development of neighborhood-oriented businesses that will create an engaging focal point for neighborhood activity and convenience shopping. Apartment buildings will be the predominant housing type in this district, and could include larger buildings up to four stories in height with relatively high lot coverage. Multi-unit developments should be a mix of unit sizes, including larger two and three bedroom units suitable for families with children.

While relatively high density is encouraged, individual developments near or at the 50 dwelling unit per acre density are recommended only as part of well-designed projects that are coordinated with the development of mixed-use areas. These neighborhood-oriented retail and service uses support and provide amenities to a larger population in neighboring residential buildings. The average net density of the category as a whole is planned to be 35 dwelling units per acre.

Neighborhood Mixed-Use

The Neighborhood Mixed-Use District includes the area north of Midtown Road, between Waldorf Boulevard and Pleasant View Road. Secondary mixed-use nodes, where mixed-use is encouraged but not required, are located at the intersections of High Point Road and Welton Drive and High Point and Mid Town/Raymond Roads.

Commercial development within the Neighborhood Mixed-Use District is intended to accommodate neighborhood-oriented businesses providing goods and services to nearby residents. Uses such as a grocery store, which can anchor a mixed-use node, may be desirable to support smaller commercial uses such as cafes, specialty retail (i.e. bicycle shop, clothing store), restaurants and similar uses.

Residential uses are encouraged and anticipated as part of the Neighborhood Mixed-Use District. Residential uses add vibrancy to these districts, especially in the evenings and on weekends when some non-residential uses are not in operation. Residential uses above groundfloor storefronts are particularly encouraged at appropriate locations. Exclusive residential buildings are allowable in less prominent locations such as on local street frontages or within interior courtyards, for example. Buildings up to four stories in height are recommended, but larger building may be appropriate in very select locations. Development densities and intensities will need to be carefully considered in order to achieve a development pattern that successfully blends residential and non-residential uses.

The site designs of development projects in the Neighborhood Mixed-Use District and the adjacent Residential Housing Mix 3 and 4 Districts should create an engaging relationship between residential and non-residential activities and encourage pedestrian movement among the various uses and activities.

While this district will likely have higher density buildings found typically in Housing Mix 4, it is likely the overall district density will be lower due to the presence of commercial uses. As a result, a net density of 30 units per acre is being used to estimate the number of dwellings in this district. This number could vary based on detailed planning for the area.

High quality architectural and urban design is a critical component of mixed-use development. Designs must be pedestrian oriented and integrated in to the neighborhood, rather than dominated by large setbacks and parking areas of exclusively commercial corridors. Sequoia Commons, University Crossing and Grandview Commons are examples of the general character intended for the neighborhood mixed-use district.

Employment – Office

Employment and office uses are recommended on a portion of the planning areas at the Five Points intersection at Pleasant View, McKee and Raymond Roads. The types of employment could include general office, hospitals, clinics, treatment centers, and small-scale research and development facilities. Facilities that involve more intensive operations such as the manufacture and transport of goods are not recommended due to the noise and truck traffic that are associated with these facilities. It is anticipated that some of the uses will be complementary to Meriter's McKee Clinic and their child and adolescent psychiatric hospital.

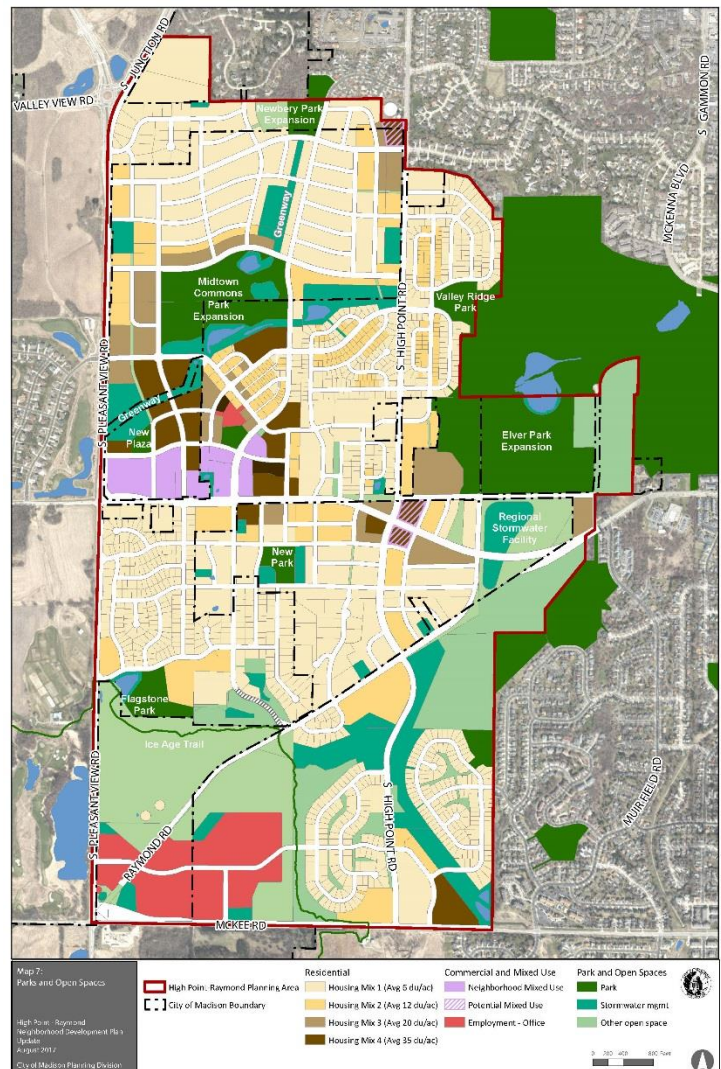
Parks, Open Space and Stormwater Management

Parks

Parks are recommended at strategic locations within the Planning Areas (see Map 7: Parks and Open Spaces). The park distribution generally reflects the distribution of the projected residential population when the neighborhood is fully developed. Expansions of Midtown Commons Park, Newbery Park and Elver Park, and a new neighborhood park south of Mid Town Road are recommended to join existing park spaces in Flagstone Park and Valley Ridge Park to better serve current and future residents.

The recommended parks are located where they not only provide convenient recreational opportunities to the surrounding neighborhoods, but enhance the visual character of the area. The proposed park sites have significant public street frontage, and will have high visibility to persons traveling along the neighborhood's roadways.

The different scales of parks will include different features. The Elver Park expansion will serve a regional park function and may include more athletic fields. Smaller community and neighborhood parks will include other features typically found in parks, such as playground equipment. As individual properties develop and additional park land is dedicated, the Parks Department will proceed with a detail park development plan for each park. It is recommended this process engage existing residents to better understand local park preferences and desired features.



Parks and Open Space

See Map 7 at end of document for larger graphic

Stormwater Management

Map 7: Future Land Use and Street Plan includes conceptual locations for stormwater management facilities. The precise size and location of these facilities may be modified as part of detailed development planning when lands are subdivided.

Open Space Related to the Ice Age Trail Corridor

A continuous corridor has been established for the Ice Age Trail through the southwest portion of the High Point-Raymond plan area, although not to the extent as proposed in the Ice Age Junction Plan. The corridor is comprised of land owned by Dane County and the City of Madison.

It is recommended that certain lands within the amendment area be considered for preservation and supplement the existing open space corridor. Areas that could be included are the existing environmental

corridor on the Meriter property, the northern portion of the Qureshi property which includes a wooded hillside and residential properties west of Raymond Road with wooded areas, areas with steep slopes, a small kettle pond and a mound-like geologic feature. Additional permanent open space would provide buffering for the current Ice Age Trail route.

Aesthetic Management Zones

When High Point-Raymond plan was adopted in 1997, it included aesthetic management zones intended to improve the interface between developed areas and open space corridors through rear yard planting requirements and building color requirements. The recommendations were applicable for 20 years in the area surrounding the Ice Age Trail corridor. Since 20 years has passed since adoption and impacted areas are almost entirely developed, the requirements are not included in this update.

Estimated Dwelling Units and Population

If all of the lands in the amendment area recommended for residential or mixed-use development were built at the estimated overall densities indicated in Table Four, the High Point Raymond plan area would have a total of 6,364 dwelling units, with undeveloped areas adding 3,610 units. This is a general estimate for planning purposes. The actual number of future dwelling units will depend on the amount of land developed with residential uses and the density of this development.

Table 4: Estimated Dwelling Units

Land Use	Existing Units	Acres Undeveloped	Density (units/acre)	Additional Units	Total Units
Housing Mix 1	1,065	149	6	891	1,956
Housing Mix 2	515	60	12	723	1,238
Housing Mix 3	373	30	20	596	969
Housing Mix 4	655	27	35	938	1,525
Neighborhood Mixed-Use	154	15	30	462	675
Total	2,762			3,610	6,364

TRANSPORTATION RECOMMENDATIONS

Transportation recommendations for the three Planning Areas are found on Map 8: Streets-Existing and Proposed, Map 9: Bike and Pedestrian Facilities and Map 10: Future Transit Service. Because of the interrelated nature of street patterns and land use, discussions of overall street and block patterns are included in previous sections. Map 10 also shows potential intersection types along major streets, identifying full, signalized and limited access intersection. Traffic Engineering will ultimately determine signal locations and intersection types, but the information provided illustrates a possible outcome.

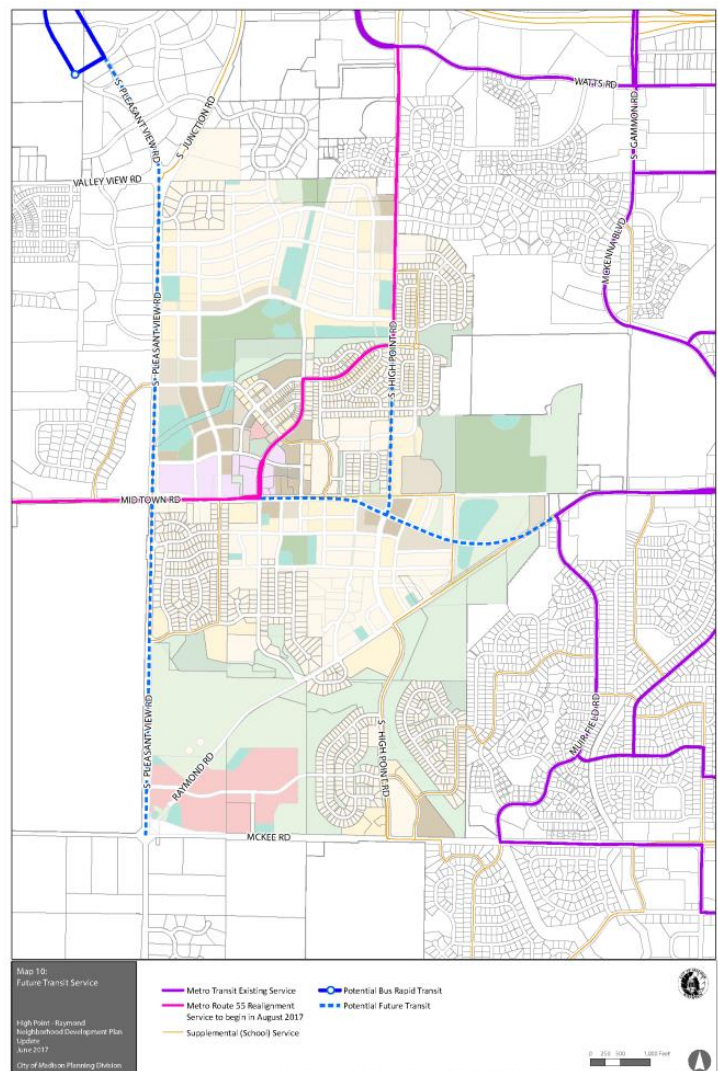
In addition to the location of streets, the design of the streets will have a significant impact on the character of the neighborhood. It is recommended street designs reflect and be customized to adjacent land uses. Madison In Motion, the City's recently approve transportation master plan, looked at different street types and created concept designs that balanced the needs of pedestrians, cyclist and vehicles. In residential areas, the most significant finding was over-providing on-street parking in areas where it would not be used. For example, streets lined with single family homes having a two car garage and a 20 ft. wide driveway have little need for on-street parking on both sides of the street. The parking lanes are sparsely used, and the overly wide street increases traffic speeds, stormwater and heat island impacts, while negatively impacting the walkability and character of the area. Madison in Motion recommended a street design which provided on-street parking on one side of the street, alternating sides at a point mid-block. This design provides some on-street parking while minimizing overall street width and expanding the planted terraces to support tree growth.

Specific recommendations for multi-modal transportation improvements are described below.

Planning for Transit

One of the factors considered during the neighborhood design process is how would transit serve the neighborhood and how would residents access transit stops. Transit is generally expected along Pleasant View, Mid Town and High Point roads, and the neighborhood block structure is designed to provide direct travel routes from internal areas to future transit stops. Future transit service to the neighborhood will have easy access to the neighborhood focal points that will be the most likely destinations.

Madison Metro's Route 55 is planned to begin service to the High Point Raymond Area in August of 2017 and is the first transit service available to this area. The peak hour route links the West Transfer Point with the Epic campus and travels through the Planning Area via South High Point Road, enters Midtown Commons before



Transit Service See Map 10 at end of document for larger graphic

continuing west on Mid Town Road (see Map 10: Future Transit Service). As previously discussed, Future transit service includes new routes on Pleasant View Road with potential connections to the western terminus of the Bus Rapid Transit system. Additional local routes are expected on High Point and Mid Town Roads.

The Madison Metropolitan School District directly funds limited bus trips, currently operated by Metro Transit, that accommodate their existing middle and high school attendance boundaries. It's anticipated that future school routing is planned through the residential areas.

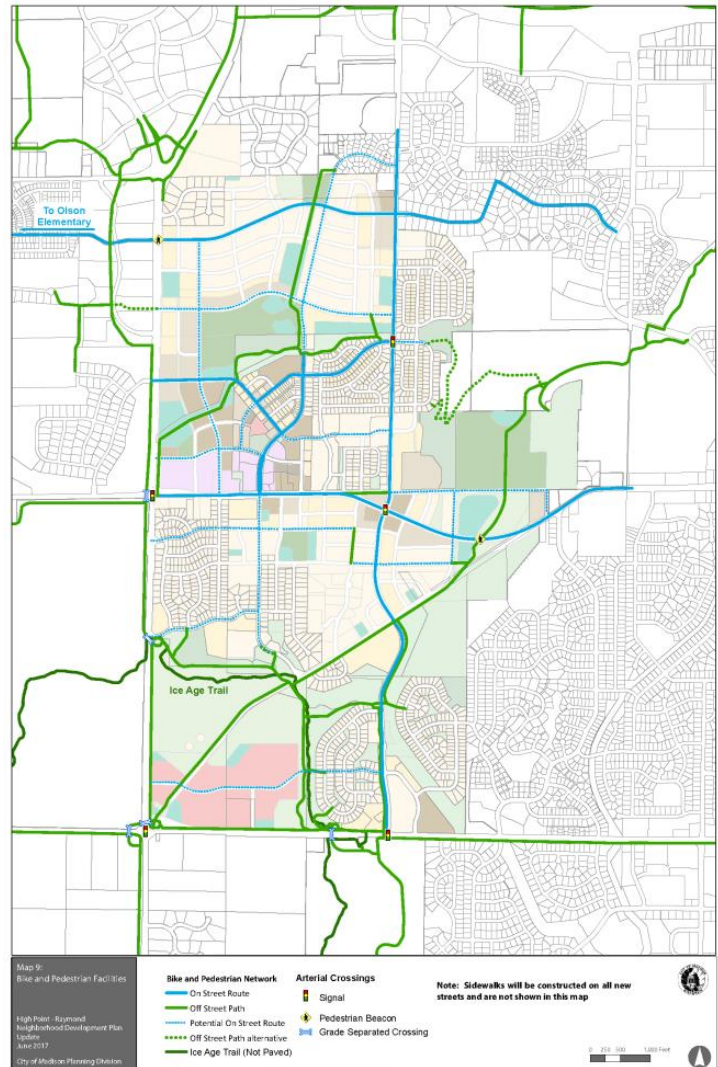
Bicycle-Pedestrian Facilities

Bicycle and pedestrian travel on local streets is supplemented by a network of on-street bicycle lanes and off-street paths and trails linked to the regional bicycle network. Since 1997 the bicycle network has expanded significantly, including constructed facilities as well as planned future routes. Previous planning studies have identified general locations for several bike routes which were refined through this plan update process.

All new development within the city of Madison is required to include sidewalks on both sides of the street. Where existing roads do not have sidewalks, City policy is to install sidewalks when the street requires reconstruction. On-street and off-street multi-use paths are recommended in the neighborhood (see Map 9: Bike and Pedestrian Facilities). Existing bicycle paths in the Planning Area include the Ice Age Junction Path, the Ice Age Connector, the Elver Park Bike Path and the Mid Town Commons Path. Future paths are planned to pass through the Theis, Mullins and Marty properties, and lands that provide connections to the Ice Age Trail and other existing trail segments.

With the Pleasant View Road reconstruction, an off-street shared use path will be built on the west side of the corridor. At certain intersections where a high volume of users are anticipated and crossings are difficult, grade separated crossings will be constructed. These cross Mid Town and McKee Roads just west of Pleasant View and cross Pleasant View at Flag Stone Drive and McKee Roads.

Another off street route is planned to follow the existing greenway owned by the city of Madison that bisects the Theis property. This path would align with the paths in Midtown Commons Park and continue to South High Point Road. The path is planned to continue east through Elver Park to McKenna Boulevard, however the steep hillside combined with cross country ski trails make routing challenging.



Bike and Pedestrian Facilities

See Map 9 at end of document for larger graphic

One opportunity for a new on-street bike route to the west is Ancient Oak Lane, which is planned to extend slightly beyond Meadow Road. As a continuous local road, parallel to an arterial with a school, it's an excellent candidate for an enhanced on-street bike route that could extend through the High Point Raymond study area and continue to Gammon via Welton Drive and New Washburn Way. City of Madison policy is for all streets classified as collectors and arterials to have on-street bike lanes.

The unpaved Ice Age Trail path consists of natural materials and has interpretive signage at various locations along the route. There is a trailhead serving this part of the IAT located on the south side of McKee Road near its intersection with South High Point Road. The trailhead provides access to the Badger Prairie open space area to the south and for users going north through the amendment area.

Municipal Sewer and Water Service

Water service is supplied by the Madison Water Utility. The Planning Areas are served by mains in pressure zones 7, 8, 9, and 10. The Planning Area is served by the High Point Booster Tower 126, High Point Well Reservoir 26, Booster 216,



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Raymond Road Tower 216, Booster 237, Unit Well 47 and Unit Well 36. Water main extensions are planned in the CTH M, Raymond Road, CTH PD, Mid Town Road and Meriter areas between 2017-2019.

Central Urban Service Area

In order for the city of Madison to provide public sanitary sewer service in the neighborhood, the lands to be served must first be added to the Central Urban Service Area (CUSA). Parts of Planning Areas B and C are not currently located within the Central Urban Service Area. These areas are located south of Mid Town Road in the central and south western parts of the Planning Area. Major ownerships in these areas include the Marty, Rao, Carpenter, Ellefson, Qureshi, Hybert, Farin and Bigley properties. A number of smaller properties are also not located within the CUSA. Prior to development, the City will need to submit an application(s) to the Capital Area Regional Planning Commission requesting that the entirety of these lands be added to the Central Urban Service Area.

The Mullins and Theis lands that are located within Planning Area A are located within the Central Urban Service Area. The Marty property south of Mid Town Road and the Carpenter and Rao properties are not located within the Central Urban Service Area. Further, within Planning Area C, The Grosse, Armstrong, Ellefson, Bigley and Qureshi properties are not located within the Central Urban Service Area.

There is a high level of interest in completing the planned connection of the missing segment of South Point High Point Road north and south of Raymond Road and Mid Town Road. The construction of this missing connection would help implement the development recommendations for the area. The City will work to implement development in the area by submitting an application to the Capital Area Regional Planning Commission to add these lands to the Central Urban Service Area. After the area is added to the CUSA, sewers can be extended to these lands.

The boundaries of planned city development areas should be considered approximate. The actual sequence of development will depend on a variety of factors including property owner interest, the budgeting and scheduling of public infrastructure and urban services, the development plans for adjacent properties and whether or not the recommended street connections to the area can be implemented at that time.

INTERGOVERNMENTAL PLANNING

City of Madison-Town of Middleton Cooperative Plan

The city of Madison and the town of Middleton entered into a Cooperative Plan in 2003. The City and Town agreed that all defined development within the Plan's boundary adjustment area shall occur within the City, in compliance with applicable City development standards and requirements, and will be served by a full range of municipal services provided by the City. Furthermore, the Cooperative Plan includes provisions that determine eventual municipal boundaries for lands covered by the Cooperative Plan. The final attachment of town of Middleton lands within the boundary adjustment area to the city of Madison will occur in February 2042.

PLAN IMPLEMENTATION

Neighborhood Development Plan Adoption

It is recommended that the *High Point-Raymond Neighborhood Development Plan* be adopted as a supplement to the *city of Madison Comprehensive Plan*. It is also recommended that the *Comprehensive Plan's* Generalized Future Land Use Plan map be amended as appropriate during the next review and evaluation to reflect the land use recommendations in the *High Point-Raymond Neighborhood Development Plan*.

Central Urban Service Area Amendments

Following adoption of the *Plan* as a supplement to the *Comprehensive Plan*, the City should prepare and submit to the Capital Area Regional Planning Commission an application to amend the Dane County Water Quality Plan to include all lands that are currently not located within the Central Urban Service Area.

Zoning Map Amendments

It is recommended that the future zoning classification of lands within the Planning Areas conform to the land use recommendations of the adopted *Plan*. It is further recommended that lands be rezoned to another zoning district only in conjunction with consideration of a specific subdivision and/or a specific development proposal sufficiently detailed to ensure that development within the district will be consistent with the neighborhood development plan.

Land Subdivision Regulations

Most lands in the plan area will need to be subdivided into smaller parcels before they can be developed with urban uses. As these lands are proposed for development, many of the Neighborhood Development Plan recommendations can be implemented through the review and approval of subdivision plats and application of the city of Madison's land subdivision regulations. In Madison, requests for approval of a land division are usually considered in conjunction with a request to rezone undeveloped property to allow urban development.

Future subdivisions in the Planning Area should conform to the recommendations in the adopted *Plan*, particularly regarding the locations of streets, off-street paths, parks and stormwater management facilities. Future subdivisions should provide building lots that facilitate development of the types of land uses recommended in the plan. For higher-density types of development, proposed subdivisions may also be required to provide information showing how the lots may be developed with building designs that maintain the desired street orientation and pedestrian-friendly street character.

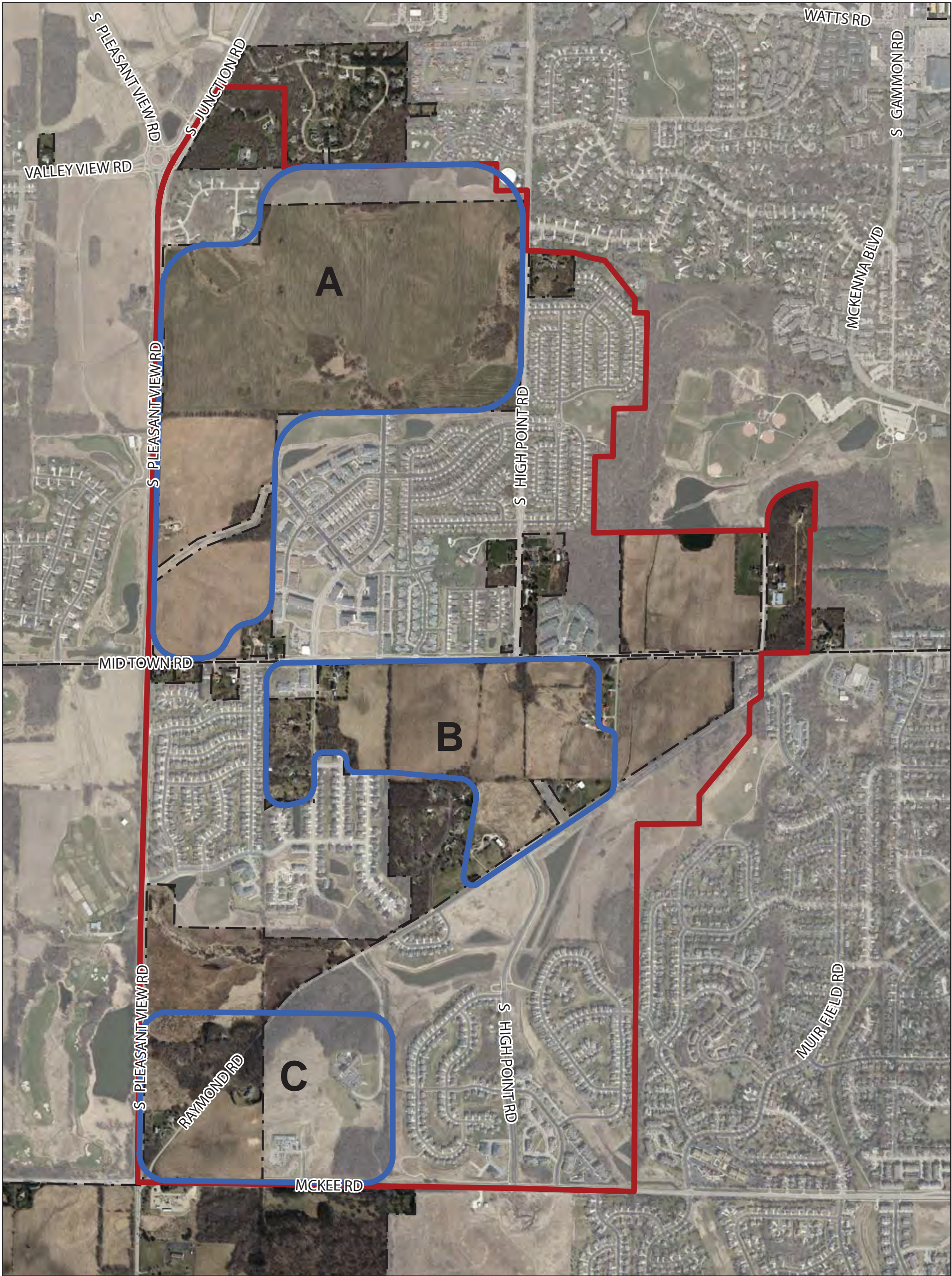
Local streets within proposed subdivisions should either generally conform to the pattern of local streets shown in the neighborhood plan, or similarly reflect the objectives illustrated in the neighborhood development plan. Some of these objectives include the provision of connecting streets through the neighborhood, provision of multiple routes to neighborhood destinations, the orientation of streets to visual features in the neighborhood and the streets' function as part of the stormwater management drainage system.

Capital Improvement Program and Capital Budget

The *Plan* proposes several types of public improvements and facilities for which public funds may be required. Public improvements and facilities that might require some public funding include proposed public parks and

open spaces, arterial, collector and local streets, stormwater management facilities, sanitary sewer facilities and potable water facilities. Implementation of some of the public improvements recommended in the neighborhood development plan will also require participation and cost sharing by other units of government.

It is recommended that the responsible City agencies include within future capital improvement programs and the capital budget those public improvements and facilities for which public funding is required to implement the *High Point Raymond Neighborhood Development Plan*. It is further recommended that the City continue to work cooperatively with other agencies and units of government to seek their participation in the development planning and the costs of public improvement projects of mutual benefit recommended in the neighborhood development plan.



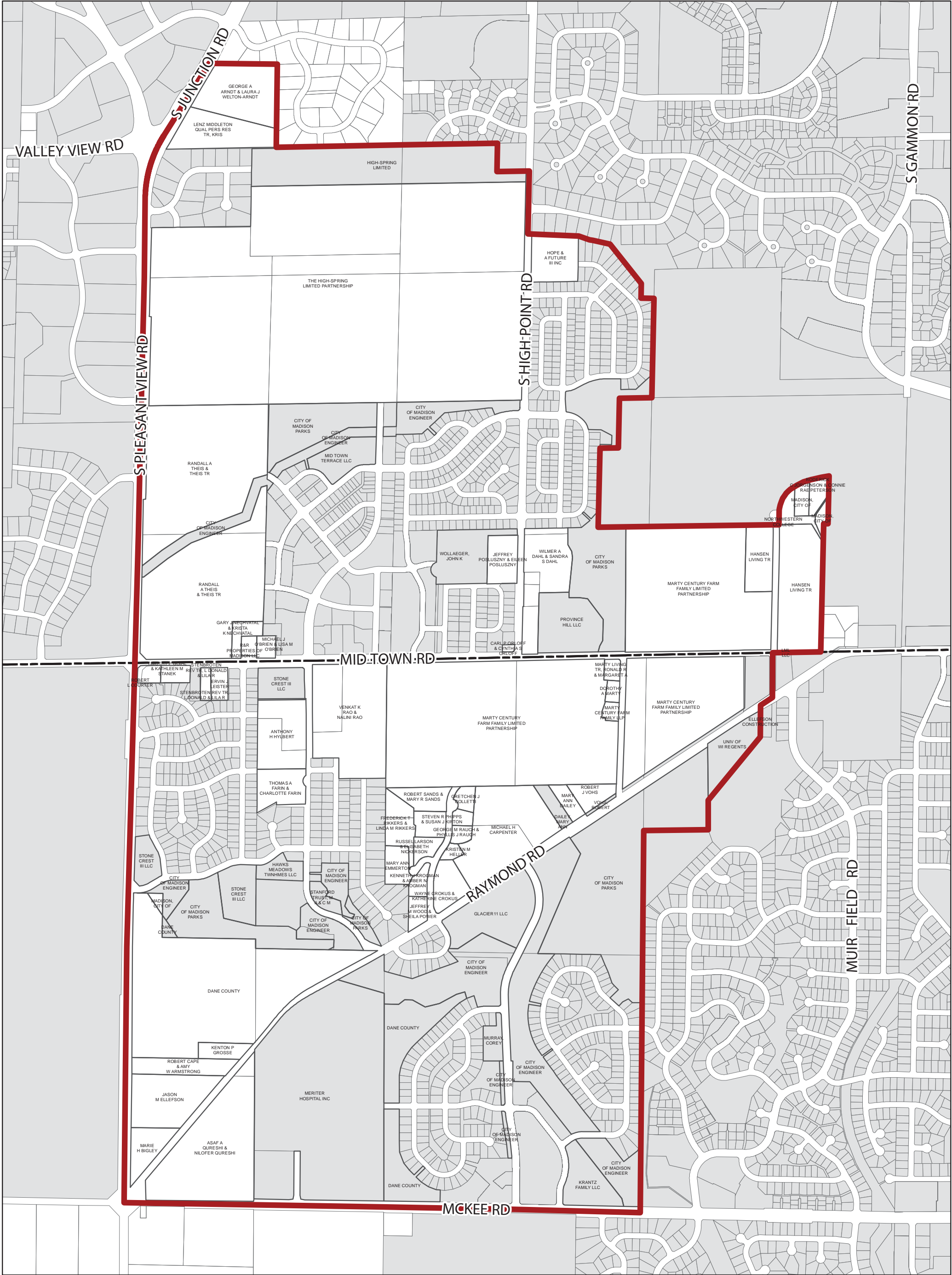
Map 1:
Planning Areas

High Point - Raymond
Neighborhood Development Plan
Amendment
June 2017

City of Madison Planning Division

- Planning Area
- Amendment Areas
- Township Boundary
- City of Madison Boundary





Map 2:
Municipal Jurisdiction
& Property Ownership

High Point - Raymond
Neighborhood Development Plan
Amendment
June 2017


City of Madison Planning Division

Planning Area

Township Boundary

City of Madison

Other Municipalities



1,100

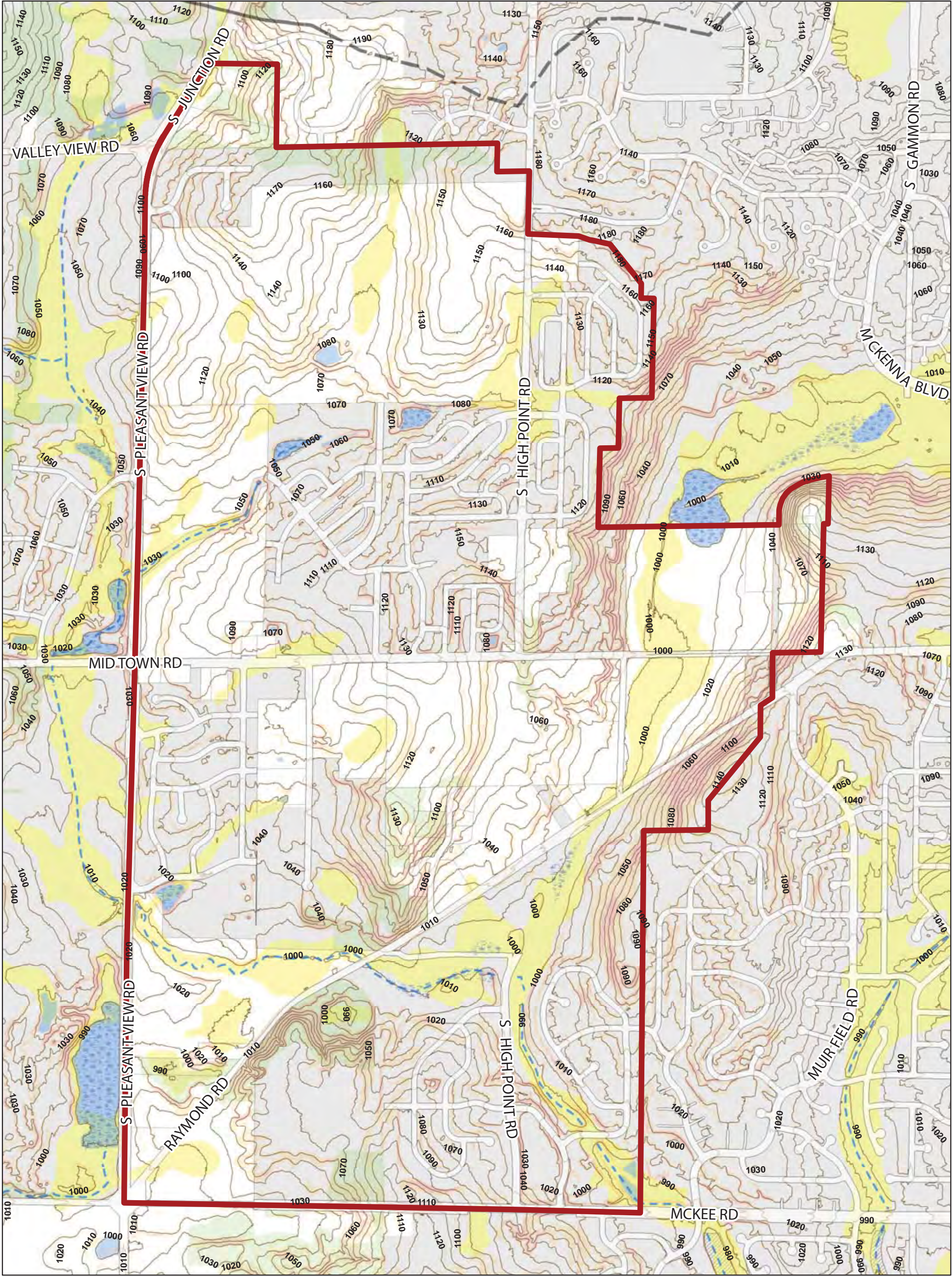
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Author: pljg

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Date Printed: 6/6/2017



Map 3:
Natural Features

High Point - Raymond
Neighborhood Development Plan
Amendment
June 2017

City of Madison Planning Division

Planning Area

City of Madison

Other Municipalities

Major Ridgeline

10' Elevation Contour

Surface Water

Intermittent Stream

Wetland

Floodplain

Soils with Hydric Inclusions

Slopes 12% to 20%

Slopes 20% or Greater

Woodland

1,100

550

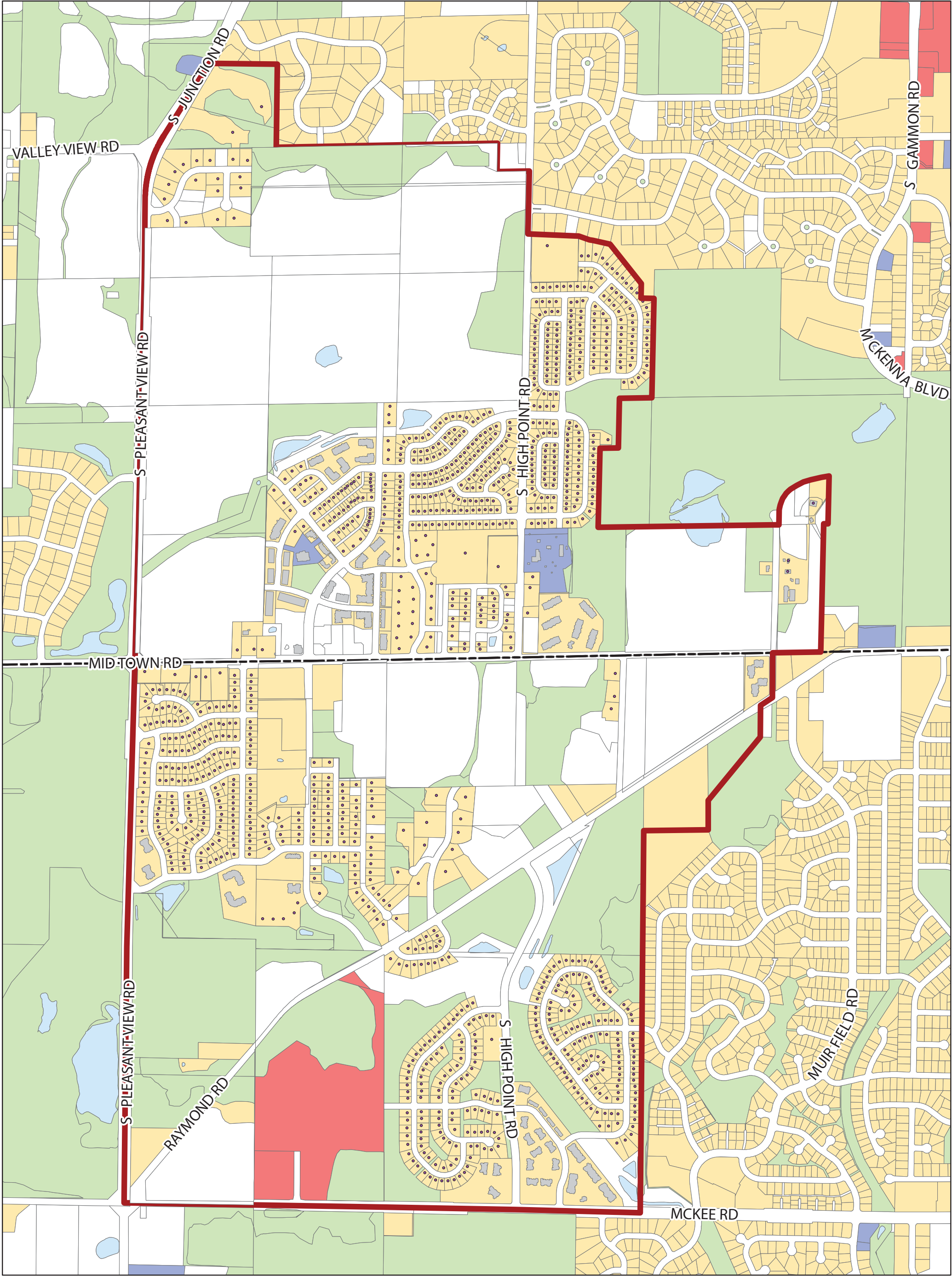
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Date Printed: 6/12/2017



Map 4:
Existing Land Use

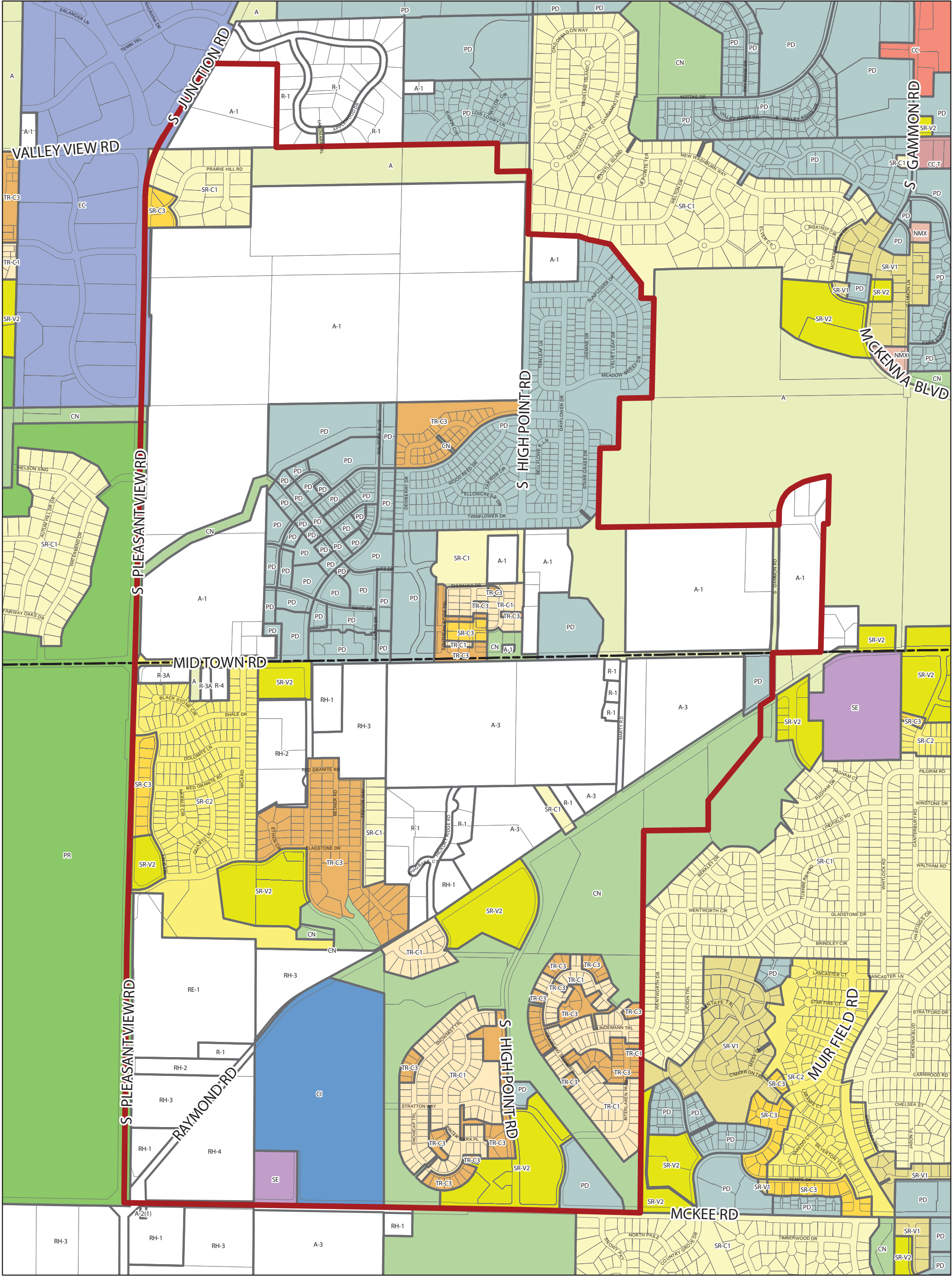
High Point - Raymond
Neighborhood Development Plan
Amendment
June 2017

City of Madison Planning Division

- | | | | | | |
|---|-------------------|---|------------------------|---|-----------------------|
|  | Planning Area |  | Agriculture and Vacant |  | Residential |
|  | Township Boundary |  | Commercial |  | Institutional |
|  | Single Family |  | Building Footprints |  | Parks and Open Spaces |





1,100 550 0 Feet



Map 5:
Existing Zoning

High Point - Raymond
Neighborhood Development Plan
Amendment
June 2017

City of Madison Planning Division

-  Planning Area
-  Township Boundary

*Note: The zoning map was updated June 23, 2017
to correct an error on the outlots of Hawks Creek
Wolfe Addition.*

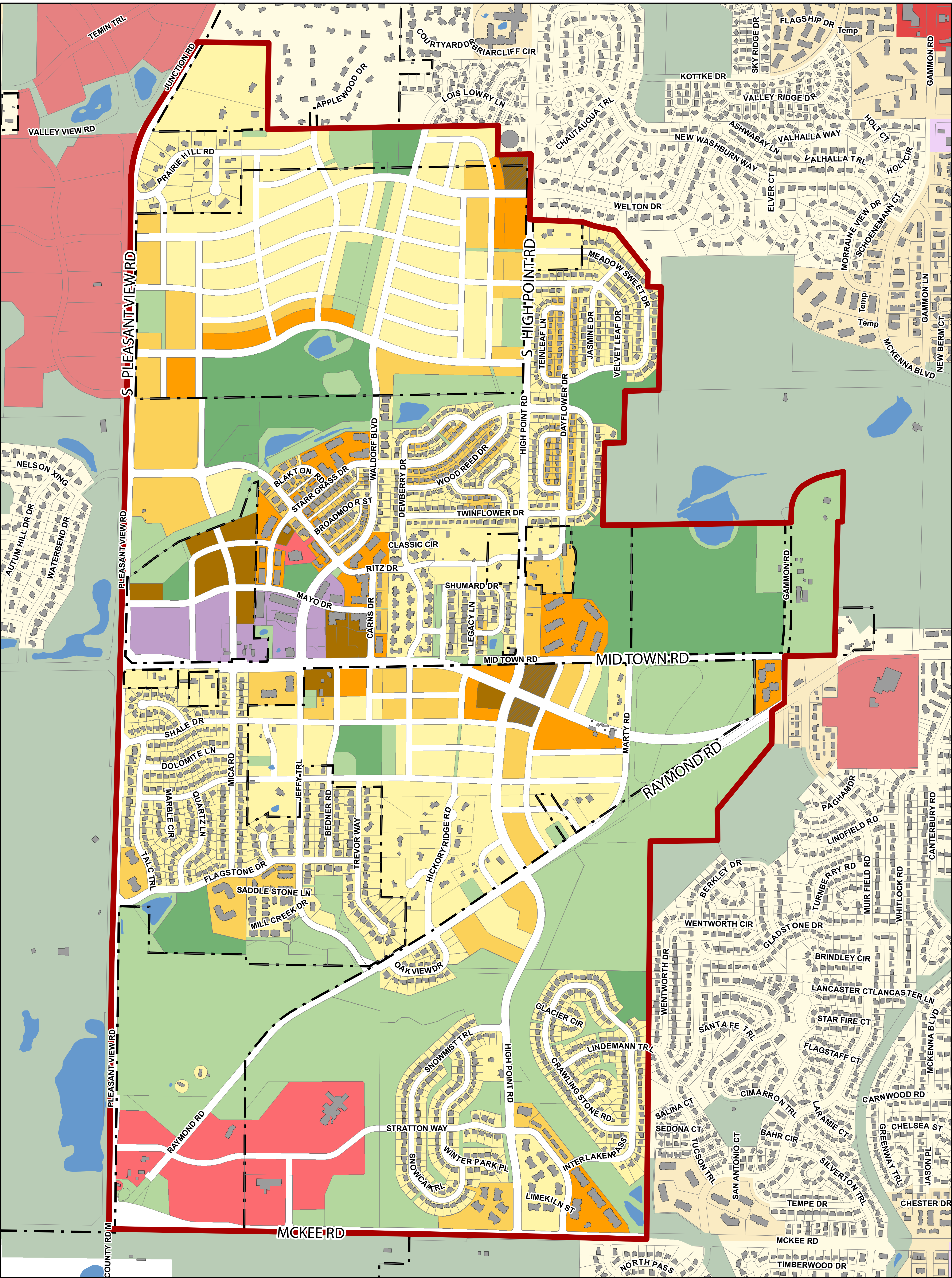
- Madison Districts**
- Residential Districts**
SR-C1, SR-C2, SR-C3, SR-V1, SR-V2, TR-C1, TR-C3
- Commercial Districts**
CC, CC-T, NMX
- Employment Districts**
EC, SE
- Special Districts**
A, CN, CI, PD, PR

- Dane County Districts**
- Residential Districts**
R-1, R-1A, R-3, R-3A, R-4
- Rural Homes District**
RH-1, RH-2, RH-3, RH-4
- Commercial Districts**
C-2, CO-1
- Recreation District**
RE-1
- Agricultural Districts**
A-1, A-2(1), A-3



1,100 550 0 Feet





Map 6:
Future Land Use and
Street Plan

High Point - Raymond
Neighborhood Development Plan
Update
August 2017

City of Madison Planning Division

High Point-Raymond Planning Area

City of Madison Boundary

Existing Building Footprints

Right of Way

Unimproved Right of Way

Housing Mix 1 (Avg 6 du/ac)

Housing Mix 2 (Avg 12 du/ac)

Housing Mix 3 (Avg 20 du/ac)

Housing Mix 4 (Avg 35 du/ac)

Commercial and Mixed Use

Neighborhood Mixed Use

Potential Mixed Use

Employment - Office

Park and Open Spaces

Park

Other open space

0

200

400

800 Feet

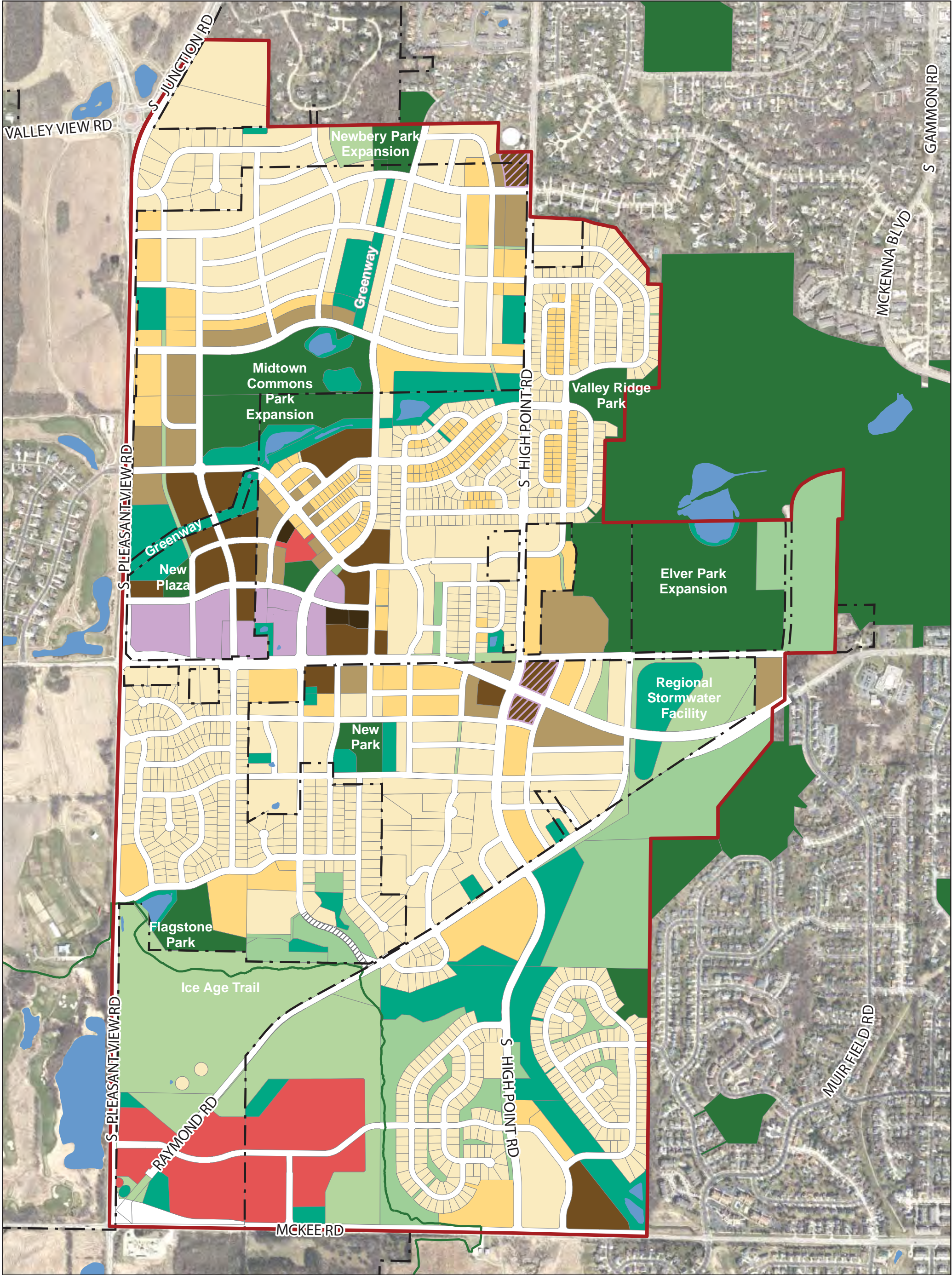
North Arrow

City of Madison Wisconsin

Author: plpg

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Date Printed: 1/3/2022



Map 7:
Parks and Open Spaces

High Point - Raymond
Neighborhood Development Plan
Update
August 2017

City of Madison Planning Division

High Point-Raymond Planning Area

City of Madison Boundary

Residential

Housing Mix 1 (Avg 6 du/ac)

Housing Mix 2 (Avg 12 du/ac)

Housing Mix 3 (Avg 20 du/ac)

Housing Mix 4 (Avg 35 du/ac)

Commercial and Mixed Use

Neighborhood Mixed Use

Potential Mixed Use

Employment - Office

Park and Open Spaces

Park

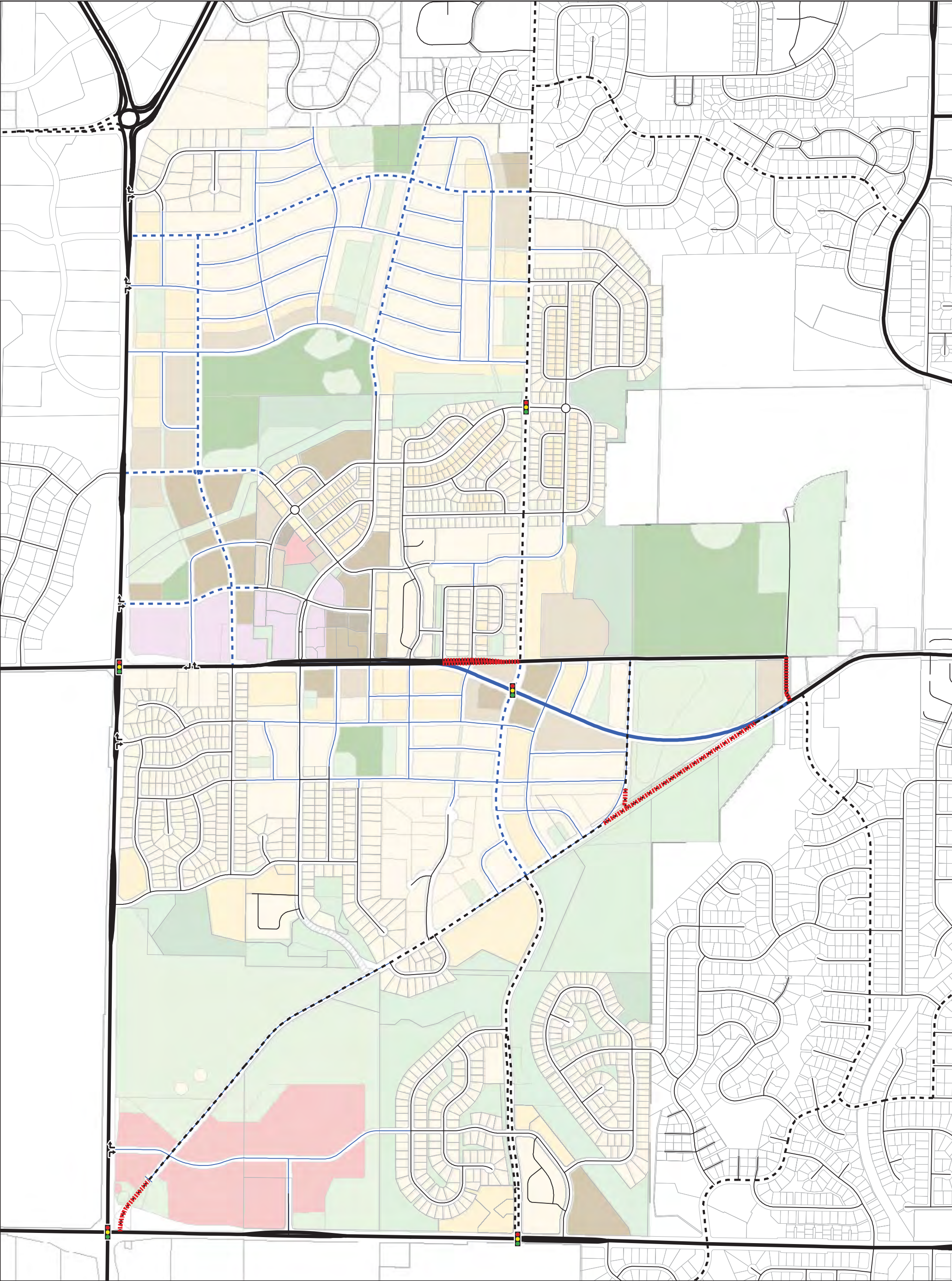
Stormwater mgmt

Other open space

0 200 400 800 Feet

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Date Printed: 9/19/2017

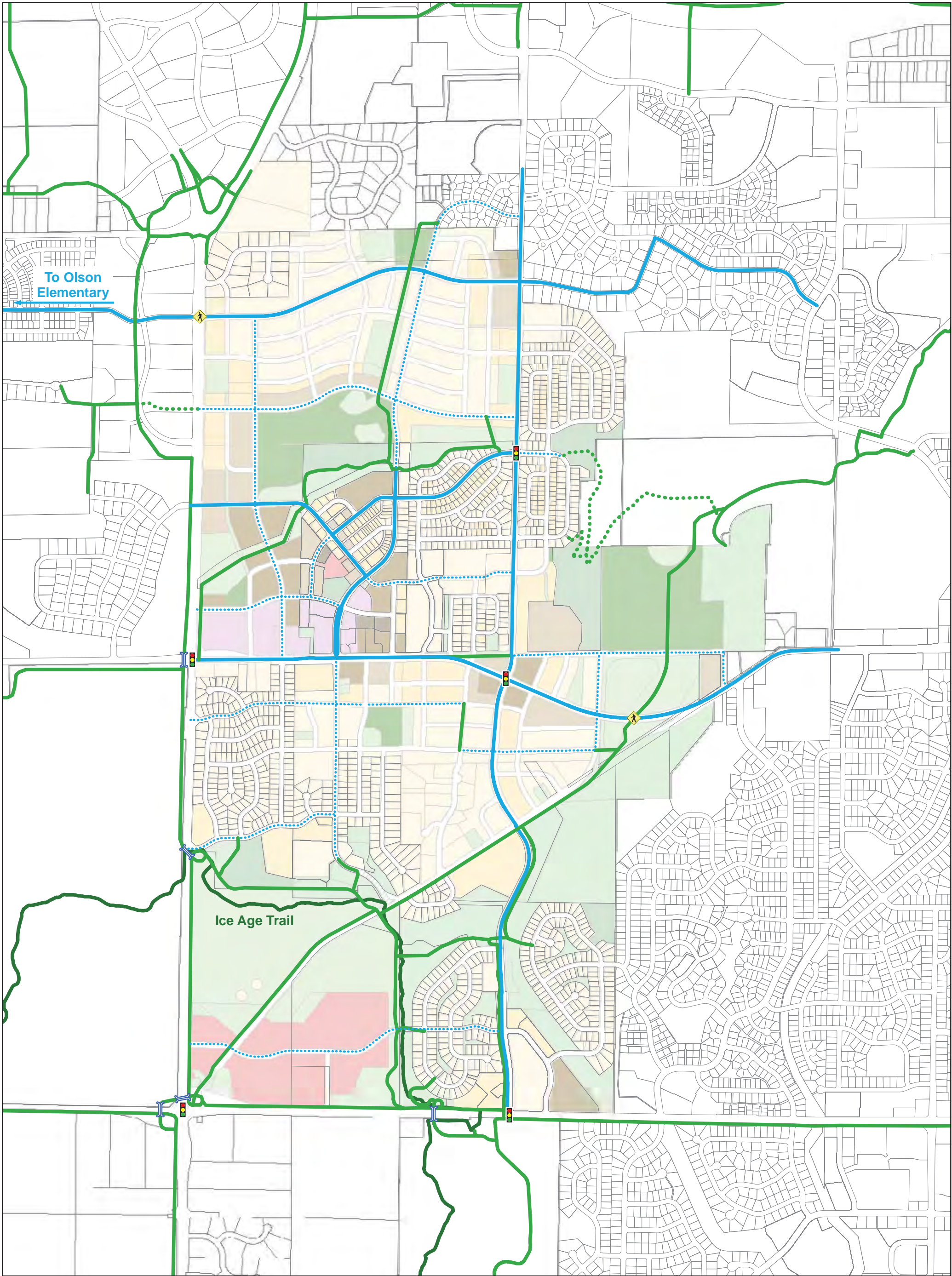


Map 8:
Streets - Existing and Proposed

High Point - Raymond
Neighborhood Development Plan
Update
August 2017

City of Madison Planning Division

Existing Street Classification	Proposed Streets	Potential Intesection Type (full unless noted)
Arterial	Arterial	Signalized
Collector	Collector	Right in, right out
Local	Local	
	Vacated Streets	



Map 9:
Bike and Pedestrian Facilities

High Point - Raymond
Neighborhood Development Plan
Update
August 2017

City of Madison Planning Division

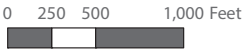
Bike and Pedestrian Network

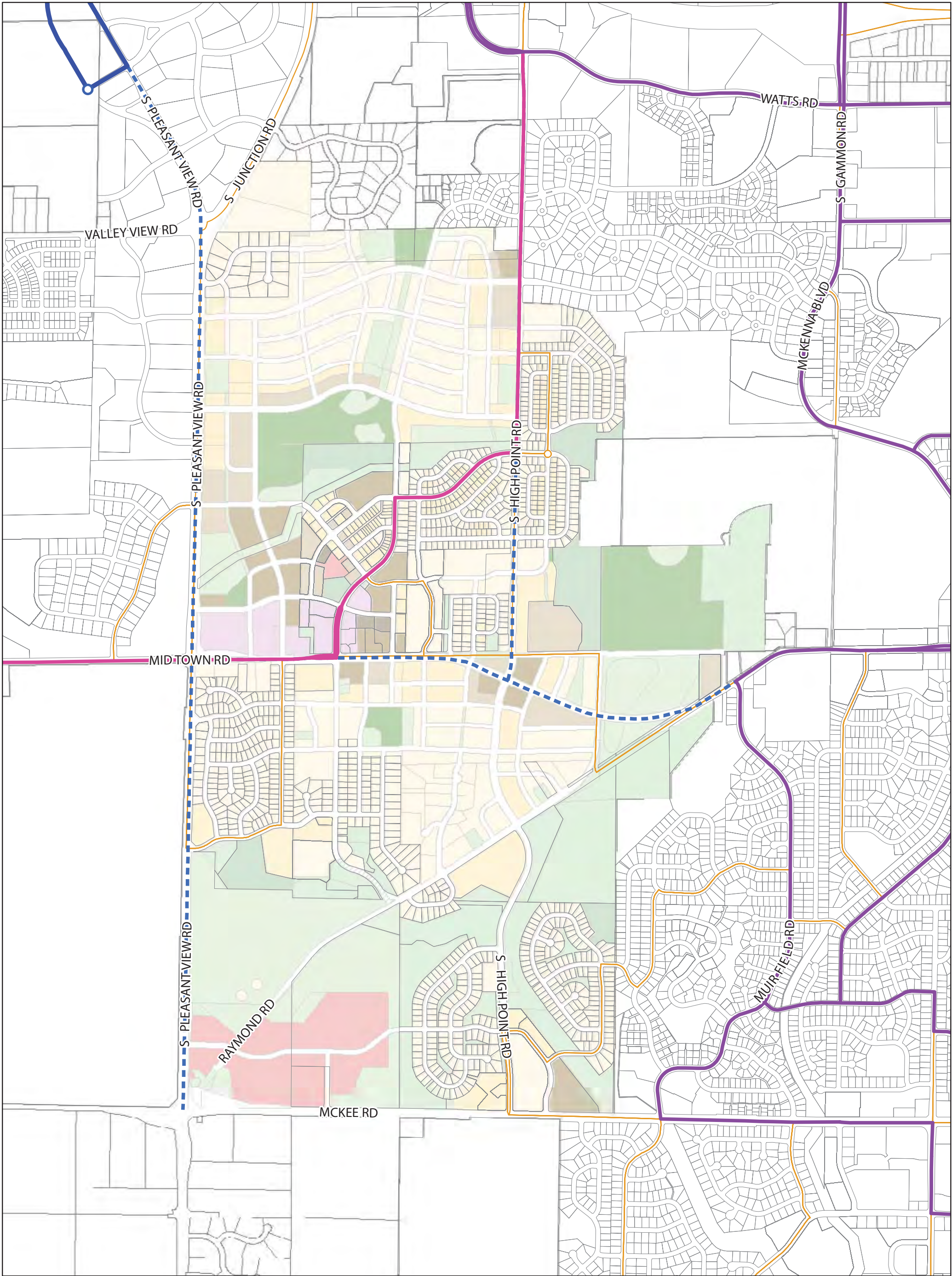
- On Street Route
- Off Street Path
- Potential On Street Route
- Off Street Path alternative
- Ice Age Trail (Not Paved)

Potential Arterial Crossings

- Signal
- Pedestrian Beacon
- Grade Separated Crossing

Note: Sidewalks will be constructed on all new streets and are not shown in this map





Map 10:
Future Transit Service

High Point - Raymond
Neighborhood Development Plan
Update
June 2017

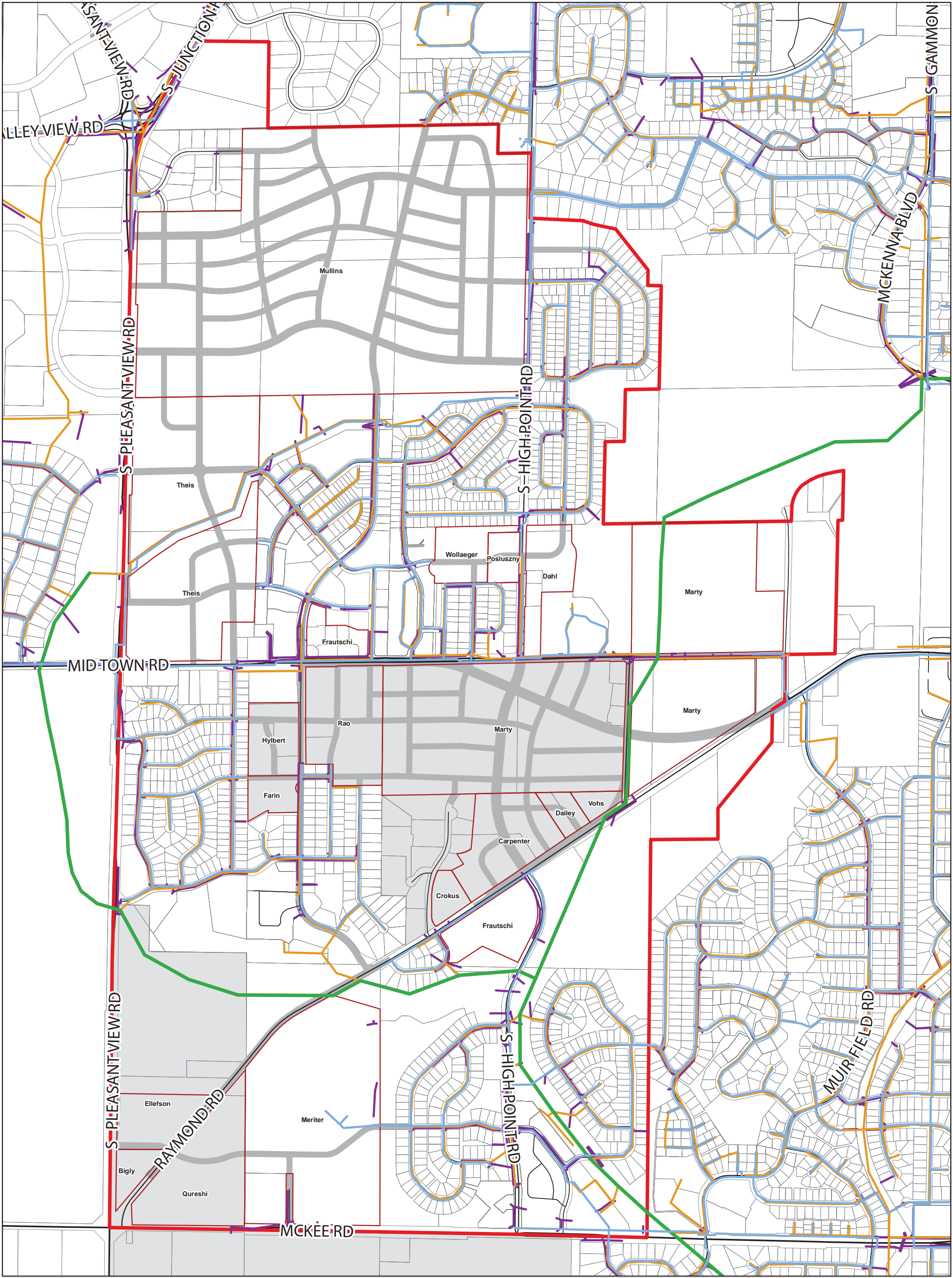
City of Madison Planning Division

- Metro Transit Existing Service
- Metro Route 55 Realignment
Service to begin in August 2017
- Supplemental (School) Service
- Potential Bus Rapid Transit
- Potential Future Transit



0 250 500 1,000 Feet





Map 11:
Utilities and Urban
Service Area

High Point - Raymond
Neighborhood Development Plan
Update
June 2017

City of Madison Planning Division

- Sanitary Sewer Mains
- Water Main
- MMSD Sanitary Sewer
- Stormwater Pipes
- Land not in a Urban Service Area
- Property Ownership Boundaries

0 200 400 800 Feet

