

High Point - Raymond Neighborhood Development Plan

Recommendations for Land Use and Development

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

December 1997

Amendments Adopted:

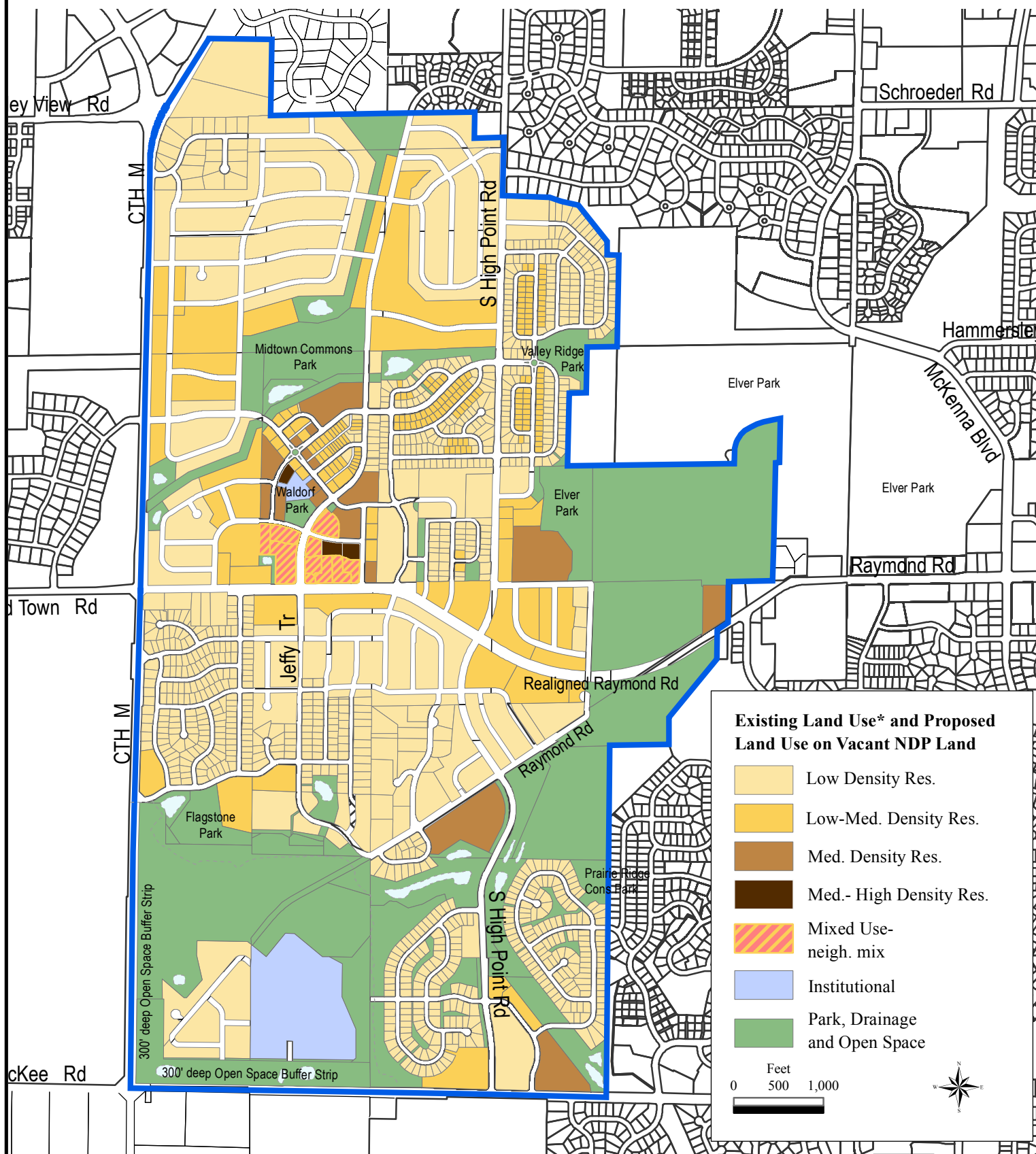
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High Point - Raymond Neighborhood Development Plan

As Adopted December 1997, Amended December 2001, November 2005, March 2006
and *implemented through subdivision and zoning approvals



HIGH POINT/RAYMOND NEIGHBORHOOD DEVELOPMENT PLAN

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INTRODUCTION

The Peripheral Area Development Plan was adopted by the Madison Common Council in December of 1990. The Plan makes recommendations for the long-term use of land and the staging of development in all peripheral areas surrounding Madison's current urban edge. The peripheral lands which are recommended as appropriate locations for future urban development and long-term City of Madison growth are designated in the Plan as Urban Expansion Districts. In 1990, the Urban Expansion-A Districts were identified as those locations where City of Madison urban services could most easily and efficiently be provided. These areas included locations where urban development was already occurring or was expected to begin within one to five years. The Urban Expansion-B Districts identified lands suitable for urban development and City of Madison expansion, but were not generally recommended for development until development in the Urban Expansion-A Districts was well underway.

Since the adoption of the Peripheral Area Development Plan in 1990, the City of Madison has developed and adopted three Neighborhood Development Plans for the Urban Expansion-A Districts on the City's west side. These Plans include the Cross-Country Neighborhood Development Plan for lands located south of Highway PD, the Junction Neighborhood Development Plan for lands located between Holy Name Seminary and Old Sauk Road west of U.S. Highway 12, and the Blackhawk Neighborhood Development Plan for lands located west of Pleasant View Road and north of Old Sauk Road. Each of these neighborhoods have been included in the Central Urban Service Area where the full range of urban services are being provided as the lands are developed, consistent with the adopted plans for each area.

The Peripheral Area Development Plan recommended that a Neighborhood Development Plan be prepared for all Urban Expansion Districts, beginning with those where urban development was already occurring or was expected to begin soon. The purpose of the Neighborhood Development Plan is to provide more detailed recommendations that will guide and direct future urban development within the Urban Expansion Districts and the extension of urban services. The Peripheral Area Development Plan requires that the City adopt a Neighborhood Development Plan for any portion of the Urban Expansion District where development is anticipated, as a basis for initiating a request for an amendment to the Central Urban Service Area to include such area, and before the granting of additional development approvals within the area.

The High Point-Raymond Neighborhood is located south of the Catholic Diocese Center (the former Holy Name Seminary), north of County Trunk Highway PD and east of County Trunk Highway M. The study area includes portions of three planning areas identified in the Peripheral Area Development Plan. The High Point-Raymond Neighborhood includes approximately 1,290 acres of land, or two square miles. These areas include portions of Planning Area W3, W4 and W5. Planning Area W3 is identified as an Urban Expansion-B District. Planning Area W3 includes lands located both east and west of County Trunk Highway M. The Plan identifies this area as one where the City of Madison can provide urban services as a logical extension of services that are available to City growth areas east of High Point Road and in the planned Urban Expansion-A Districts to the southeast (Area W4). The area was designated as a stage B. Urban Expansion District primarily because of the sanitary sewer extensions that would be needed to

serve the area. The interceptor sewers needed to serve the area, for the most part, must extend from the southeast to the north through Urban Expansion-A District W4. However, about 237 acres west of High Point Road within this planning area, are already within the Central Urban Service Area. Some of these lands, including the sites of Coventry Village (a senior retirement complex) and Newbury Heights (a single-family subdivision) have been developed with extensions of infrastructure from areas east of High Point Road.

Planning Area W4 is an Urban Expansion-A District which includes some lands lying both north and south of County Trunk Highway PD. Lands located south of County Trunk Highway PD were included in the Cross Country Neighborhood Development Plan. The lands located north of County Trunk Highway PD can be provided with urban services as logical extensions of services already provided or planned to serve City development to the north and east. The portion of Planning Area W4 located north of County Trunk Highway PD contains several open space features and corridors which are planned to be preserved as part of extensions of Elver Park and the implementation of the Ice Age Park and Trail System.

Planning Area W5 is a recommended Permanent Open Space District. The Peripheral Area Development Plan recommends that the open space features and trail connections within Areas W4 and W5 are top priorities for permanent open space protection. Planning Area W5 includes the University of Wisconsin Golf Course, Badger Prairie County Park and additional lands between these two large public ownerships. The Peripheral Plan recommends that no additional urban development should occur within Planning Area W4 and W5 until specific plans have been prepared to ensure that the important open spaces within these areas will be protected and until issues related to establishing a permanent boundary and separation between the Cities of Madison and Verona are resolved. In April of 1996, the Cities of Verona and Madison entered into an Intergovernmental Agreement establishing a permanent boundary and separation between the two communities.

To provide guidance to the Plan Commission and staff in the preparation of the final High Point-Raymond Neighborhood Development Plan, the Common Council formed a High Point-Raymond Neighborhood and Ice Age Trail Advisory Committee. The purpose of the committee was to advise the Common Council on issues related to the possible extension of High Point Road south from Mid-Town Road to County Trunk Highway PD, the location of open space connections between Elver Park and the Ice Age Trail open space, and related land use and transportation planning issues. The recommendations from the Committee were adopted by the Common Council on April 1, 1997. The adopting resolution can be found in Appendix A.

EXISTING CONDITIONS IN THE HIGH POINT-RAYMOND NEIGHBORHOOD

The High Point-Raymond Neighborhood is bounded by County Trunk Highway PD on the south, County Trunk Highway M on the west and the Applewood Subdivision, Holy Name Seminary (Catholic Diocese Center) in the Town of Middleton on the north, and existing development in the City of Madison on the east. An aerial photograph of the Planning Area is shown on the following page. The study area comprises approximately 1,290 acres of land or 2 square miles and is located in three separate municipalities (i.e. the City of Madison, the Town of Verona and the Town of Middleton). Of the 1,290 acres, 586 acres are now located within the Town of Verona, 60.7 acres are located within the City of Madison, and the remaining 643 acres are located in the Town of Middleton. It is assumed, however, that most, if not all of the land included in the study area will ultimately be annexed to the City of Madison.

PROPERTY OWNERSHIP, PLATTED AND UNPLATTED LANDS

Most of the land within the High Point-Raymond Neighborhood includes unplatted and undeveloped land. The developed lands consist primarily of large-lot rural residential development along High Point Road near its intersection with Mid-Town Road, along Mid-Town Road and along Raymond Road. The area between Mid-Town Road and Raymond Road has been extensively subdivided into smaller residential lots along Terry Lane and Hickory Ridge Road. Table 1 summarizes property ownership by jurisdiction in the study area (see Map 1).

TABLE 1 - PROPERTY OWNERSHIP BY JURISDICTION

Jurisdiction/Ownership	Acres	Ownership	Acres
City Of Madison			
Wisconsin Capital Land Fund	39.1		
Olson	<u>21.6</u>		
Subtotal City of Madison	60.7		
Town of Verona			
Verona Properties	116.7	Carpenter	16.1
Marty	96.9	Morley	15.1
Wis. Capital Land Fund	72.8	Sonntag	15.0
Meriter	66.4	Ripple	14.9
Dane County	36.8	Hodgson	12.9
Qureshi	22.9	Other Parcels (Less than 10 acres)	<u>79.8</u>
Rao	20.1	Subtotal Town of Verona	586.4
Town of Middleton			
Mullins	214.7	Stitgen	18.4
Welton	108.2	Hansen	17.9
Wis. Capital Land Fund	79.7	Adams	13.0
Theis	73.5	Other Parcels (less than 10 acres)	<u>42.8</u>
Marty	40.2	Subtotal Town of Middleton	643.0
North	34.6		
TOTAL ACRES	1,290.1(2 Square Miles)		

EXISTING ZONING AND LAND USE

Most of the land within the High Point-Raymond Neighborhood is zoned Agriculture District and is in agriculture use (see Map 2).

City of Madison

The two parcels of land located within the City of Madison are zoned A- Agriculture District. Although farming and other agricultural uses are allowed as permitted uses, the Agriculture District is intended as a holding zone pending future urban development and the assignment of permanent zoning when urban services are available and the lands are rezoned for future development. Lands in the City of Madison are used for agricultural purposes or are uncultivated fields.

Town of Middleton

Most of the lands in the town of Middleton are zoned A-1 Agriculture District, County Zoning. One parcel is assigned B-1 Local Business District, and another parcel is zoned R4 Residence District to accommodate a four-unit apartment building.

Lands in the Town of Middleton are primarily used for agricultural and open space uses. Several single-family homes have developed along Mid-Town Road, South High Point Road, and in the Raymond Road/Gammon Lane Area.

Town of Verona

Most of the lands in the Town of Verona are also zoned to either the A-1 or A-3 Agriculture Districts, County Zoning. However, an extensive area of RH1, RH2, RH3 and RH4 Rural Homes District zoning has been applied to lands between Mid-Town Road and Raymond Road. A scattering of single-family homes are located along Mid-Town Road and Raymond Road in the Town of Verona. In addition, Meriter's New Start Facility is located south of Raymond Road and north of Highway PD. A four-unit apartment building zoned R4 is located at the corner of Gammon Lane and Raymond Road.

NATURAL FEATURES

The study area is characterized by gently to moderately rolling topography (see Map 3). A series of ridge lines running generally north to south and southwest traverse the study area. While the tops of the ridges tend to be gently rounded, the study area is characterized by significant areas of steep slopes along the hillsides. While much of the area can be developed, the more

developable lands are located along the ridge lines and between the areas of steep slopes and natural storm water drainage features.

The study area is part of the Badger Mill Creek Drainage Basin and Sugar River Watershed. The west branch of the Badger Mill Creek serves a large drainage basin which contains about 7.4 square miles and almost all of the High Point-Raymond Study area. Lands within the study area drain generally from the north to the south and eventually southeast into the Badger Mill Creek and into the Sugar River. The study area generally drains through the Cross Country Neighborhood south of Highway PD. Much of the land located north of Mid-Town Road drains southwest crossing County Trunk Highway M, then travels south crossing Mid-Town Road and eventually crosses County Trunk Highway M again traveling east and southeast into the Badger Mill Creek system.

The most significant woodlands, which exist in the study area, are located in the same areas as the steep slopes. Several small potholes which occasionally hold water are located along the major drainage routes.

SITE ANALYSIS

The High Point-Raymond Neighborhood is located on the far southwest side of the City of Madison south of the West Beltline and west and southwest of Elver Park. The site is bordered on the north by existing development including the Applewood Subdivision in the Town of Middleton and Holy Name Seminary. The site is bordered on the southwest by the University Ridge Golf Course. The High Point-Raymond Neighborhood is divided north and south by Mid-Town Road and is boarded on the west and the south by County Trunk Highways M and PD.

The High Point-Raymond Neighborhood is characterized by a series of natural and built features which present both challenges and opportunities for future urban development and open space preservation. The important natural features include the natural stormwater drainage system, which should be preserved and incorporated into the planned open space system, and the significant wood lots which correspond closely to the areas of steep slopes and the steep slopes themselves which constrain development, the extension of services and the location of roads and other infrastructure. While the study area is moderately rolling and includes some areas of steep slopes, the topography also provides opportunities for many interesting long views throughout the study area.

The land areas lying generally north of Mid-Town Road consist primarily of rolling farmland and open fields with relatively few development constraints aside from several areas of steep slopes. Sanitary sewer service to most of this area can be provided through the extension of the Madison Metropolitan Sewerage District's interceptor sewer (Nine Springs Valley Mineral Point Extension) which would be extended westerly toward University Ridge Golf Course and then northerly and northeasterly following drainage channels to serve the lands north of Mid-Town Road. This portion of the neighborhood was identified as an Urban Expansion-B District primarily because of the location of the land area relative to the existing interceptor sewer. It is possible, however, that some of the area could be served, on a temporary basis with lift stations

until the interceptor sewer is extended. A portion of this area (about 237 acres) is already the Central Urban Service Area. Given the topography of the area and its proximity to existing employment opportunities in the greater West Towne area, University Research Park and the Old Sauk Trails Office Park, the High Point-Raymond Neighborhood is recommended primarily for residential development and neighborhood serving commercial, institutional and civic uses.

For the lands lying south of Mid-Town Road, the major planning opportunities involve the preservation of significant open space features, planning for connections between Elver Park, University Ridge Golf Course and the Ice Age Trail, and the extension of infrastructure and services to support existing residential and planned residential development in the area. Since the Peripheral Area Development Plan was adopted in 1990, the City of Madison has worked with the Dane County Parks Department, the Ice Age Park and Trail Foundation, and the City of Verona to better prepare for the detailed planning and implementation of the recreational and open space connections within the area. Because one of the principle planning objectives for the area south of Mid-Town Road relates to open space preservation, and because a significant portion of the area between Raymond Road and Mid-Town Road has been divided into large residential lots and is occupied by houses served by existing septic systems and wells, it may be comparably more difficult to accomplish the City's traditional land use objectives within this portion of the neighborhood than in the area north of Mid-Town Road. One of the key objectives within this area will be to work carefully with property owners to develop recommendations which can accomplish public planning objectives while recognizing the existing private property interests in the area.

HIGH POINT-RAYMOND NEIGHBORHOOD DEVELOPMENT PLAN

The High Point-Raymond Neighborhood Development Plan includes a series of desired objectives and policies, recommended land uses and transportation facilities, and implementation tools including development staging.

OBJECTIVES AND POLICIES

The following objectives and policies are intended to, not only guide the development of the plan recommendations, but also specific development proposals which will be brought forward following the adoption of the plan.

Land Use Objectives and Policies

Objectives

1. Physically arrange land use activities in compact, efficient and functional districts to provide for energy-efficiency, and safe and convenient movement between residential, shopping employment, institutional and recreation areas.
2. Create patterns of land use that will encourage the use of mass transportation.
3. Provide and maintain an economically viable neighborhood commercial/mixed use district or town center as a source of local employment, a focus of neighborhood activity, and a centralized convenient shopping and service center for residents in the neighborhood.
4. Bring most of the needs of daily living within walking distances of residents in the neighborhood.
5. Provide and preserve locations for suitable civic buildings and spaces to serve the High Point-Raymond Neighborhood.
6. Encourage the design of new development in the High Point-Raymond Neighborhood which recognizes, complements and takes advantage of the regional open space and recreational facilities in Elver Park, the proposed Ice Age Trail Junction Area Open Space and University Ridge Golf Course.
7. When planning for additional development within the neighborhood, locate planned land uses so that they are compatible with existing development already in the neighborhood.

Policies

1. The High Point-Raymond Neighborhood should be designed to minimize, to the extent possible, the need for the automobile for access to shopping, school, work, and recreational facilities.
2. Locate dwellings, shops and work places, all limited in size, in close proximity to each other.
3. Provide well placed civic buildings as places for purposeful assembly for educational, social, cultural, and religious activities.
4. Plan commercial areas so that they are relatively compact and are properly located to serve the neighborhood residents.

Housing Objectives and Policies

Objectives

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

Policies

1. Ensure that all community policies guaranteeing equal housing opportunities are fully implemented.
2. Locate assisted housing in suitable locations throughout the City rather than concentrating it in only a few neighborhoods.
3. Locate multi-unit housing on the basis of the site's potential for providing a safe, attractive and convenient living including good access to public transportation, public recreational facilities, and private facilities and services.
4. Encourage multi-family attached housing to be designed in a manner which integrates the attached housing into neighborhood settings with single-family detached housing.

5. Avoid multi-family attached housing projects which turn inward upon themselves and which do not relate to the residential streets upon which they are located or to the residential development across the street.

Transportation Objectives and Policies

Objectives

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

Policies

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

Park and Open Space Objectives and Policies

Objectives

1. Provide adequate and accessible park, recreation, and open space facilities for the enjoyment and use of all residents of the High Point-Raymond Neighborhood and all segments of the City's population.
2. Take advantage of the natural resources within the study area such as steep slopes and drainage corridors to connect major park and open space units to provide for an interconnected system of parks and open spaces serving the neighborhood and the community.

3. Support and ensure the establishment of the proposed Ice Age Trail Junction Area open space and its connection to Elver Park to provide recreational facilities, to protect and preserve resource features, and to enhance community identity by separating the Madison and Verona communities.

Policies

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

RECOMMENDED DEVELOPMENT CONCEPT

Defining the Neighborhood Center and Edges

The High Point-Raymond Neighborhood is primarily a residential neighborhood with subneighborhoods which will be served by neighborhood serving commercial, institutional, and civic uses. The neighborhood planning area, which is two square miles in size, consists of several distinct subareas which will form individual neighborhoods or be linked with existing neighborhoods in the City of Madison to the east. The boundaries of the neighborhoods within the High Point-Raymond Neighborhood Plan will be defined by the existing and planned arterial streets serving the neighborhood including County Trunk Highway M, County Trunk Highway PD, Mid-Town Road, High Point Road, and Raymond Road. The neighborhoods will also be defined by the boundaries and location of the proposed permanent open space features including Elver Park and the Ice Age Park and Trail Open Space. Given the existing built and natural features in the Neighborhood, the study area will consist of two major neighborhood units: one located north of Mid-Town Road and one located south of Mid-Town Road. In each area, the neighborhoods will be further defined by planned open spaces and additional transportation connections.

While the area north of Mid-Town Road is largely undeveloped and is controlled by a dozen major owners, the area south of Mid-Town Road is characterized by many smaller parcels, existing septic tank residential development, and areas of steep slopes with development constraints. Any residential development which occurs south of the Elver Park/Ice Age Trail connections will relate more to existing development within the City of Madison to the east than it will to the planned neighborhoods within the High Point-Raymond Neighborhood to the north. Development within these areas must also recognize the existing development pattern and provide opportunities to more efficiently utilize the lands that have already been developed as single-family home sites on lots ranging in size from one acre up to 15 acres. This development, while representing a major constraint to providing reasonable development densities, may also represent an opportunity to limit the amount of development in an area of very steep slopes, and at the same time, provide a type of housing product not typically offered in the City of Madison.

Given the over abundance of regional retail and commercial service opportunities located north and northeast of the neighborhood, it is not recommended that opportunities be provided for regional or highway oriented commercial ventures within the study area. Commercial uses should be limited to those which are intended to primarily serve the High Point-Raymond Neighborhood, the existing neighborhoods immediately east in the City of Madison, and the neighborhoods which will be planned in the future to the west of County Trunk Highway M. It is recommended that one mixed-use neighborhood center be provided in the area north of Mid-Town Road.

Development of the Neighborhood Town Center

The Planning Area is approximately two square miles in size. It measures approximately two miles north and south, and approximately one mile east and west. Because of the natural and built features described above, the plan recommends the development of a neighborhood town center to be located adjacent to and north of Mid-Town Road, approximately midway between High Point Road and County Trunk Highway “M”. This town center is centrally located to serve the neighborhoods located north of the Ice Age Trail open space, and west of Elver Park.

The town center will provide a focus for the neighborhoods located north and south of Mid-Town Road. The town center will contain a mix of use including shopping, civic uses, a public plaza or village green and a mix of residential densities and housing types. To the extent that neighborhood serving uses such as day care centers, cultural institutions, neighborhood retail, and other service uses are located within the neighborhood, they should be associated with the town center.

The location of the town center would bring 1,400 dwelling units or 3,600 people (an average sized village) to within 2,000 feet (a typical ten minute walk) of the town center. The residential development located in close proximity to this town center envisions higher density residential apartments, townhomes, condominiums, and small lot single-family development.

RECOMMENDED LAND USES

The predominant land use being recommended for the High Point-Raymond Neighborhood is residential development. Significant employment growth has taken place north of the study area within the West Town Regional Retail Center, along Mineral Point Road in the University Research Park and north of Old Sauk Road in the Old Sauk Trails Office Park. New residential development within the High Point-Raymond Neighborhood will provide additional convenient housing opportunities in the City of Madison for the employees of the growing commercial centers to the north. While it is anticipated that most residents will work outside of this neighborhood, the Plan recommends the development of a neighborhood town center which will provide a focus for neighborhood serving civic, convenience and other non-residential uses.

The other significant land use recommendation includes the proposed location for the Elver Park/Ice Age Trail corridor in the southern portion of the Neighborhood. Other recommendations address the transportation facilities that will be needed to serve development in the High Point-Raymond Neighborhood and arterial transportation facilities needed to serve the larger Madison community. The development staging recommendations provide a framework for considering the timing of urban expansion in relationship to the ability of the City to extend infrastructure and services to support development.

The land use recommendations for the High Point-Raymond Neighborhood are shown on Map 4 and summarized in Table 2 below.

TABLE 2 - PROPOSED LAND USES

Land Use	Acres*	% of Total
Residential		
Low Density (<8 du/ac)	487.1	37.8%
Low-Medium Density (8-15 du/ac)	105.2	8.1%
Medium Density (≥15 du/ac)	76.6	5.9%
Residential Subtotal	668.9	51.8%
Commercial/Mixed Use	7.9	.6%
Institutional/Mixed Use	55.8	4.3%
Park and Open Space		
Ice Age Trail Corridor	143.0	11.1%
Parks	131.3	10.2%
Environmental Corridor/Drainage	116.0	9.0%
Park and Open Space Subtotal	390.3	30.3%
Street Right-of-Way	167.3	13.0%
TOTAL	1,290.1	100.0%

Residential Uses

About 669 acres or 52% of the land in the High Point-Raymond Neighborhood is proposed for residential development. This acreage does not include the commercial use areas or the institutional use areas where some mixed residential development may also be appropriate. The acreage also does not include the mapped open space or street rights-of-way within these residential areas designated on the plan. Of the 669 acres identified as appropriate for residential development, 73% or 487 acres is designated for low density, 16% or 105 acres for low-medium density, and 11% or 76 acres for medium density residential development. Low-density residential development includes the existing large-lot septic tank development which exists in the study area as well as planned residential development (See Table 3). Low-density residential uses would include primarily detached single-family dwellings developed at densities of about four units per acre. However, the density range anticipated for low density areas is between one dwelling for every five acres for existing developed lands in the township and about seven dwelling units per acre for some low density areas where smaller lot single-family and single-family, owner-occupied attached housing may be appropriate. Low-medium density residential would include duplexes on separate lots or some multi-family dwellings on larger parcels with both being developed at densities averaging about eight units per acre. The density range however, extends from 8 units per acre to 25 units per acre. Medium density residential would include primarily multi-family attached housing developed at densities averaging about 15 units per acre but includes all multi-family development types developed at densities greater than 15 units per acre. The low-density residential areas should accommodate about 1,741 single-family homes, the low-medium density areas about 839 homes, and the medium density areas about 1,119 homes.

TABLE 3 - RESIDENTIAL DWELLING UNITS

Density	Units		Acres	
	#	%/Total	#	%/Total
Low Density	1,741	47.1	487.1	72.8
Low-Medium Density	83	22.7	105.2	15.7
Medium Density	1,119	30.2	76.6	11.5
TOTAL	3,699	100.0	668.9	100.0

Although the low density residential lands account for over 73% of all the land devoted to residential uses, they constitute only 47% of the total number of dwelling units in the Neighborhood. Low-medium density residential development accounts for an additional 23% of the dwelling units, while 30% of the dwelling units will be provided in medium density developments.

The low-density single-family detached housing is recommended for large portions of the Welton property, Mullins property, Theis property, and several Wisconsin Capital Land Fund properties. Additionally, low-density residential development is recognized for the properties which have already been subdivided in the Town of Verona lying between Raymond Road and Mid-Town Road. The Plan recommends the addition of several local streets within this area to accommodate the further subdivision of these properties, when sewer and water service is available and if and when the property owners wish to further subdivide the properties. Because of the need to preserve some of the existing natural features such as steep slopes and wood lots, some of the proposed low density residential development in locations close to Raymond Road and the Elver Park and Ice Age Trail open spaces, may be appropriate to develop as clustered developments instead of the traditional single-family subdivisions with a conventional street system design. In a cluster development, the steep slopes and wood lots can be preserved as private open space and the detached or attached single-family dwellings may be clustered on the developable lands and served by public streets or private courts. Clustered developments may be especially appropriate southwest of the Ice Age Trail on the Meriter property and Qureshi and Hodgson properties. Cluster development may also be appropriate in the vicinity of the Heitke, Morley, Santag, Ripple, Carpenter and Rao properties; all located south of Mid-Town Road.

Low-medium density residential areas are proposed along High Point Road both north and south of Mid-Town Road and within the neighborhood town center. Additional areas which may be appropriate for low medium density residential development include several locations north of Mid-Town Road and west of South High Point Road.

Medium density residential areas are proposed in several locations; one near the intersection of High Point Road, Mid-Town Road, another along County Trunk Highway M on the west edge of the neighborhood and the third, adjacent to the neighborhood town center. These locations are adjacent to the significant park and open space features within the neighborhoods, as well as

along the arterial streets which are the most likely locations for eventual service by Madison Metro Transit.

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

Neighborhood Town Center/Commercial Uses

The focus for the High Point-Raymond Neighborhood is a mixed-use neighborhood town center located on Mid-Town Road within the center of the neighborhood. This mixed-use core contains 8 acres of land devoted to mixed use, commercial/office and service uses. The core of the neighborhood town center should be devoted to convenience retail, local serving offices, and possibly grocery store, restaurants, service commercial and entertainment uses with office and/or residential uses on second floor locations. The development of multi-story buildings within the commercial core should be considered a bonus with the highest priority being placed on the proper design of individual buildings and the orientation of these buildings to the public streets and surrounding and opposite buildings. These commercial uses will be complimented with the development of a public plaza or “village green” north of the commercial core and locations for religious uses and other meeting places adjacent to the village green. A mix of residential housing types, of varying densities, will be located around the commercial core and village green. These residential uses will include medium density residential rental apartments, low to medium density townhomes and condominiums, and low-density small lot single-family houses on individual lots. The commercial core of the town center is developed around a main street which intersects Mid-Town Road. This main street connects with two north-south collector streets or connectors which provide convenient access from residential neighborhoods north of Mid-Town Road to the town center.

Before the neighborhood town center commercial mixed use core and the residential areas surrounding it are allowed to develop, it is recommended that a detailed set of development standards and design guidelines be prepared to provide the basis for the preparation of a Planned Community Development-General Development Plan zoning district which will be applied to the mixed-use commercial core and the surrounding residential neighborhood. These development standards and design guidelines should address both street right-of-way and geometric standards as well as streetscape improvements within the commercial core. These standards should also address lot size, height, scale, and massing of buildings, uses to be permitted in each area, setbacks building materials, and architectural design guidelines.

The design guidelines and development standards to be incorporated in the Planned Community Development-General Development Plan should be jointly promulgated by the City of Madison Department of Planning and Development together with the landowners or project developers who will be affected by the guidelines. The goal of the General Development Plan should be to reduce automobile traffic and to deliver housing, commercial and civic structures which can achieve market acceptance within the High Point-Raymond Neighborhood. Recognition should be given to the fact that design criteria, street configuration, housing types and density will play an integral part in determining the economic feasibility of development.

Institutional Mixed-Use Areas

The Hodgson, Qureshi and Meriter properties have been identified as low density and institutional/mixed-use areas. These three properties including the Raymond Road right-of-way which divides the Hodgson and Qureshi property total about 100 acres. The Meriter property is partially developed with the now vacant New Start Residential Substance Abuse Treatment Facility. Meriter has indicated that they are in the process of evaluating the entire parcel for a variety of uses but do not consider the property to be surplus. In the event that Meriter determines that these facilities and lands are not needed for their use, alternative future uses need to be considered. The alternative use representing the least change would be some other similar type of institutional or institutional/residential use, such as a school or a retreat. Since the site was used for residential purposes, residential development would also be a possibility. General commercial uses are not recommended within this mixed-use area, although some types of office use might be appropriate.

The primary consideration in evaluating potential alternative uses for these properties is the impact that these developments would have upon the use and enjoyment of the recommended Ice Age Trail Junction Area Open Space and Recreational Corridor, upon the joint efforts of the City of Madison and the City of Verona to create and maintain an open space buffer areas along the roadways crossing this corridor and extending through five points, and upon the low density residential uses already established in the vicinity. The Ice Age Trail Junction Area Project Plan was adopted by Dane County in 1993, and the lands recommended in that plan as highest priority for public acquisition for open space uses include the northern portion of the Meriter property itself, as well as the property immediately to the east. The plan also recommends that the remainder of the property be acquired as a secondary priority or that a conservation easement over the property be acquired. The plan recommends that lands only be purchased from willing sellers. The New Start buildings are a relatively low density, low impact development, quite compatible with the proposed open space corridor. Factors that will be important in considering alternative uses include: the density or intensity of development, potential traffic generation (automobile and pedestrian), the visual impact-particularly when viewed from the trails and view points within the open space corridors, and compatibility generally with the recommended residential and open space uses on surrounding lands.

Development within this area must be considered in context with the open space recommendations for the area. Access to development, while discussed in the transportation section of the Plan, will most likely be provided by County Trunk Highway PD and not at the

current access along Raymond Road at the five points intersection. Cluster development on these properties can be anticipated since it is recommended that the 300 feet adjacent to County Trunk Highway PD and County Trunk Highway M be maintained as open space and planted with a variety of deciduous and carnivorous trees and shrubs to provide a continuous open space along the Highway PD corridor.

Parks and Open Spaces

A system of interconnected parks and open spaces is being proposed within the High Point-Raymond Neighborhood to serve, not only residents of these neighborhoods but also to function as a regional recreational and open space amenity. The recommended plan includes about 390 acres of open space, more than one half square mile of land which comprises 30% of the total study area. The park and open space system is based on the natural drainage corridors throughout the study area, proposed neighborhood parks to serve the residential development in the neighborhoods, as well as major regional open space units including: Elver Park on the northeast, University Ridge Golf Course on the southwest, and the Ice Age Park and Trail system on the south.

Drainageways of up to 250 feet in width are incorporated throughout the study area. These drainageways connect larger neighborhood park units which are provided along the drainageway system. In addition, a series of detention basins are also incorporated along the same drainage corridor system. These open space features will combine to create an interconnected park and open space system which will provide opportunities for trail linkages between Elver Park, the University Ridge Golf Course, and the Ice Age Park and Trail system.

Three neighborhood parks are proposed north of Mid-Town Road to serve residential development. On the northern edge of the study area, a neighborhood park is proposed to expand upon existing parkland located in the Town of Middleton and in the Newbury Heights Subdivision. A major area park serving neighborhoods north of Mid-Town Road is centrally located between County Trunk Highway M, High Point Road and Mid-Town Road. A sub-neighborhood park is located east of High Point Road which will provide a connection between Elver Park and the open space system being planned west of High Point Road. In addition to these parks, a plaza or “village green” is proposed within the neighborhood town center.

South of Mid-Town Road, two neighborhood parks are planned. One is located adjacent to County Trunk Highway M and the lands purchased by Dane County as part of the Ice Age Park and Trail Open Space System. The second neighborhood park is located along the proposed High Point Road extension south of Raymond Road.

Approximately 100 acres of land is being proposed to be acquired by Dane County and other units of government for the Ice Age Park and Trail System. Major open space units are proposed to be located on the Verona properties, the Heitke property, the Fleming property (formerly the Olson property) west of High Point Road, and the Meriter property. In addition, the City of Madison is proposing to acquire significant portions of the Marty property located both north and south of Mid-Town Road, as well as portions of the Verona Properties, Fleming property east of

High Point Road, Adams property, Hansen property, Northwest College property and Jorgenson property. The City acquisition priorities are consistent with the High Point-Raymond Neighborhood and Ice Age Trail Advisory Committee recommendations adopted by the Common Council on April 1, 1997 and found in Appendix A. Because neither the City nor the County has identified the portion of the Fleming property located west of High Point Road as a high priority for acquisition, this plan recommends that Dane County or other not-for-profit organizations be given until January 31, 1999 to obtain an accepted offer to purchase the property and that the closing occur no later than April 15, 2000. In the event that either of these events does not occur, then this plan recommends that the property be developed at low to medium residential densities with a mix of housing types including single-family detached and multi-family subject to the recommendations of the Backyard Planting Zone and the Aesthetic Management Zone.

It is anticipated that the neighborhood and area parkland will be acquired through dedications as the properties within the neighborhood develop. It is also anticipated that the drainageways and retention/detention basins will be acquired through dedication concurrent with development proposals. The larger open space units including the expansion of Elver Park and its connection with the Ice Age Park and Trail Open Space system will, most likely, need to be purchased. It is anticipated that the proposed open space/landscaped buffer along County Trunk Highway PD and County Trunk Highway M will be implemented through negotiations with property owners and by allowing clustered development on the properties. The plan supports the acquisition implementation recommendations included in the Dane County adopted Ice Age Trail Junction Area Project Plan for those properties located north of County Trunk Highway PD and west of proposed High Point Road where Dane County will be the lead agency responsible for acquisition.

Aesthetic Management Zones

In the long term, the High Point-Raymond Neighborhood will become a wooded neighborhood like the rest of Madison's older neighborhoods, and its visual impact on the open space corridors will be greatly reduced. Even adjacent to the Ice Age Trail and Elver Park open space, it is expected that homeowners would plant enough in their backyards to provide significant screening. The City and County Parks agencies will also be doing some planting to improve the aesthetic experience within the park and along the parkway, and will be fencing some property lines to control access and encroachment. However, in the short term of the first 20 years, the following recommendations can significantly improve the aesthetics of the open space corridors. The approach described below gives the developers the opportunity and the responsibility to use guidelines and propose their own landscaping and building color schemes – for City approval. The city review and approval would occur at the preliminary and final plat stage of the development process and during the review of any conditional use permit or planned development rezoning.

Two types of aesthetic management zones are proposed for this neighborhood – one for unscreened backyards abutting the major open space corridors, and one for all the areas which

are visible from those corridors. The major open space corridors are the Ice Age Trail Corridor and the corridor connecting it to Elver Park. See Map 5, for the proposed management zones.

Unscreened backyards abutting the corridor need to be managed for several objectives: to provide a screen of vegetation to soften the edge between the open space and urban uses; to use plant materials that are aesthetically and ecologically appropriate for the urban-natural edge; and to avoid plants which may invade and cause management problems in the public open space areas.

The new urban areas which will be developed within the one-mile viewshed of the open space corridors also need to be managed to reduce the visual impact on the open space. Note that from the Ice Age Trail high point on McKee Road, other high points are visible up to two miles to the north. In the first 20 years after development, buildings and rooftops are very visible, and regulating their colors can reduce the aesthetic impact. After 20 years, the urban forest usually screen most new residential development, which in most residential districts has a 35-foot maximum building height. The canopy of the urban forest will eventually reach 60 feet, but additional restrictions may be desirable for buildings over 35-feet.

Backyard Planting Zone

For backyards abutting the corridor, the plan proposed that developers provide a 40-foot planting strip along the rear lot line in addition to the typical minimum rear yard setback. In single-family zoning districts this setback is forty feet. This setback can be reduced by the Plan Commission for those lots which are wooded and where the visual screen can be provided by a planting strip less than 40 feet in width. The planting strip shall be designed by the developer and approved prior to approval of the preliminary or final plat, and shall be implemented with the standard subdivision contact between the City and the developer.

The list of plants to be encouraged in this zone shall include: red, white and bur oaks; shagbark hickory, evergreens, flowering crabs, hawthorns, American hazelnut, American plum, elderberry, smooth and staghorn sumac, and other oak woodland and oak savannah species.

The list of plants to be prohibited in this zone shall include: buckthorns, honeysuckle, Norway maples, Amur maple, Mexican bamboo, ajuga, pampas grass, blue spruce, and other species which may be invasive into the adjacent park area.

Aesthetic Management Zone

The plan also proposed an aesthetic management zone, which includes all land on which 35-foot buildings would be visible from the open space corridor (see attached map). Within this zone, it is proposed that the developer submit a palette of roof and building colors to be approved at the time of the final plat. Earth-toned colors would be favored. White, bright primary colors, and bright pastels would be avoided.

A 60-foot maximum building height restriction is also proposed in the aesthetic management zone. Aesthetic impacts would be considered in conditional use applications, which are already required for most residential buildings over 35 feet in height. These same impacts can also be considered in the review of planned development rezoning request.

RECOMMENDED TRANSPORTATION FACILITIES

In order to provide for internal and external circulation within the neighborhood, a system of bikeways, local streets, collector streets, and arterial streets are being proposed. A potential future transit route is also designated to serve the neighborhood. Map 4 shows the recommended hierarchy of streets which are being proposed to serve the neighborhood.

Arterial Highways and Collector Streets

The major arterial streets serving the Neighborhood include County Trunk Highway M which connects Verona to the City of Madison and is proposed to be extended north to the City of Middleton paralleling the West Beltline; County Trunk Highway PD which provides connections westerly from the Mount Horeb area to the Madison Metropolitan area; and Mid-Town which is proposed to connect directly to Raymond Road to provide east-west access through the neighborhood. It is anticipated that County Trunk Highway M and County Trunk Highway PD will eventually have four lanes and a median.

The Plan proposed a realignment of Raymond Road to provide a direct connection to Mid-Town Road. Mid-Town Road could eventually accommodate four lanes of traffic. The Plan also proposed an extension of High Point Road south of Mid-Town Road to County Trunk Highway PD. This connection is included on the City's adopted official map. In order to fully implement the proposed Ice Age Park and Trail Open Space System, to maximize the benefits of this system, and to maintain appropriate transportation connections throughout this area, the Plan recommends that several segments of existing Raymond Road be vacated, and that High Point Road be extended south from Mid-Town Road to County Trunk Highway PD. The road segments in the area to be vacated are located as follows:

1. Raymond Road between Mid-Town Road extended and Marty Road,
2. Raymond Road between Oak Drive and the Grosse property,
3. Raymond Road at the five points intersection,
4. Oak Drive,
5. Mid-Town Road east of its connection with Raymond Road, and
6. Gammon Road north of Raymond Road.

In order to implement these recommendations, alternative access will need to be provided to the existing developed properties along Raymond Road and to the planned development in the area. It is anticipated that access from Highway PD to serve the Qureshi and Meriter properties will be provided approximately 800 to 1,000 feet east of its present location. Raymond Road, on either side of the High Point Road extension, will be terminated in cul-de-sacs intended to serve

existing development and planned development. The section of Raymond Road crossing the Ice Age Trail will not be vacated or abandoned until High Point Road can be constructed between Raymond Road and County Trunk Highway PD. The section of Raymond Road between Mid-Town Road extended and Marty Road will not be vacated until the connection between Mid-Town Road and Raymond Road can be made. Oak Drive will not be vacated until alternative access can be provided to the single-family home located at the end of Oak Drive. Segments of Gammon Road and Mid-Town Road will not be vacated until the development and private parcels served by these road segments are purchased by the City of Madison or alternative access is provided.

The proposed right-of-way for County trunk Highway PD and County Trunk Highway M is 120 feet. The proposed right-of-way for Mid-Town Road and the collector streets serving the area ranges between 66 feet and 80 feet. Local streets are planned at 60 feet unless narrower right-of-ways are allowed by ordinance effective at the time of mapping.

A considerable amount of discussion has occurred concerning the location of High Point Road and whether High Point Road should be extended south to Highway PD. The High Point Road extension is not needed to serve the very limited amount of development planned to occur south of Mid-Town Road, but is intended to serve existing Madison neighborhoods and trip movements and connect the Verona area, the Cross Country Neighborhood and the West Haven Trails Neighborhood with the greater West Towne, Mineral Point shopping and employment area. Without this road connection, residents within the Cross Country Neighborhood and West and McKenna to facilitate trip movements to the north. Verona residents will utilize County Trunk Highway M and Mineral Point Road or, as an alternative County Trunk Highway M to Mid-Town Road. The major benefit of the High Point Road linkage between Mid-Town Road and Highway PD will be to provide an alternative route for trips from the Cross Country Neighborhood to the West Towne and Mineral Point shopping and commercial area, thereby diverting through trips from the local and collector streets in the existing neighborhoods north of Highway PD.

The High Point-Raymond Neighborhood and Ice Age Trail Advisory Committee assessed the impacts of not extending High Point Road and concluded that the High Point Road extension was needed and should be built. The Committee's recommendations were adopted by the Common Council which has recommended that the road be constructed as a parkway between Raymond Road and County Trunk Highway PD. Appendix A contains the resolution and map recommendations. These same recommendations are reflected on Map 4.

Transit Service and Bikeways

A transit route for Madison Metro is being proposed utilizing primarily arterial and collector streets. With the exception of possible development southwest of the Ice Age Park and Trail Open Space, it is anticipated that most Neighborhood residents will be within walking distance of the proposed transit route.

All of the local and collector streets within the neighborhood are proposed to also serve as bikeways. In addition, off-street bike paths are being proposed to connect Elver Park to the proposed bike paths in the Ice Age Park and Trail Open Space with both systems connecting to the State's Military Ridge Bike Trail. The pedestrian crossing of the proposed High Point Road extension is planned as a grade separated crossing with pedestrian access under the roadway. Pedestrian walkways will also be accommodated along these same routes and in addition, within the environmental corridor system. Units of government should also strike to provide grade separated crossings for the Ice Age Trail and its connections to Elver Park as the trail crosses the following roads: Mid-Town Road, High Point Road, County Trunk Highway (PD) and County Trunk Highway (M).

Neighborhood Town Center Circulation System

The neighborhood plan recommends a circulation system which is designed to allow local trips within this neighborhood to access the neighborhood town center without being forced onto the perimeter arterial streets. The development of east-west and north-south collector streets in the area north of Mid-Town Road is designed to provide multiple, parallel routes between the residential neighborhoods and the commercial core of the town center. The streets within the town center must be designed to minimize the amount of asphalt and right-of-way required between building facades on either side of the street. Streets should be pedestrian friendly, with sidewalks and street trees located along both sides. Building entries must be located facing the public streets with minimal building setbacks provided adjoining these streets. Parallel parking should be allowed on all streets within the town center.

IMPLEMENTATION OF THE HIGH POINT-RAYMOND NEIGHBORHOOD DEVELOPMENT PLAN

This section includes a discussion on the staging and implementation recommendations for the High Point-Raymond Neighborhood Development Plan. The development of the Neighborhood is proposed to be phased over a 10 to 20 year period. The exact timing of development throughout the Neighborhood will relate to the City's ability to extend services to the area and the market demand for housing and neighborhood serving commercial, institutional and civic uses within the area. The implementation of open space recommendations will depend on the combined and coordinated efforts of the City of Madison, Dane County, the Ice Age Park and Trail Foundation, working with other agencies and units of government and property owners within the area.

DEVELOPMENT STAGING

The High Point-Raymond Neighborhood is proposed to be development in two general phases. Lands adjacent to the Madison Metropolitan Sewerage District's interceptor sewer which traverses the study area from north to south along the eastern side of the Neighborhood are included in the first stage. These lands include the Marty farm, the Adams property and North properties, portions of the Welton property, the Olson property, Verona Properties, Inc., Wisconsin Capital Land Fund properties located along McKee Road and miscellaneous smaller parcels along South High Point, Raymond Road, and Mid-Town Road. In addition, it is recommended that the lands north of Mid-Town Road which are already within the Central Urban Service Area be included in the first stage of development. These lands include parcels which are immediately adjacent to Elver Park. High Point Estates, Newbury Heights and existing development in the City of Madison.

The second stage of development includes the remaining portions of the study area which are generally located west of the first stage and which will depend on the extension of the Madison Metropolitan Sewerage District's interceptor sewer west along Oak Drive crossing Raymond Road and extending westerly to County Trunk Highway M, then north and northeasterly to serve the remainder of the Neighborhood. As an alternative, portions of the Neighborhood could be served, on a temporary basis, with temporary lift stations until the interceptor sewer is extended. Because of the significant amount of permanent open space being planned within this area, and because of the significant amount of land which has already been subdivided and developed between Raymond Road and Mid-Town Road, and along South High Point Road, it is recommended that an application be submitted to the Dane County Regional Planning Commission to amend the Central Urban Service Area to include all of the High Point-Raymond Neighborhood. It is recognized, however, that the second stage areas will not develop until the interceptor sewer is extended or until temporary lift stations are provided to serve development.

IMPLEMENTATION RECOMMENDATIONS

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

In addition, intergovernmental agreements such as the agreement entered into by the City of Madison and the City of Verona to implement the community separation, as well as interagency cooperation between the City of Madison Parks Division, County Parks Department, and the Ice Age Park and Trail Foundation, are essential to implement the Plan.

Land Use Plan Amendments

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

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

Central Urban Service Area Amendment

Most of the lands within the High Point-Raymond Neighborhood are outside of the Central Urban Service Area. Lands currently within the Central Urban Service Area total approximately 237 acres. These lands include portions of the Mullins property, the Welton properties, the Marty property, the North property, the Adams property, and smaller parcels located north of Mid-Town Road along South High Point Road. In order for the City of Madison to provide public sanitary sewer and the full range of urban services, all of the lands proposed for development must be included within the Central Urban Service Area.

Following the adoption of the High Point-Raymond Neighborhood Development Plan, as part of the City's Master Plan, together with the incorporation of the land use recommendations in the City's adopted Land Use Plan and Land Use Plan Map, it is

recommended that an amendment for expansion of the Central Urban Service Area to include all lands within the High Point-Raymond Neighborhood be prepared and submitted to the Dane County Regional Planning Commission for its consideration. Map 6 shows the general development phasing plan for the study area.

Neighborhood Town Center Development and Design Standards

Following the adoption of the High Point-Raymond Neighborhood Plan and prior to the development of any portion of the neighborhood town center, it is recommended that detailed design guidelines be developed. These guidelines should address the following elements:

1. Core commercial design standards including commercial building setbacks, heights, building facades, entries, upper story uses and parking.
2. Design of local streets serving the commercial core and residential portions of the center including right-of-way width, pavement width, corner radii parking, sidewalks, street trees, and pedestrian level lighting.
3. Residential densities including the provisions of ancillary units (granny flats), residential building setbacks, building facades, building entries, location of garages.

It is recommended that the development and design standards for commercial, residential, service and civic uses, and the plaza or village green, be incorporated into a proposed Planned Community Development, General Development Plan Zoning District for the town center.

Zoning

The existing residential, commercial, and institutional lands within the Neighborhood are now zoned to allow such uses. The remaining lands are mostly zoned Agricultural District. Similarly, all of the lands within the City of Madison are zoned Agriculture District. However, besides allowing agriculture uses, the City's Agriculture District is intended as a holding zone pending future development of the property for urban use.

It is recommended that all lands be zoned in conformity with the Neighborhood Development Plan. It is further recommended that any undeveloped lands currently zoned Agriculture District be rezoned only at such time when there is a specific development proposal. Within the Aesthetic Management and the Backyard Planting Zone, Plan Commission and Common Council should review rezoning requests and conditional use permits to ensure compliance with these recommendations. It is also recommended that lands within the neighborhood town center (both the commercial mixed-use core and the surrounding residential areas) not be rezoned from the agriculture district until such time as there are detailed design and development standards prepared to guide the development of the town center. It is recommended that this town center be zoned Planned Community Development-General Development Plan and that these development and design standards be incorporated into the General Development Plan prior to any construction occurring.

Official Mapping

The City's official map includes portions of the High Point-Raymond Neighborhood. The additional lands to the west also need to be included and the new right-of-ways mapped for all collector and arterial streets within the Neighborhood.

It is recommended that the Engineering Division prepare the additional maps needed to encompass the entire High-Point-Raymond Neighborhood and to indicate on the official maps the proposed alignment and the right-of-way widths of the collector and arterial streets and also the drainageways shown in the High Point-Raymond Neighborhood Development Plan.

Land Subdivision Regulations

One of the primary tools which will be used to implement the Neighborhood Development Plan, in particular, the streets, parks drainageways and stormwater retention areas, is the City's land subdivision regulations. The proposed neighborhood and area parks will be acquired through land dedications as provided in the City's land subdivision regulations. In addition, drainageways and stormwater detention and retention areas will also be acquired through land dedications. Street rights-of-way will also be dedicated at the time of land subdivision.

It is recommended that any future subdivisions conform to the High Point-Raymond Neighborhood Development Plan, especially regarding the location of collector streets, area parks, neighborhood parks, drainageways, stormwater retention and detention areas, the Backyard Planting Zone and the Aesthetic Management Zone. It is further recommended that any local streets in such subdivisions reflect the objectives illustrated in the Neighborhood Development Plan, including street circulation, access to parks, stormwater drainage, and solar access. At the time of platting it is recommended that the Plan Commission and Common Council review the plats for conformance with the recommendations for Backyard Planting Zones and the Aesthetic Management Zone.

Capital Improvements Program and Capital Budget

The High Point-Raymond Neighborhood Development Plan proposed several types of public improvements and facilities for which public funds may be required. The public improvements and facilities include proposed arterial highways and collector streets, storm sewer and storm drainage systems, parks, drainageways, stormwater detention and retention areas, sanitary sewer service, water distribution facilities, etc.

It is recommended that the affected City departments include within future capital improvement programs and the capital budget those required public improvements and facilities for which public funding is required to implement the High Point-Raymond Neighborhood Development Plan.

Annexation Policy

Within the Neighborhood study area, only the Olson, Wisconsin Capital Land Fund property (located along McKee Road), and open space lands acquired by the City of Madison along Raymond Road are in the City of Madison. The orderly development of lands within the Neighborhood will require the provision of public utilities and public services and it is intended that the City of Madison would provide the full range of urban services as the areas develop.

It is recommended that lands currently outside the City of Madison be developed only following their annexation to the City of Madison. It is also recommended that no subdivision be approved unless there is assurance that the full range of urban services will be provided at the time of such approval.

Interagency Cooperation and Intergovernmental Agreements

The City of Madison and the City of Verona have entered into an Intergovernmental Agreement concerning the ultimate jurisdiction of the two communities and to implement the community separation objectives included in the City's Peripheral Area Development Plan. The Intergovernmental Agreement acknowledges the preparation and adoption of the High Point-Raymond Neighborhood Development Plan and its recommendations for land uses located north of along County Trunk Highway PD, east of County Trunk Highway M.

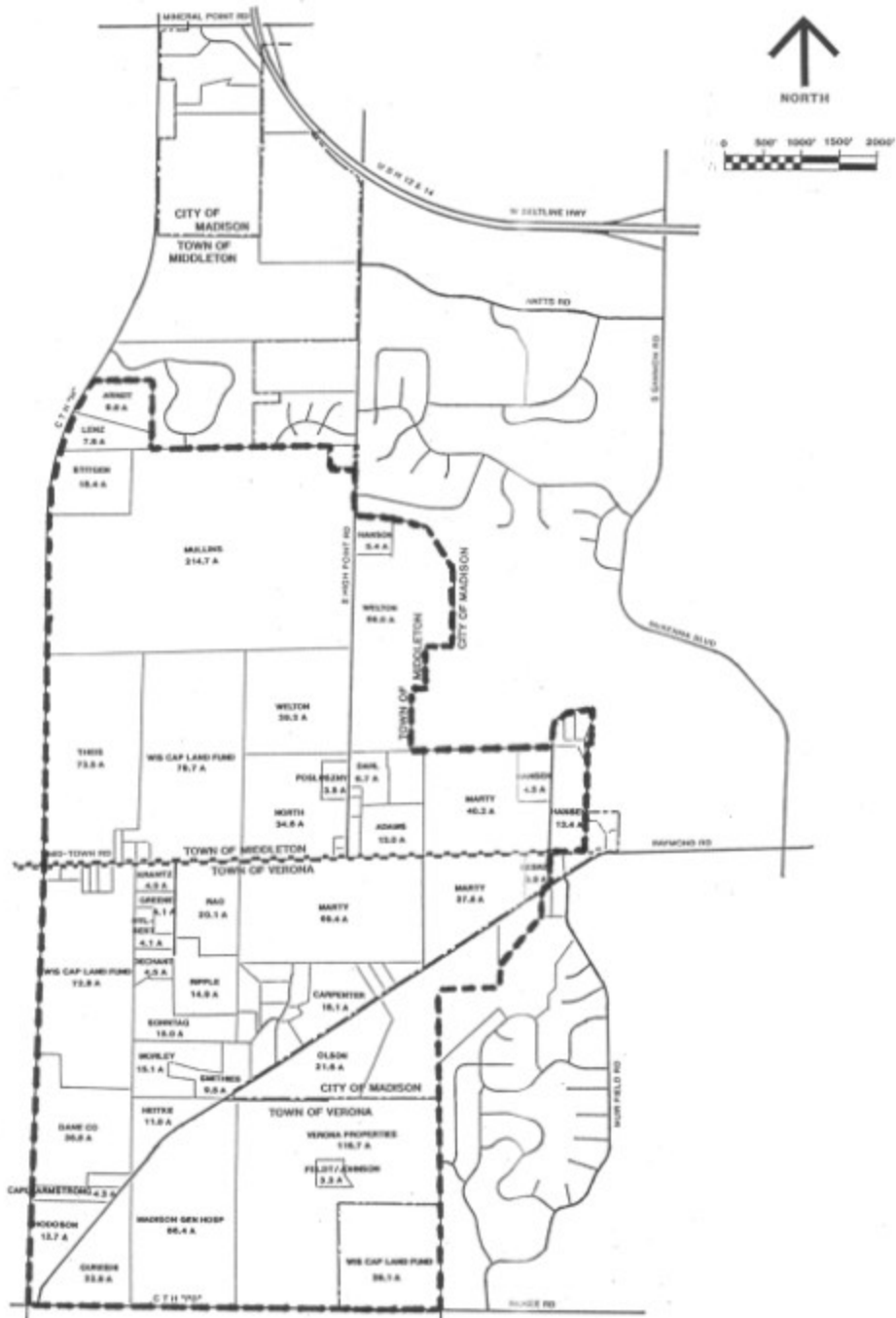
It is recommended that the City of Madison work with the Dane County Parks Department, the Ice Age Park and Trail Foundation, and other agencies to fully implement the High Point-Raymond Neighborhood Development Plan.

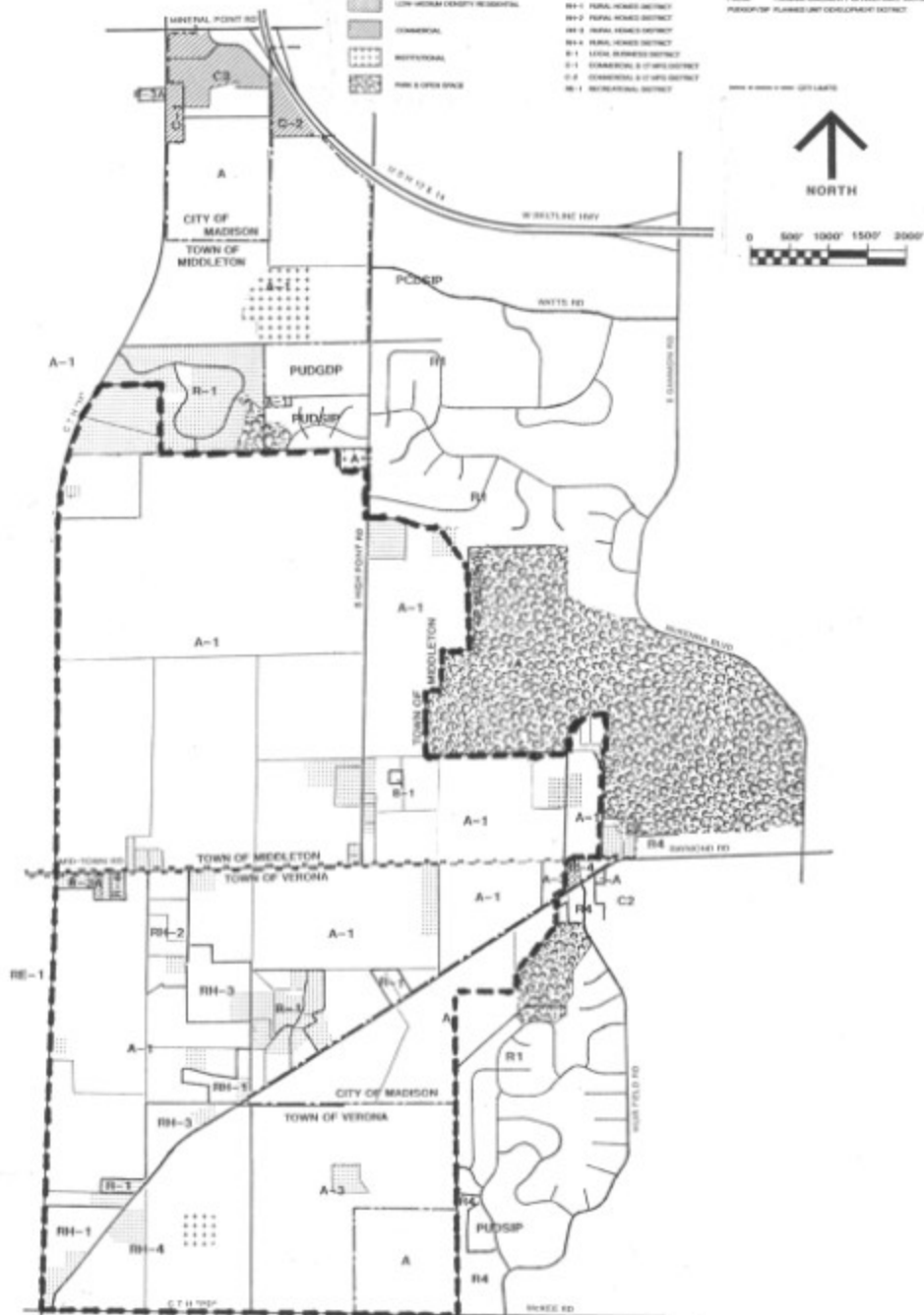
High Point - Raymond Planning Area

2000 0 2000 4000 Feet



MAP 1
EXISTING OWNERSHIPS
HIGH POINT / RAYMOND NEIGHBORHOOD



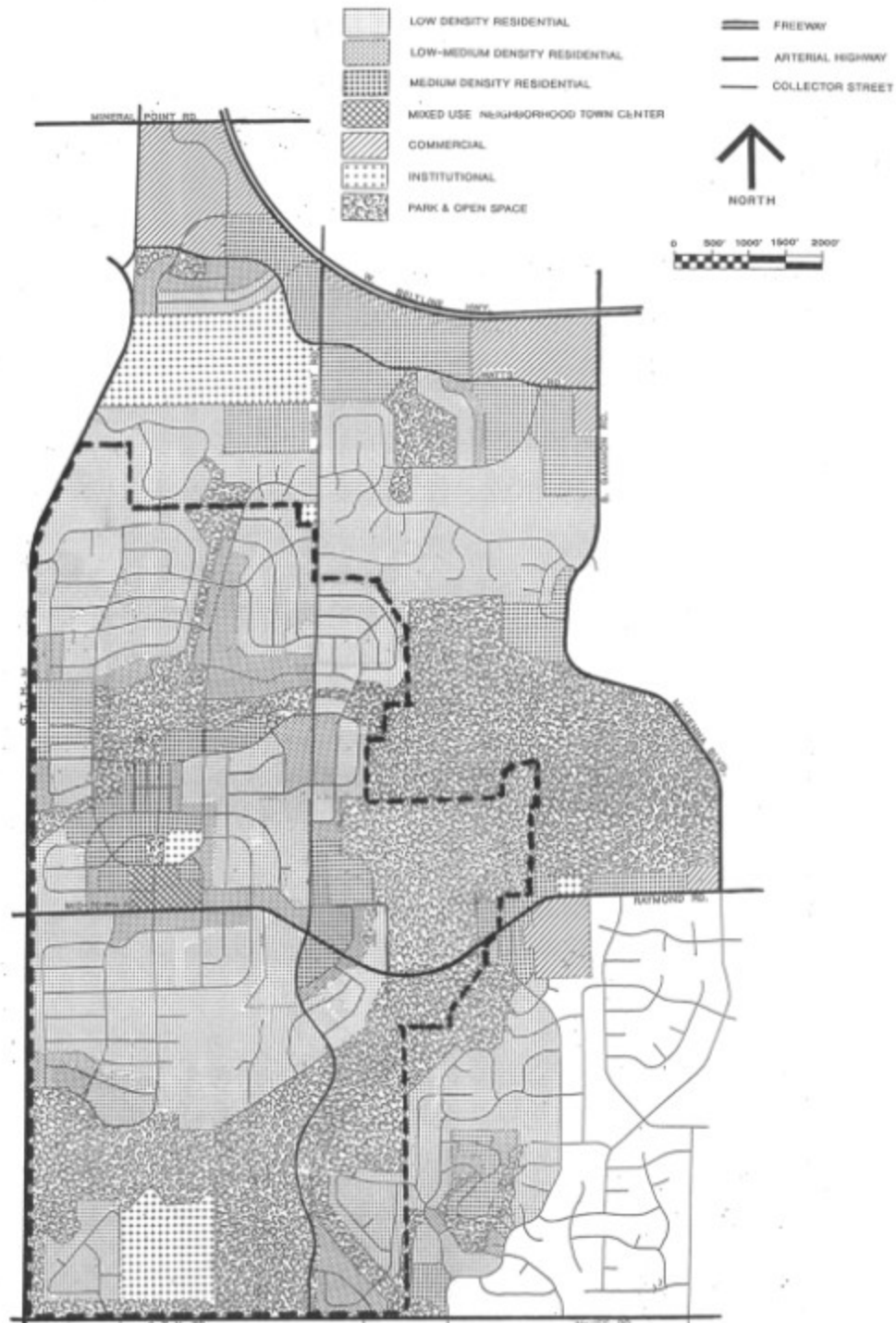
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MAP 3
EXISTING NATURAL FEATURES
HIGH POINT/RAYMOND NEIGHBORHOOD



MAP 4
HIGH POINT / RAYMOND NEIGHBORHOOD PLAN

LEGEND



--- EXISTING CENTRAL URBAN
SERVICE AREA BOUNDARY

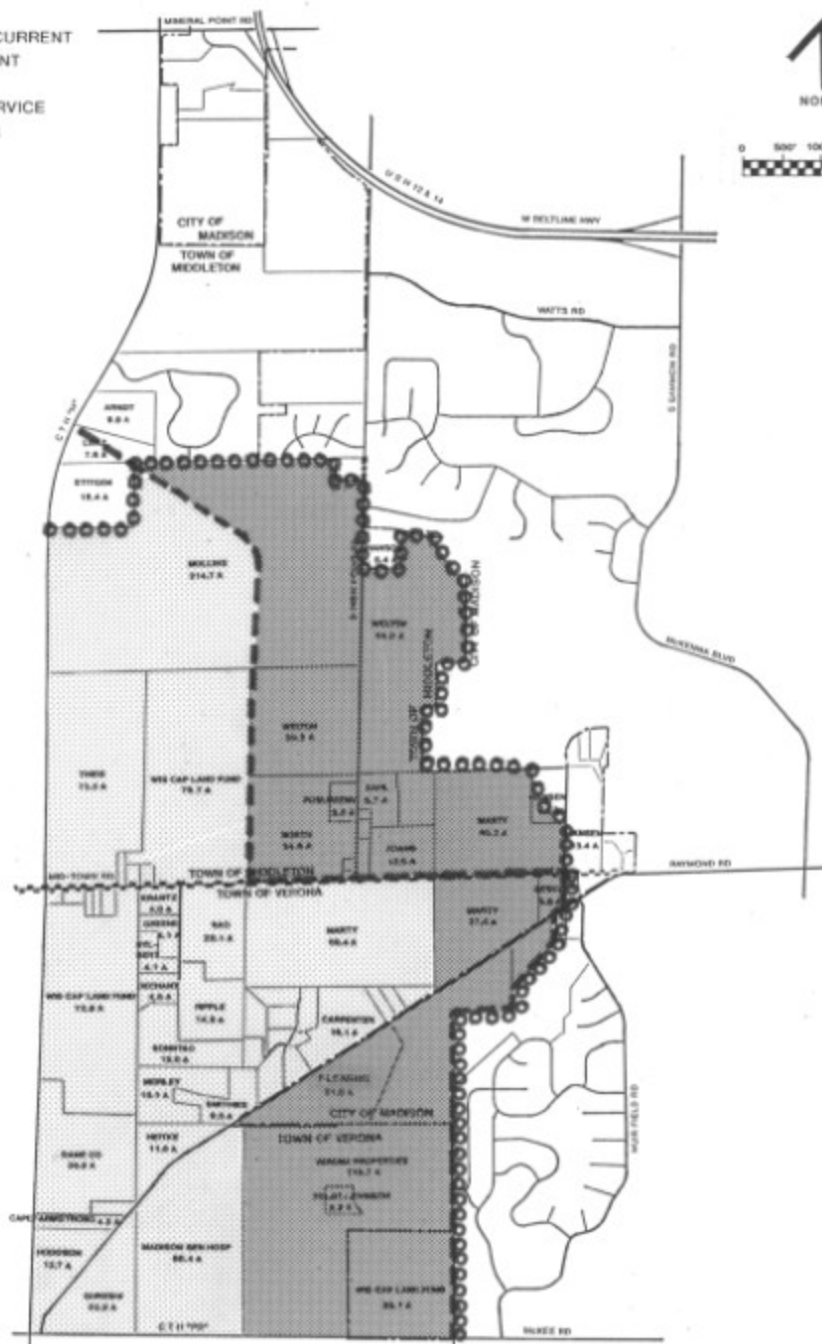
●●●●● EXTENT OF CURRENT DEVELOPMENT

 PHASE 1 SERVICE EXTENSIONS

 PHASE 2



NORTH



City of Madison, Wisconsin

A RESOLUTION _____

Adopting the Recommendations of the High Point/Raymond Neighborhood and Ice Age Trail Advisory Committee.

Drafted By: Bradley J. Murphy, Planning Unit Director

Date: February 20, 1997

Fiscal Note: There will be costs associated with park and open space acquisition and the construction and land acquisition for High Point Road above those costs normally associated with typical urban neighborhoods. (See attached report from Comptroller)

Sponsors: Ald. Hamblin, Ald. Golden, Ald. Reif, and Ald. Bigelow

PRESENTED March 18, 1997

REFERRED _____

REREFERRED _____

REPORTED BACK April 1, 1997

ADOPTED  POF _____

RULES SUSPENDED _____

PUBLIC HEARING April 1, 1997

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

RESOLUTION NUMBER 21199

ID NUMBER 54,043

WHEREAS the Common Council established the High Point/Raymond Neighborhood and Ice Age Trail Advisory Committee in the Fall of 1996 to review issues related to the possible extension of High Point Road from Mid-Town Road to County Trunk Highway PD, and the impact of this possible road extension on the proposed Ice Age Rail, its connection to Elver Park, and adjacent recommended urban development proposals; and

WHEREAS the draft High Point/Raymond Neighborhood Plan was prepared in April of 1996 and included a recommended location for High Point Road, and recommended adjacent land uses; and

WHEREAS over the next 6 months the Plan Commission, Parks Commission and Transportation Commission reviewed the Draft Plan and discussed the issues related to the possible extension of High Point Road on several occasions with each Commission making a different recommendation on the High Point Road extension issue; and

WHEREAS the High Point/Raymond Neighborhood and Ice Age Trail Advisory Committee reviewed the recommendations of each of the Commissions and the recommendations of the Parks Division, Planning Unit, Traffic engineering and City Engineering staff; and

WHEREAS the Committee reviewed the traffic impacts of various road improvement alternatives based on traffic modeling prepared by the Dane County Regional Planning Commission staff which included the elimination of the proposed High Point Road extension, improvement of County Trunk Highway M and PD and Mid-Town Road to four lanes, and the elimination of segments of Raymond Road; and

WHEREAS the Committee concluded that the extension of High Point Road from Mid-Town Road south to County Trunk Highway PD is necessary in order to reduce projected increases in traffic within neighborhoods to the east specifically on Muir Field Road, Carnwood Road and McKenna Boulevard and to provide an alternative north/south access route for existing and planned development within the City of Madison both north and south of County Trunk Highway PD, and to allow for closing of Raymond Road where it crosses the Ice Age Trail Corridor; and

WHEREAS the Committee reviewed several alternative road alignments for High Point Road and several alternative, adjacent land use proposals; and

WHEREAS the Committee reviewed and considered the visual impacts from the proposed Ice Age Trail open space of alternative High Point Road alignments and concluded that High Point Road would have limited visual impact on the Ice Age pedestrian and bicycle trails given the presence of existing tree lines and the opportunity to provide additional screening and buffering adjacent to the roadway; and

WHEREAS the Committee concluded that High Point Road could be constructed as a parkway to reduce the impact on the Ice Age Trail.

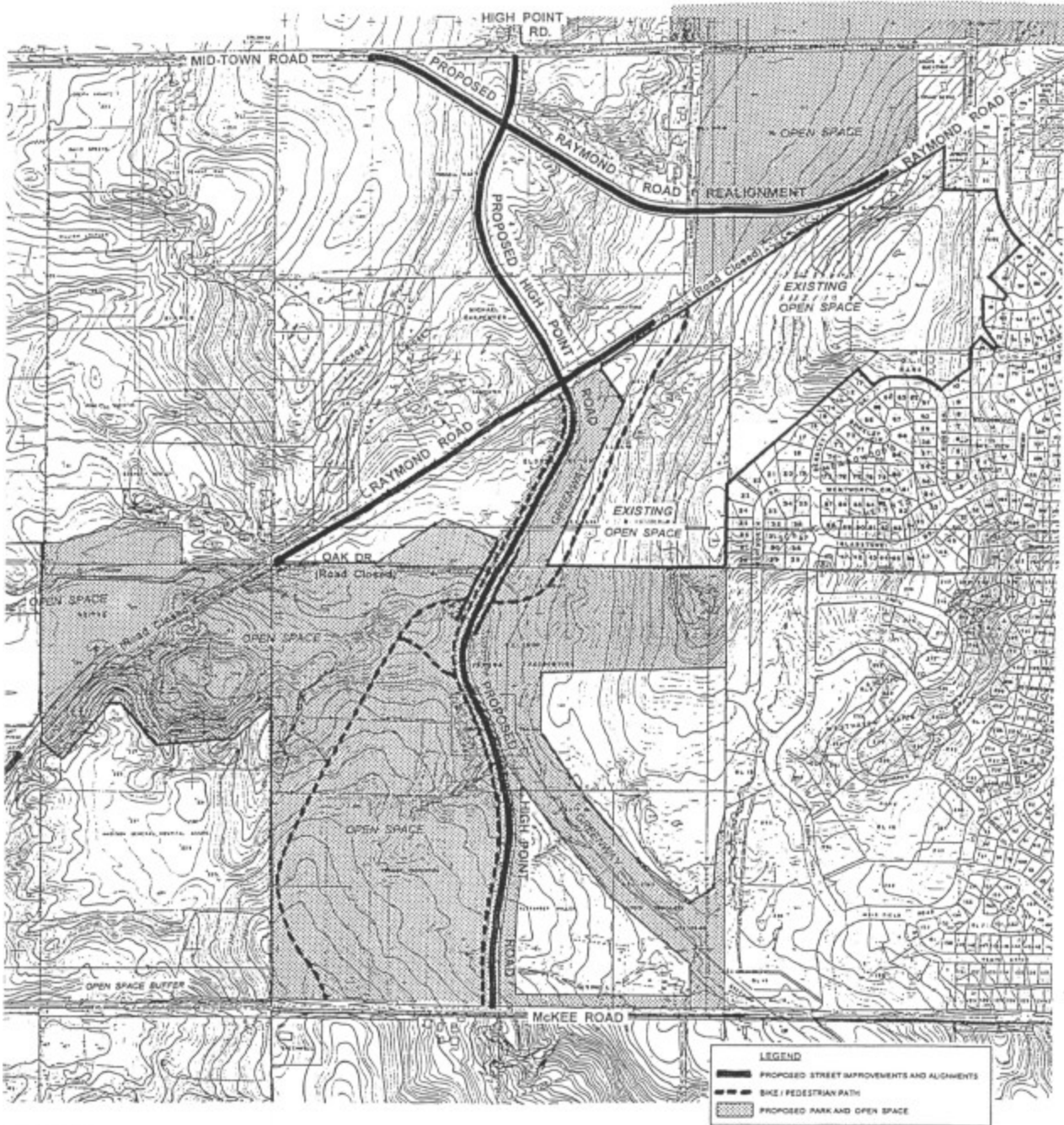
NOW, THEREFORE, BE IT RESOLVED that the Common Council hereby accepts the above report of the High Point/Raymond Neighborhood and Ice Age Trail Advisory Committee, agrees with the recommendation that the extension of High Point Road from Mid-Town Road south to County Trunk Highway PD be constructed and adopts the recommendations of the Committee concerning the road location, the proposed public road access points to the proposed extension and the proposed closures and realignments of Raymond Road where it crosses the Ice Age Trail, all as shown in Exhibit A.

BE IT FURTHER RESOLVED that the geometrics of the proposed parkway should generally follow the cross section attached in Exhibit B.

BE IT FURTHER RESOLVED that the City of Madison supports the proposed permanent open space designations shown on attached Exhibit A and will work to acquire the open spaces located east of proposed High Point Road as well as the neighborhood parks and drainage ways associated with the development of City of Madison Neighborhoods recommended within the High Point/Raymond Neighborhood Development Plan.

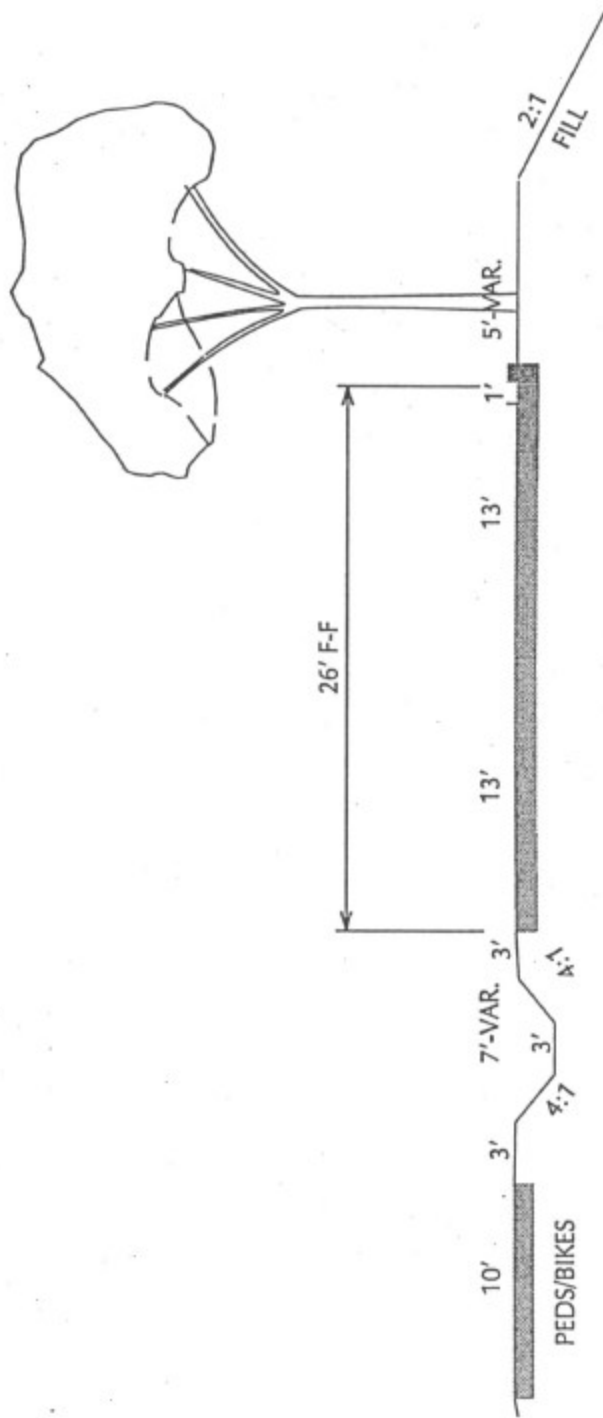
BE IT FURTHER RESOLVED that the City Engineering Division is directed to prepare and ordinance amending the City's official map to officially map the High Point Road extension as included on Exhibit A.

EXHIBIT A PROPOSED HIGH POINT ROAD



12/DAL/2-18-97

EXHIBIT B
HIGH POINT ROAD EXTENSION
PROPOSED PARKWAY
CROSS SECTION
RURAL ROADWAY 26' WIDE



NOTE: DITCH & CURB & GUTTER MAY VARY

50' R=0-W
26'

Fiscal note for resolution

AGENDA # _____

CITY OF MADISON

REPORT OF: The City Comptroller

PRESENTED _____

REFERRED _____

TITLE: Fiscal note for resolution adopting the
recommendations of the High
Point/Raymond Neighborhood and Ice Age
Trail Advisory Committee.

REREFERRED _____

REPORTED BACK _____

DATE: March 21, 1997

ADOPTED _____ **POF** _____

ID NUMBER _____

TO THE MAYOR AND COMMON COUNCIL:

I. Overview

The fiscal impacts associated with the attached resolution can be divided into two categories. The first set of economic considerations is related to the planning, land acquisition and construction associated with some limited parkland, greenway and parkway-related land acquisitions, as well as the extension of High Point Road and some closures and realignments related to Raymond Road. A second group of fiscal ramifications is related to the acquisition and development of a significant area of land adjacent to Elver Park. Various capital cost estimates associated with this project can be found on the attached spreadsheet provided by the City Engineering Division. (The term “parkway” refers to a relatively unobtrusive roadway through a park or open space.)

II. Project Description

1. The Year 1997: Current Year Land Acquisition Proposals. It is proposed that a total of \$404,179 be expended in 1997 for the purchase of 14.3 acres of parklands (at a cost of \$309,280) and 4.4 acres for parkway land acquisition (at a total cost of \$94,899). Of the total amount, approximately \$100,000 may be available from the platting fees fund; it is further hoped that perhaps one third of the parklands-related cost, or \$115,856, could be recovered from the State Stewardship Fund Program administered by the Wisconsin Department of Natural Resources, resulting in total 1997 general obligation debt requirements of roughly \$188,323 (\$309,280 + 94,899 - \$100,000 - \$115,856).

None of the above items are included in the 1997 Adopted Capital Budget.

2. The Year 1998: Land Acquisition. A total of \$116,600 is to be spent in 1998 for the greenway at the Olson parcel, of which \$58,300 may be reimbursed through grants and aids.

Additional land purchases related to the Oakview Drive to Raymond Road section of the proposed parkway are expected to total \$47,450. General obligation debt commitments for 1998 would therefore be estimated at \$105,750 (\$116,600 - \$58,300 + \$47,450).

3. The Year 1999: Land and Construction. Half of the \$22,000 land purchase for the Feld parcel greenway may be reimbursed through grants and aids; additional purchases of the Feld property for parkway acquisition are estimated at \$15,400. The year 1999 also represents the first year in which actual parkway construction would take place. Approximately \$80,000 would be required to begin construction of approximately 4,000 feet of the new parkway between County Trunk Highway PD and Raymond Road. Further \$20,000 would be sought to begin construction of drainage improvements and a bicycle and pedestrian bridge. Total 1999 general obligation debt commitments are consequently estimated at \$126,400 (\$22,000 - \$11,000 + \$15,400 + \$80,000 + \$20,000).

4. The Year 2000 and Thereafter: Construction and Land Acquisition. Additional funding of \$200,000 would be required to complete the work on the parkway, drainage, and bicycle and pedestrian bridge projects. But the most significant expenses would be related to the acquisition of substantial tracts of land adjacent to Elver Park. The expansion of Elver would involve the purchase of an additional 91.9 acres of real estate at an estimated cost of \$2,765,000. Of this amount, it is hoped that at least one third of the costs (\$921,666) would be recovered through grants and aids, leaving \$1,843,334 in land costs to be picked up by the City. Total general obligation debt expenses for the year 2000 and beyond are therefore estimated at \$2,043,334 (\$200,000 + \$2,765,000 - \$921,666).

It should be noted that the language in the proposed resolution does, in fact, commit the City in principle to acquiring the aforementioned tracts of land. The third activating or "resolved" paragraph reads as follows:

BET IT FURTHER RESOLVED that *the City of Madison* supports the proposed open space designations shown on attached Exhibit A and *will work to acquire the open spaces located east of proposed High Point Road as well as the neighborhood parks and drainage ways* associated with the development of City of Madison Neighborhoods recommended with within the High Point/Raymond Neighborhood Development Plan. (Emphasis added).

III. Comptroller's Recommendations

Recommendation 1: No additional G.O. debt in 1997. There are no funds available in the 1997 Capital Budget for this project. Furthermore, the 1997 general obligation debt borrowing package has already been sized and will soon go on the market. If the 1997 portions of this project are indeed time-critical, it is

recommended that a sufficient number of other 1997 capital projects be canceled and the related general obligation debt funding reallocated to this project.

Report of the City Comptroller
March 21, 1997
Page 3

Recommendation 2: No more circumventions of the capital budget process. If this resolution is adopted, it will require initiation of the second capital budget amendment already this year (after the Fire Department amendment). Expecting emergency items, it is very important that capital projects move through the normal capital budget process. It is primarily during this process that the key financial indicators (e.g., percent of operating budget consumed by debt service) are carefully assessed, and borrowing targets set accordingly. Additional borrowing erodes these ratios.

Furthermore, it must be noted that it is only through the normal capital budget process that capital projects actually compete against each other for scarce resources. As the Capital Improvement Review Committee, (CIRC), Long Range Facilities Planning Committee (LRFPC), Mayor, and finally, the Common Council worked through the difficult process of developing and adopting the 1997 Capital Budget, many worthwhile projects were delayed or eliminated. Projects added outside of the normal capital budget process have a much easier time politically. The additional amount may seem relatively modest in size when compared to the total capital budget; yet it is easily forgotten that many millions of dollars of worth (and possibly superior) projects did not make the final cut.

Recommendation 3: Prioritize this project against other parkland acquisitions. Just last year, the City committed itself to the acquisition of the State Medical Society property, a project which carried a total price tag of well in excess of \$4,000,000. Additional funding was also provided for the acquisition of the Muller parcel.

Initial commitments were also made in early 1996 for the northeast greenspace project. Later in 1997, more funding may be sought for the Tancho portion of this project. Even after the Tancho purchase is completed, the City will be without the Hoepker and Whitson Swift parcels, furthermore, funds provided by Sun Prairie have been applied to some of the land purchases, which has left the City with a commitment to construct certain water detention facilities. Depending upon whether or not a golf course is constructed upon this property, total remaining project costs associated with the northeast greenspace are estimated at \$4,000,000 to \$7,000,000. Clearly, it is not possible to proceed with all of the proposed parkland projects simultaneously.

Recommendation 4: Prioritize parkland acquisition against all other capital needs. The purchase of the Medical Society project was billed as a "once in a lifetime" opportunity. Since that time, "once in a lifetime" opportunities have been occurring with disconcerting frequency. The City is now considering the construction of a far west public works facility, a community center (first of a proposed system), new police district stations, new fire stations, new libraries, a new industrial park, a new hotel, and perhaps even the replacement of existing City-County Building office space, all in addition to the proposed parkland acquisitions. From a funding perspective, many of these projects are mutually exclusive. Some sort of guidance as to where parkland acquisition fits into this picture must be provided.

Recommendation 5: Abide by adopted goals. One of the goals established by the Common Council on November 1, 1994 was directly related to the maintenance of a strong financial position. This goal is stated as follows:

Madison will maintain the ability to finance basic municipal services, strive to meet customer service demands created by a growing City, and meet state and federal mandates while retaining our strong financial position and minimizing the adverse impact on property tax payers.

It is not possible to proceed with all of the capital projects noted in the preceding recommendation without a degradation of either the City's physical infrastructure or its financial position (or both). A careful review of all projects and a wise prioritization of scarce resources needs to take place, and it is the opinion of the comptroller that the Capital Budget process is the best forum for such review and prioritization.

Respectfully submitted,

Gale Dushack
City Comptroller

GD:TF

Attachment.

Editor's note: This fiscal note supersedes the note dated March 12, 1997.

FISCAL NOTE: High Point Neighborhood and Ice Age Trail

The following table represents the public costs anticipated by the High Point Neighborhood and Ice Age Trail Plan which, because of the extensive acquisition of lands for the public, is beyond the financial impact of a typical neighborhood development.

<u>Description</u>	<u>Lands Dedicated Acres</u>	<u>Lands Purchased Acres</u>	<u>Est. Cost per Acre</u>	<u>Est. Cost Per Foot</u>	<u>Total Cost</u>	<u>Total Grant and Aids</u>	<u>Total City Share</u>	<u>1997 City Expenditure</u>	<u>1998 City Expenditure</u>	<u>1999 City Expenditure</u>	<u>2000 or after City Expenditure</u>
1 Elver Park											
Critical Acquisition		70.6	\$25,000		\$1,765,000	\$588,333	\$1,176,667				\$1,176,667
Acquisition of Adj Impr Prop		21.3			\$1,000,000	\$333,333	\$666,667				\$666,667
2 Park & Greenway Acquisition											
Greenway at Feld Parcel		1	\$22,000		\$22,000	\$11,000	\$11,000			\$11,000	
Greenway at Olson Parcel		5.3	\$22,000		\$116,600	\$58,300	\$58,300		\$58,300		
Verona Properties											
Greenway	7.6						\$0				
Park	2.1	14.3	21,628		309,280	115,856	\$193,424	\$193,424			
3 Parkway Land Acquisition											
CTH PD-Oakview Dr		4.4	\$21,568		\$94,899		\$94,899	\$94,899			
(Less Feld Property)											
Feld Property		0.7	\$22,000		\$15,400		\$15,400			\$15,400	
Oakview Dr-Raymond Rd		2.2	\$21,568		\$47,450		\$47,450		\$47,450		
4 Parkway Construction Costs											
CTH PD-Raymond Rd (4,000 Ft)				\$200	\$800,000	\$560,000	\$240,000			\$80,000	\$160,000
Drainage & Bike/Ped Bridge					<u>\$200,000</u>	<u>\$140,000</u>	<u>\$60,000</u>			<u>\$20,000</u>	<u>\$40,000</u>
Total	9.7	119.8			\$4,370,629	\$1,806,823	\$2,563,806	\$288,323	\$105,750	\$126,400	\$2,043,333
Funds Available From Land Acquisition Platting Fees								\$100,000			

NOTE: Grant and aids projected are dependent on the re-authorization of the State Stewardship Fund Program, as administered by the Department of Natural Resources.

A RESOLUTION adopting the High Point-Raymond Neighborhood Development Plan

City Of Madison, Wisconsin

A RESOLUTION adopting the High Point-Raymond Neighborhood Development Plan as an element of the Master Plan for the City of Madison to be used as a guide for community planning and development, and amending the City of Madison Land Use Plan to incorporate its recommendations, and also endorsing the City's request to amend the Central Urban Service Area to include lands within the neighborhood.

PRESENTED October 6, 1997

REFERRED Plan Commission

REREFERRED PC (11-11)

REPORTED BACK 11/11/97; 12/2/1997

Adopted POF

Rules Suspended

Public Hearing

Drafted By: Bradley J. Murphy, Planning Unit Director

Date: September 29, 1997

Fiscal Note There will be costs associated with park and open space acquisition and the construction and land acquisition for High Point Road above those costs normally associated with typical urban neighborhoods. (See attached report from Comptroller):

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

Sponsors: Aids. Ron Reif, Napoleon Smith, Robert Kiesow (request of the Plan Commission), Ald. Bellman

RESOLUTION NUMBER 54,768

ID NUMBER 22349

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

WHEREAS the Peripheral Area Development Plan designates certain lands as urban expansion districts which are recommended locations for future expansion and long-term growth for the City of Madison; and

WHEREAS the Peripheral Area Development Plan also designated certain lands as permanent open space districts which are the recommended highest priority areas for open space preservation within the peripheral area; and

WHEREAS the Peripheral Area Development Plan has identified portions of the High Point-Raymond Neighborhood Development Planning Area as Urban Expansion-A Districts (W4) and Urban Expansion-B Districts (W3) which are identified as the first and second priority areas, respectively, for future urban development and City growth in the near to mid-term and for which urban services can be more easily and efficiently provided by the City of Madison; and

WHEREAS a portion of the Planning Area is also located within a Permanent Open Space District (W5) which is recommended as the highest priority for open space preservation in the peripheral area; and

WHEREAS since the adoption of the Peripheral Area Development Plan, the City of Madison has entered into an intergovernmental agreement with the City of Verona in 1996 which more clearly defines the community separation and permanent open space areas between the two communities; and

WHEREAS a detailed neighborhood development plan has been prepared for those portions of Planning Areas W3, W4, and W5 or for the High Point-Raymond Neighborhood which is bounded by County Trunk Highway “M” on the west, County Trunk Highway “PD” (McKee Road) on the south, the Applewood and Newberry Heights residential subdivisions on the north, and existing development in the City of Madison on the east; and

WHEREAS the High Point-Raymond Neighborhood includes lands within the City of Madison, the Town of Middleton and the Town of Verona and consists primarily of undeveloped or agricultural lands except for some existing residences located primarily along High Point, Mid-Town and Raymond Roads and within several large lot subdivisions between Mid-Town and Raymond Road; and

WHEREAS most of the vacant lands in the High Point-Raymond Neighborhood are outside of the Central Urban Service Area except for lands located primarily north of Mid-Town Road in the northeastern portion of the Planning Area; and

WHEREAS the current City adopted Land Use Plan does not include detailed land use recommendations for the High Point-Raymond Neighborhood; and

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

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

BE IT FURTHER RESOLVED that the City of Madison Land Use Plan is amended to incorporate the recommendations of the High Point-Raymond Neighborhood Development Plan; and

BE IT FINALLY RESOLVED that the City of Madison Plan Commission and Madison Common Council hereby authorize the City’s request to amend the Dane County Regional Development Guide and the Dane County Water Quality Plan to include within the Central Urban Service Area all of the land included within the High Point-Raymond Neighborhood.

AGENDA # _____

CITY OF MADISON, WISCONSIN

REPORT OF: The City Comptroller

PRESENTED _____

REFERRED _____

TITLE: **Fiscal note for resolution** adopting
the High Point-Raymond
Neighborhood Development
Plan as an element of the
Master Plan.

REREFERRED _____

REPORTED BACK _____

DATE: October 20, 1997

ADOPTED _____ **POF** _____

ID NUMBER _____

TO THE MAYOR AND COMMON COUNCIL:

The financial implications related to the High Point-Raymond Neighborhood Development Plan were outlined in a Report of the City Comptroller dated March 21, 1997, and attached to an earlier resolution. Since that time, new information has made an update of the original report possible. The attached document represents an update of the spreadsheet appended to the earlier fiscal note. Several items have been added or adjusted, as follows:

1. A new line has been added entitled "Park on Olson Parcel." A related footnote appears at the bottom of the spreadsheet.
2. The section entitled "Verona Properties" has been amended. Dedicated lands have decreased to 4.5 (from 9.7) acres, while lands to be purchased have increased to 21.5 (from 14.3) acres. Total estimated project costs have increased accordingly.
3. Several items originally projected from the year 1997 have been moved to 1998.

Respectfully submitted,

Gale Dushack
City Comptroller

FISCAL NOTE: High Point Neighborhood and Ice Age Trail

(Revised 10-20-97)

The following table represents the public costs anticipated by the High Point Neighborhood and Ice Age Trail Plan. Because of the extensive acquisition of lands for the public, costs are beyond those of a typical neighborhood development.

<u>Description</u>	<u>Lands Dedicated Acres</u>	<u>Lands Purchased Acres</u>	<u>Est. Cost per Acre</u>	<u>Est. Cost Per Foot</u>	<u>Total Cost</u>	<u>Total Grant and Aids#</u>	<u>Total City Share</u>	<u>1997 City Expenditure</u>	<u>1998 City Expenditure</u>	<u>1999 City Expenditure</u>	<u>2000 or after City Expenditure</u>
1 Elver Park											
Critical Acquisition		70.6	\$25,000		\$1,765,000	\$588,333	\$1,176,667				\$1,176,667
Acquisition of Adj Impr Prop		21.3			\$1,000,000	\$333,333	\$666,667				\$666,667
2 Park & Greenway Acquisition											
Greenway at Feld Parcel		1	\$22,000		\$22,000	\$11,000	\$11,000			\$11,000	
Greenway at Olson Parcel		5.3	\$22,000		\$116,600	\$58,300	\$58,300		\$58,300		
Park on Olson Parcel		14.1	\$22,000		\$310,200	\$0	None*				
Verona Properties											
Greenway	4.5						\$0				
Park	0	21.5	\$22,000		\$473,000	\$173,000	\$300,000		\$300,000		
3 Parkway Land Acquisition											
CTH PD-Oakview Dr		4.4	\$22,000		\$96,800		\$96,800		\$96,800		
(Less Feld Property)											
Feld Property		0.7	\$22,000		\$15,400		\$15,400			\$15,400	
Oakview Dr-Raymond Rd		2.2	\$21,568		\$47,450		\$47,450		\$47,450		
4 Parkway Construction Costs											
CTH PD-Raymond Rd (4,000 Ft)				\$200	\$800,000	\$560,000	\$240,000			\$80,000	\$160,000
Drainage & Bike/Ped Bridge					<u>\$200,000</u>	<u>\$140,000</u>	<u>\$60,000</u>			<u>\$20,000</u>	<u>\$40,000</u>
Total	<u>4.5</u>	<u>141.1</u>			<u>\$4,846,450</u>	<u>\$1,863,967</u>	<u>\$2,672,283</u>	<u>\$0</u>	<u>\$502,550</u>	<u>\$126,400</u>	<u>\$2,043,333</u>
Estimated Funds Available From Land Acquisition Platting Fees:									\$150,000		

Notes:

#Grant and aids projected are dependent on the re-authorization of the State Stewardship Fund Program, as administered by the Department of Natural Resources.

*The Dane County Parks Department and the City Parks Division have both stated that this parcel is of low priority to their respective agencies for acquisition. The parcel is in the City, and has been purchased by a developer. Staff originally recommended that the parcel be developed for residential purposes. The Plan Commission has recommended that the parcel be part of the Ice Age Trail. Staff recommend that the County or other agencies be given a reasonable amount of time to purchase the parcel, or that it be allowed to be developed.

AMENDMENTS

to the

**HIGH POINT/RAYMOND
NEIGHBORHOOD DEVELOPMENT
PLAN**

Adopted since December 1997

Amendments Dated:
December 2001
November 2005
March 2006

City of Madison, Wisconsin

SUBSTITUTE
A RESOLUTION _____Amending the High Point-Raymond Neighborhood
Development Plan
_____Drafted By: Bradley J. Murphy, Planning Unit
Director

Date: October 22, 2001

Fiscal Note: The adoption of this Plan Amendment will allow the extension of urban services to support the development of the properties following the annexation of the Verona Properties and approval of subdivision plats and permanent zoning. Costs for parkland acquisition, road right-of-way and infrastructure improvements will be less than those previously anticipated under the original plan, with specific costs to be identified as part of the preliminary and final plat to be approved by the Plan Commission and the Common Council. \$450,000 for construction of South High Point Road has been included in the 2002 Engineer-Major Streets Capital Budget. Any expenditures for land acquisition and infrastructure improvements will need further approval of the Common Council.

Sponsors: Aids. Ken Golden, Holtzman and
Compton (request of Plan
Commission)

WHEREAS the High Point-Raymond Neighborhood Development Plan identifies the majority of the Verona Properties for park and open space use, critical connections within the Ice Age Trail System and its connection to Elver Park, the planned location of the High Point Road extension, with a small portion of the property being appropriate for low density residential development; and

WHEREAS the High Point-Raymond Neighborhood Development Plan allowed a specified period of time, which has since expired, for the possible acquisition of the Fleming Property for permanent open space and now recommends that the Fleming Property be developed with low to medium density residential uses; and

WHEREAS in 1996 the City of Madison entered into an Intergovernmental Cooperation Agreement with the City of Verona which calls for the establishment of a permanent open space corridor continuous and running generally from Badger Prairie County Park south of Cross Country Road to, and including, the University of

PRESENTED October 16, 2001

REFERRED Plan Commission

REREFERRED _____

REPORTED BACK DEC 04 2001

ADOPTED ☒ POF _____

RULES SUSPENDED _____

PUBLIC HEARING _____

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

Approved By

Comptroller's Office

RESOLUTION NUMBER 58919 -

ID NUMBER 30498

Wisconsin lands at the northwest corner of the intersection of County Trunk Highway PD and County Trunk Highway M; and

WHEREAS the agreement calls for the width of this open space corridor to be between 1,000-3,000 feet and that it should encompass, at a minimum, the high elevations and wooded areas located south of Raymond Road and on both sides of County Trunk Highway PD in the western-most portions of Sections 2 and 11, and the eastern-most portions of Section 3 and 10 of the Town of Verona; and

WHEREAS the agreement calls for the City of Madison and City of Verona to work cooperatively and in concert with Dane County and other appropriate governments, agencies and organizations within the framework of the Ice Age Trail Junction Area Project Plan adopted by Dane County to identify the exact boundaries of a mutually acceptable permanent open space corridor at this location, and will work cooperatively and in concert with these units of government, agencies and organizations to implement this recommended permanent open space corridor, and will not encourage or permit additional development within this area; and

WHEREAS the agreement states that any and all development occurring within the open space corridor area shall be in conformance with the provisions of the agreement, or as modified by the mutual consent of the City of Madison and the City of Verona; and

WHEREAS Midland Builders, the contract purchaser of the Verona Properties, has worked with the Dane County Parks Commission and Ice Age Trail Foundation and other units of government and has entered into a memorandum of understanding with Dane County concerning the development of this property and the location of the Ice Age Trail and its implementation; and

WHEREAS Dane County has worked unsuccessfully for several years to try to acquire the property for park and open space use and has now determined that the most appropriate option to implement the Ice Age Trail through this property is to work with Midland Builders to accomplish its objectives; and

WHEREAS the Plan Commission has reviewed the development concepts proposed by Midland Builders for the Verona Properties and by the Fleming family for the Fleming Property and has indicated a desire to work with these property owners to consider an amendment to the High Point-Raymond Neighborhood Development Plan; and

WHEREAS staff from the Dane County Parks Department, Ice Age Trail Foundation, the National Park Service, the Planning Unit, Parks Division, City Engineering Division and Traffic Engineering Division have worked with the property owners to prepare an amendment to the neighborhood development plan which will accomplish the following goals and objectives:

1. Assure that the Ice Age Trail connection through the Verona Properties will be provided, as well as its connection to Elver Park.
2. Assure that the High Point Road extension will be built as a parkway between County Trunk Highway PD and Raymond Road.
3. Identify the need to complete a stormwater management plan for the two forks of the Upper Badger Mill Creek Watershed which converge within the boundaries of the Fleming and Verona Properties prior to any development occurring.
4. Preserve important view corridors from the Ice Age Trail open space northeast toward Elver Park.
5. Preserve important woodland vegetation in the northeast corner of the property.
6. Provide adequate local road connections to provide access to existing and future development and to enhance the feasibility of vacating existing Raymond Road as it crosses the planned Ice Age Trail.

NOW THEREFORE BE IT RESOLVED that the Plan Commission and Common Council hereby amend the High Point-Raymond Neighborhood Development Plan, an element of the City of Madison's Master Plan according to the recommendations on Exhibit A of this resolution, and incorporating the attached note associated with these parcels of land and approving the amendment of the environmental corridor as it applies to the Verona Properties and Fleming Property.

BE IT FURTHER RESOLVED that this amendment shall not become effective for the Verona Properties until the City of Verona has consented to the proposed amendment in conformance with the 1996 Intergovernmental Cooperation Agreement between the City of Madison and the City of Verona, but shall serve as a basis for the City to request the Dane County Regional Planning Commission to amend the Environmental Corridor Map consistent with this amendment and to work with the purchaser of the Verona Properties on the development of a preliminary plat for the property.

EXHIBIT A

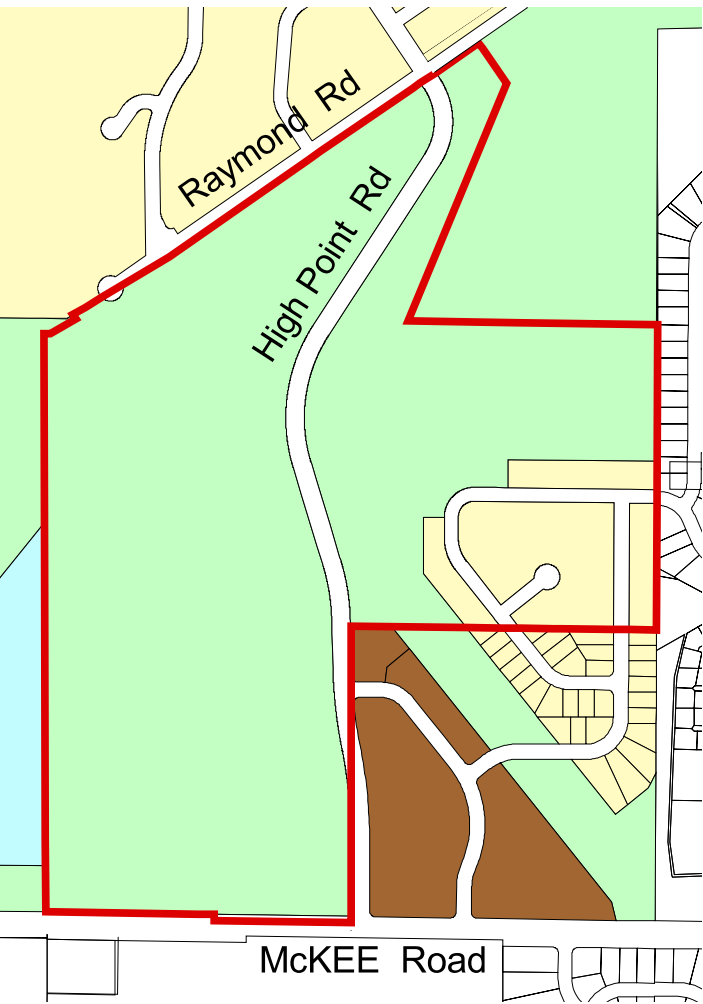
AMENDMENT TO THE HIGH POINT-RAYMOND NEIGHBORHOOD DEVELOPMENT PLAN

The High Point-Raymond Neighborhood Development Plan is being amended to incorporate revised Land Use Plan map recommendations for the Verona Properties and the Fleming Property. The Land Use Plan is being amended subject to the amendment of the environmental corridor for the subject property to incorporate the recommendations contained on the plan map (attached). The land use recommendation for the Verona Properties west of the High Point Road extension is conditioned upon the execution of an agreement between Dane County and the contract purchaser of the Verona Properties to acquire the open space corridor for the Ice Age Trail on the western edge of the property. The neighborhood development plan amendment is also conditioned upon the approval of a stormwater management plan and preliminary plat and final plat which will dedicate that portion of the Verona and Fleming Properties required for stormwater detention, retention and management, including all floodway lands and those non-stormwater management parklands which provide for the park and open space needs of developments and the connections between the Ice Age Trail and Elver Park, and including the woodlands in the northeastern corner of the Verona Properties.

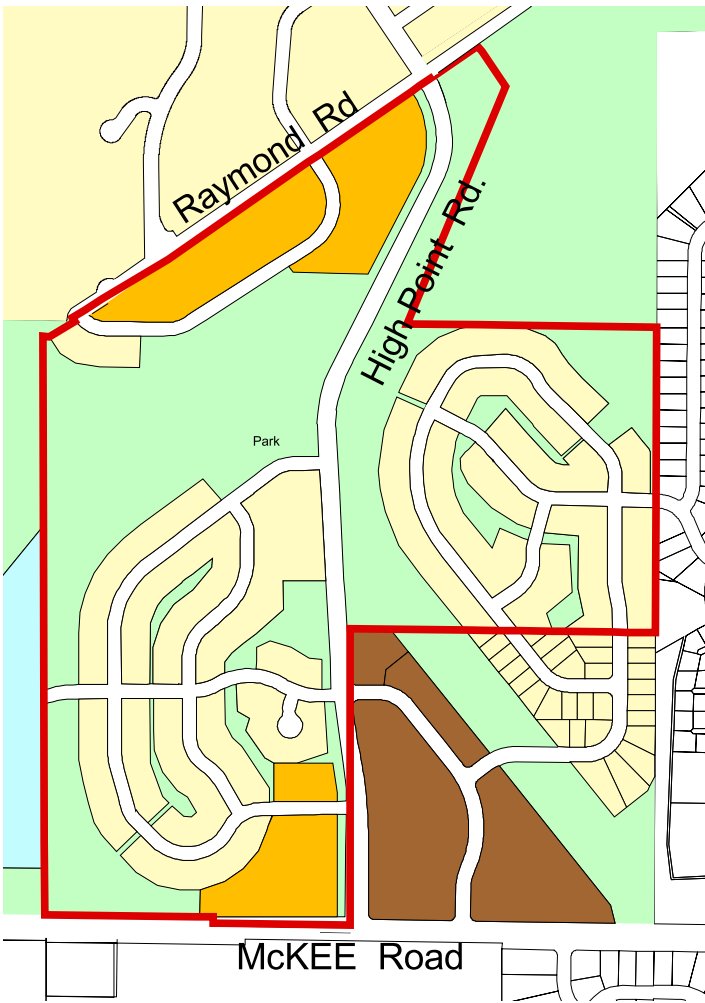
For both the Verona Properties and the Fleming Property, the plan amendment recognizes that the exact size of individual single-family development lots and the specific development density of both the low density portions and low-medium density portions of the developments will be determined when preliminary plats and rezoning requests are approved for these properties. For the Verona Properties, the plan recommends the development of low density, single-family homes on individual lots with a portion of the land north of McKee Road and west of High Point Road being appropriate for low-medium density residential development. For the Fleming Property, the entire property is recommended for low-medium density residential development. It is anticipated that the lands between the proposed loop street and Raymond Road will be developed with a mix of small single-family lots, some duplex lots and some rowhouses. For the lands between the loop road and High Point Road, the plan recommends a mix of 4-unit, 6-unit, 8-unit and 16-unit buildings, all taking access from Raymond Road and the loop street. The total amount of open space to be dedicated by the developer will be determined based on the number of dwelling units proposed and the parkland dedication requirement based on these dwelling units, stormwater detention requirements, and lands delineated as environmental corridor following the preparation of a comprehensive stormwater management plan for this drainage basin and the property.

AMENDMENT to the HIGH POINT-RAYMOND NEIGHBORHOOD DEVELOPMENT PLAN Land Use and Street Plan

High Point-Raymond Neighborhood Development Plan
as adopted November 1997 and implemented
through land subdivision and zoning approvals.



High Point-Raymond Neighborhood Development Plan
as Proposed for Amendment



Land Use Comparison (in acres)

LAND USE	AS ADOPTED	AS AMENDED
Residential		
- low density	11.7	46.4
- LM density	0.0	16.8
Park & Open Space		
- Public	120.5	49.7
- Private	0.0	6.4
Street ROW	9.5	22.4
TOTAL	141.7	141.7

PROPOSED LAND USE

- Low Density Residential
- Low-Med Density Residential
- Medium Density Residential
- Institutional
- Park and Open Space





City of Madison

Legislative File ID 01970

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Type: **Resolution** Status: **Passed**

Enactment Date: **11/10/2005** Enactment No.: **RES-05-00884**

Title: **Amending the High Point-Raymond Neighborhood Development Plan, an element of the City of Madison Master Plan, to revise the land use and street plan recommendations for the area located generally south of Mid-Town Road, north of Raymond Road and west of Mica Road.**

Controlling Body: **PLAN COMMISSION**

Introduced: **8/31/2005** Version: **1**

Final Action: **11/8/2005** Contact: **Michael Waidelich**

Name: **Amending the High Point-Raymond Neighborhood Development Plan**

Published Date:

Requester: **PLAN COMMISSION**

Sponsors: **Jed Sanborn**

Attachments: Legislative File Text
map.pdf
01970 registration statement.pdf

Next Meeting:

Legislative History

Date	Acting Body	Action Taken	Motion
8/31/2005	Planning Unit	Fiscal Note Required / Approval to the Comptroller's Office/Approval Group Completed on 8/31/2005	
8/31/2005	Comptroller's Office/Approval Group	Approved Fiscal Note By The Comptroller's Office to the Planning Unit Completed on 8/31/2005	
9/12/2005	<i>Notes: Bohrod</i> PLAN COMMISSION	Refer for Introduction	
9/20/2005	<i>Notes: Plan Commission</i> COMMON COUNCIL	Refer to the PLAN COMMISSION Completed on 10/10/2005	
10/10/2005	PLAN COMMISSION	RECOMMEND TO COUNCIL TO ADOPT - PUBLIC HEARING	Pass (5:1)
11/8/2005	<i>Notes: The Plan Commission recommended approval with the following addition: -That future subdivisions within the amendment area shall require tree surveys and identification of optimal locations for tree preservation corridors.</i> COMMON COUNCIL	as follows: that future subdivisions within the amendment area shall require tree surveys and identification of optimal locations for tree preservation corridors.	Pass
<i>Notes: 1 Registrant(s) in support not wishing to speak. Public Hearing Closed.</i>			

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City of Madison

Legislative File Number 01970 (version 1)

Title

Amending the High Point-Raymond Neighborhood Development Plan, an element of the City of Madison Master Plan, to revise the land use and street plan recommendations for the area located generally south of Mid-Town Road, north of Raymond Road and west of Mica Road. Adjacent to 1st Ald. Dist.

Body

PREAMBLE

The High Point-Raymond Neighborhood Development Plan was initially adopted in November 1997. At the time that the plan was adopted, only about 60 acres of the approximately 1,290 acres within the planning area were within the City of Madison, and virtually all of the lands were undeveloped with urban land uses, with the exception of a scattering of large-lot residential uses served by private water wells and septic systems. As with all neighborhood development plans for the peripheral development areas, the recommended future land uses and recommended future street network were somewhat conceptual and anticipated that these recommendations would be further refined and detailed as part of future planning activities and development reviews.

Since 1997, about 50 percent of the planning area has been annexed to the City and development zoning and subdivision plats have been approved on most of the lands now within the City. As a part of these development approvals, the neighborhood development plan was revised to modify detailed street alignments and land use patterns consistent with the general recommendations of the neighborhood development plan, primarily in the areas located north of Mid-Town Road, south of Raymond Road, and west of Mica Road. In December 2001, a separate amendment to the neighborhood development plan was also formally adopted to substantially change the land use recommendations for the area located south of Raymond Road, including a revision to the recommended alignment for the future extension of High Point Road south from Mid-Town Road to McKee Road.

As a result of these neighborhood plan amendments and development approvals, the conceptual land use and street plan presented in the High Point-Raymond Neighborhood Development Plan, as originally adopted, no longer recommends a land use pattern and street system for the remaining undeveloped lands located generally south of Mid-Town Road, north of Raymond Road and east of Mica Road that would be compatible with the existing and approved developments on surrounding lands. The purpose of the present proposed amendment to the High Point-Raymond Neighborhood Development Plan is to revise the land use and street recommendations for this area to recognize and be more compatible with the cumulative effect of previous plan amendments and specific development projects that have been approved on the surrounding areas, so that the plan will remain useful and effective as a guide for future land use and community development. The revised land use and street plan recommendations for the

amendment area should be understood as still somewhat conceptual, and further refinements may be considered a part of future more-detailed development proposals.

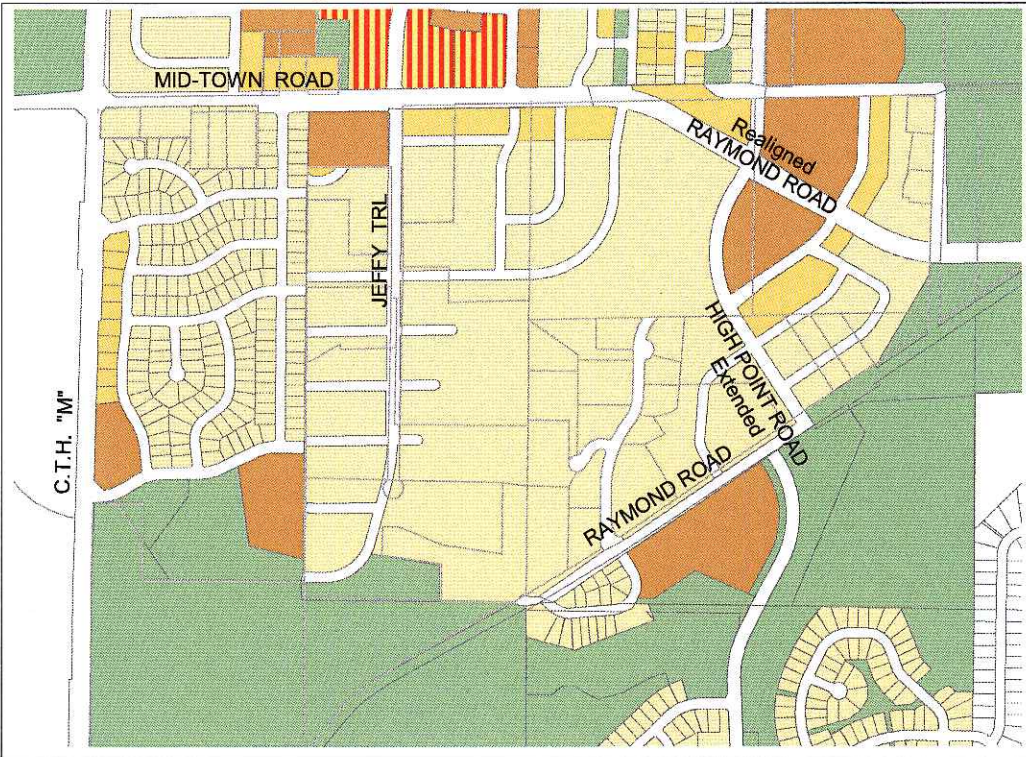
NOW THEREFORE BE IT RESOLVED that the High Point-Raymond Neighborhood Development Plan, an element of the City of Madison Master Plan, is hereby amended to incorporate revisions to the recommended future land uses and street system for the area located generally south of Mid-Town Road, north of Raymond Road and east of Mica Road, as illustrated on the attached map.

Fiscal Note

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

AMENDMENT to the HIGH POINT - RAYMOND NEIGHBORHOOD DEVELOPMENT PLAN Land Use and Street Plan







High Point - Raymond Neighborhood Development Plan as adopted November 1997, Amended 2001 and implemented through land subdivision and zoning approvals.



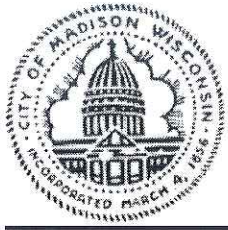
High Point - Raymond Neighborhood Development Plan as Amended and Adopted by the Common Council _____, 2005



PROPOSED LAND USE

-  Low Density Residential
-  Low-Medium Density Residential
-  Medium Density Residential
-  Neighborhood Commercial/Mixed Use
-  Institutional
-  Park, Drainage and Open Space





City of Madison

Legislative File ID 03062

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Type: **Resolution** Status: **Passed**

Enactment Date: **3/23/2006** Enactment No.: **RES-06-00290**

Title: **Amending the High Point-Raymond Neighborhood Development Plan, a supplement to the City of Madison Comprehensive Plan, to revise the land use and street plan recommendations for an area located generally south of Flagstone Drive extended on both sides of Jeffy Trail extended.**

Controlling Body: **PLAN COMMISSION**

Introduced: **2/28/2006** Version: **1**

Final Action: **3/21/2006** Contact: **Michael Waidelich**

Name: **NDP Amendment - Jeffy Trail**

Published Date:

Requester: **PLAN COMMISSION**

Sponsors: **Common Council By Request**

Attachments: Legislative File Text
Map South Jeffy Trail area NDP Amendment 2-28-06.pdf

Next Meeting:

Legislative History

Date	Acting Body	Action Taken	Motion
3/1/2006	Planning Unit	Fiscal Note Required / Approval to the Comptroller's Office/Approval Group Completed on 3/1/2006	
3/1/2006	Comptroller's Office/Approval Group	Approved Fiscal Note By The Comptroller's Office to the Planning Unit Completed on 3/1/2006	
3/1/2006	<i>Notes: Bohrod</i> Planning Unit	Refer for Introduction	
3/6/2006	<i>Notes: Plan Commission</i> PLAN COMMISSION	RECOMMEND TO COUNCIL TO ADOPT - REPORT OF OFFICER	Pass (6:1)
		<i>Notes: The Plan Commission recommended adoption with a comment that the neighborhood development plan include a note requiring that landscape buffers be provided on all multi-family lots adjoining the Ice Age Trail. The Plan Commission acted on this matter prior to its introduction at Council to accommodate a tight schedule.</i>	
3/7/2006	COMMON COUNCIL	Refer to the PLAN COMMISSION Completed on 3/6/2006	
3/21/2006	COMMON COUNCIL	Adopt	Pass

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City of Madison

Legislative File Number 01970 (version 1)

Title

Amending the High Point-Raymond Neighborhood Development Plan, an element of the City of Madison Master Plan, to revise the land use and street plan recommendations for the area located generally south of Mid-Town Road, north of Raymond Road and west of Mica Road. Adjacent to 1st Ald. Dist.

Body

PREAMBLE

The High Point-Raymond Neighborhood Development Plan was initially adopted in November 1997. At the time that the plan was adopted, only about 60 acres of the approximately 1,290 acres within the planning area were within the City of Madison, and virtually all of the lands were undeveloped with urban land uses, with the exception of a scattering of large-lot residential uses served by private water wells and septic systems. As with all neighborhood development plans for the peripheral development areas, the recommended future land uses and recommended future street network were somewhat conceptual and anticipated that these recommendations would be further refined and detailed as part of future planning activities and development reviews.

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Fiscal Note

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

AMENDMENT to the HIGH POINT - RAYMOND NEIGHBORHOOD DEVELOPMENT PLAN Land Use and Street Plan

High Point - Raymond Neighborhood Development Plan as adopted November 1997, and Amended in 2001 and 2005, and implemented through land subdivision and zoning approvals.



PROPOSED LAND USE

- Low Density Residential
- Low-Medium Density Residential
- Medium Density Residential
- Neighborhood Commercial/Mixed Use
- Institutional
- Park, Drainage and Open Space

High Point - Raymond Neighborhood Development Plan as Amended
and Adopted by the Common Council _____, 2006

