

# **Junction Neighborhood Development Plan**

*Recommendations for Land Use and Development*

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

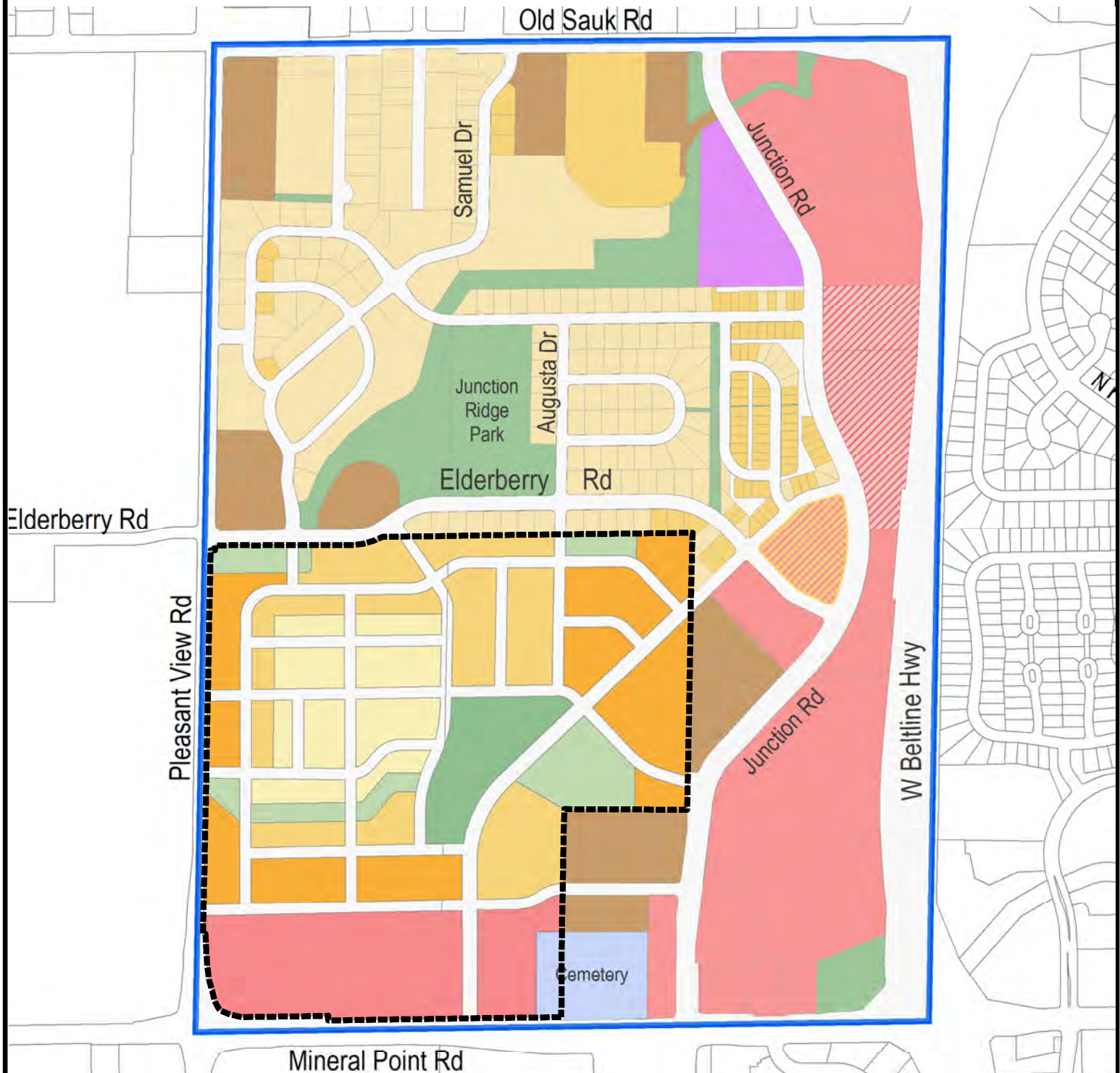
**September 1990**

**Amendments Adopted:**

**July 1992  
October 2015  
July 2018**

# Junction Neighborhood Development Plan

As Adopted September 1990, Amended July 1992, October 2015,  
July 2018 and implemented through subdivision and zoning approvals



## Junction NDP Existing and Proposed Land Use

Low Density Res.	Office
Low-Med. Density Res.	Mixed Use: Neighborhood Mix
Med. Density Res.	Institutional
Commercial	Park, Drainage and Open Space
Community Mixed Use	

## Junction NDP Update Proposed Land Use

2018 NDP Update Area	Stormwater and Other Open Space
Housing Mix 1 (0-8 du/ac)	Park
Housing Mix 2 (9-20 du/ac)	Institutional
Housing Mix 3 (21-40 du/ac)	
Employment	

0 325 650 1,300 Feet

## **TABLE OF CONTENTS**

INTRODUCTION .....	4
EXISTING CONDITIONS IN THE JUNCTION NEIGHBORHOOD.....	5
PROPERTY OWNERSHIPS .....	5
TOPOGRAPHY AND SOIL CONDITIONS .....	5
SITE ANALYSIS .....	8
EXISTING ZONING AND LAND USE .....	10
TRADITIONAL NEIGHBORHOOD DEVELOPMENT (TND) CONCEPTS .....	12
JUNCTION NEIGHBORHOOD DEVELOPMENT PLAN.....	14
OBJECTIVES AND POLICIES FOR THE JUNCTION NEIGHBORHOOD .....	14
Land Use Objectives and Policies .....	14
Housing Objectives and Policies .....	15
Transportation Objectives and Policies .....	16
Park and Open Space Objectives and Policies .....	16
TND CONCEPT FOR JUNCTION NEIGHBORHOOD .....	17
RECOMMENDED LAND USES .....	19
Residential Uses.....	21
Commercial Uses.....	21
Institutional Uses .....	22
Park and Open Space .....	22
RECOMMENDED TRANSPORTATION FACILITIES .....	22
Arterial Highways and Collector Streets .....	22
Transit Service .....	22
RECOMMENDED CONCEPTUAL DEVELOPMENT PLAN .....	24
Single-Family Dwellings .....	24
Multiple-Family Dwellings .....	24
Offices.....	26
Mixed-Use and Convenience Center .....	26
Community Retail.....	27
Civic Buildings .....	27
Public Streets .....	27
IMPLEMENTATION OF JUNCTION NEIGHBORHOOD DEVELOPMENT PLAN.....	29
LAND USE PLAN AMENDMENTS .....	29
CENTRAL URBAN SERVICE AREA AMENDMENT .....	29
ZONING .....	30
RESTRICTIVE COVENANTS.....	30
DEVELOPMENT AGREEMENTS .....	30
OFFICIAL MAPPING .....	31
LAND SUBDIVISION REGULATIONS.....	31
Resolution .....	33
Proposed Amendment.....	35
Additions to Central Urban Service Area (Map) .....	36
Amendments to Junction Neighborhood Development Plan.....	37

## **TABLE OF CONTENTS, CONTINUED**

### **Maps**

Map 1 – Existing Ownerships.....	6
Map 2 – Natural Features.....	7
Map 3 – Site Analysis.....	9
Map 4 – Existing Land Use & Zoning.....	11
Map 5 – Functional Neighborhood relationships.....	18
Map 6 – Proposed Land Use.....	20
Map 7 – Transportation Facilities.....	23
Map 8 – Conceptional Development .....	25

## INTRODUCTION

The draft 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. Most of the lands included in the Peripheral Area Development Plan are currently outside of the Central Urban Service Area. However, because future land developments are intended to be provided with public improvements and the full range of urban services, these lands must ultimately be added to the Central Urban Service Area. The draft Peripheral Area Development Plan is currently being further reviewed by the Madison Plan Commission and will be adopted by the Madison Common Council and then incorporated in Madison's Land Use Plan.

The Peripheral Area Development Plan designates certain lands as Urban Expansion Districts or the recommended locations for future expansion and long-term growth for the City of Madison. The Districts are further categorized into Urban Expansion-A and Urban Expansion-B. The Urban Expansion-A Districts include areas recommended as the first priority locations for future urban development and City growth in the near to mid-term, and for which urban services can be most easily and efficiently provided by the City of Madison. The Urban Expansion-B Districts include areas which are also recommended for eventual urban development, but are not recommended for development in the near to mid-term.

Planning Area W-2, which is located to the west of the West Beltline Highway and which comprises lands in the outer reaches of the Pheasant Branch Creek watershed, is designated as an Urban Expansion-A District. It includes about 2,177 acres or approximately 3.4 square miles. The major landowners within this area include the CUNA Mutual Investment Corporation, the First Capital Investment Corporation, and the University of Wisconsin. CUNA Mutual Investment owns about 310 acres, including Pleasant View Golf Course, while First Capital Investments owns about 192 acres west of Pleasant View Road between Blackhawk Road and Old Sauk Road. A residential golf course development is proposed on the CUNA and First Capital lands together with other adjacent lands. The University of Wisconsin owns about 406 acres to the south of Old Sauk Road and on both sides of Pleasant View Road, and an additional 152 acres south of Mineral Point Road and west of Junction Road (County Trunk Highway M). The total 558 acres comprise the University research farm which is intended to be used indefinitely as an agricultural research facility.

The Peripheral Area Development Plan contemplates the preparation and adoption of a detailed neighborhood development plan prior to the initiation of any request for an amendment to the Central Urban Service Area or before any development can occur in any area within an Urban Expansion District. The purpose of this report is to prepare a detailed neighborhood development plan for an area which comprises a small portion of Planning Area W2 and is adjacent to the developing portions of the City of Madison and which will become a well-defined neighborhood because of its boundaries being major highways.

## **EXISTING CONDITIONS IN THE JUNCTION NEIGHBORHOOD**

The Junction Neighborhood is bounded by Old Sauk Road to the north, the West Beltline Highway to the east, Mineral Point Road to the south, and Pleasant View Road to the west. The West Beltline Highway has been upgraded to a freeway, especially with its reconstruction, and the construction of the new highway interchange at Old Sauk Road. Old Sauk, Mineral Point, and Pleasant View Roads will eventually be reconstructed and will become arterial highways.

### **PROPERTY OWNERSHIPS**

The Junction Neighborhood comprises about 428 acres. Of this total, about 63 percent or 269 acres are located within the City of Madison, and the remaining 37 percent or 159 acres within the Town of Middleton (see Map 1). For school purposes, all of the lands within the City of Madison, except for properties on Shawn Trail, are currently within the Madison Metropolitan School District, while the remaining lands are within the Middleton-Cross Plains School District.

The developed portion of the Junction Neighborhood comprise about 36 acres. The Shawn Trail and Old Sauk Court areas include about 21 acres, while the Mineral Point Road area which includes some commercial uses and the cemetery lands include the remaining 15 acres.

The unplatted lands include the following properties:

	<u>Acres</u>
Haen (Haen Investment and A.J. Haen)	139
University of Wisconsin	132
Anton Theis	51
Lloyd Krueger et al	38
Kayser Motors, Inc. (Kimport)	32
Total	392

All of the lands are currently in agricultural use.

### **TOPOGRAPHY AND SOIL CONDITIONS**

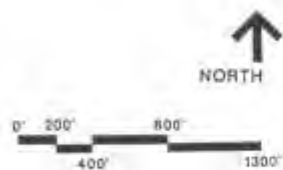
A ridgeline from Pleasant View Road to the West Beltline Highway bisects the Junction Neighborhood into two portions. The north one-third includes the Shawn Trail and Old Sauk Court areas, all of the Krueger and Kimport properties, and the north portions of the Theis and Haen properties. The south two-thirds include the balance of the Theis and Haen properties, all of the University of Wisconsin lands, and the developed lands along Mineral Point Road.

Most of the lands with steep topography are located in the north portion, especially on the Krueger property and parts of the Haen property (see Map 2). There are several kettle holes within the area, and one on the Krueger property is intended to serve as a stormwater detention area.

# JUNCTION NEIGHBORHOOD

EXISTING OWNERSHIPS

--- LIMITS OF CITY OF MADISON

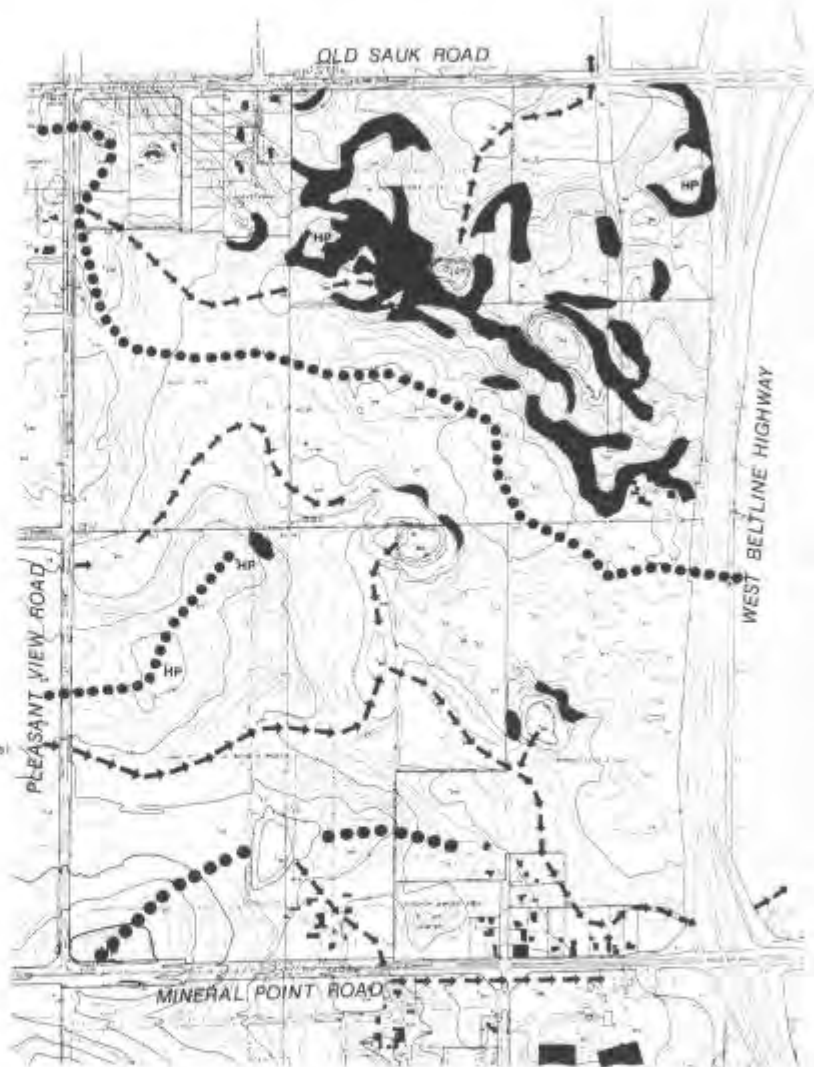


MAP 1

# JUNCTION NEIGHBORHOOD

## NATURAL FEATURES

- KEY:
- Drainage
  - Ridge Line
  - Topography in Excess of 12%  
(Potential Development Constraints)
  - HP High Point
  - Low Area



**MAP 2**



The south portion also has several kettle holes, especially in the lowland areas. A major drainageway, which serves to the west of Pleasant View Road, bisects the south portion and traverses the University of Wisconsin and Haen properties. The higher lands in the Junction Neighborhood are found on the University of Wisconsin property, and the highest elevation is on the corner of Mineral Point Road and Pleasant View Road.

The soils in the Junction Neighborhood consist of deposit of silt loam underlain by sandy loam glacial till. The soils have only slightly to moderate limitations for urban development.

Much of the lands in the north portion consist of the Dodge and Batavia silt loams which are suitable for development. However, some areas contain both the McHenry and Dresden silt loams with severe slopes. Here, development should be designed to recognize the steep topography to minimize excessive street grades and the potential for soil erosion.

The Batavia, Kegonsa and Plano silt loams are also suitable for development and comprise much of the south portion, especially in the lowlands. The highlands on the University of Wisconsin property consist of the Griswold soils, which although gently sloping to moderately steep, are still well drained and suitable for development.

## SITE ANALYSIS

The boundaries of the Junction Neighborhood are characterized by several features (see Map 3). The Old Sauk Trails Park is being developed as an office/research development on the north side of Old Sauk Road. However, there are currently several single-family homes on the north side of Old Sauk Road between Excelsior Drive and Heartland Trail. The Middleton Lutheran Church, which is also located on the north side of Old Sauk Road has been designated as a landmark building. Because of its freeway status, the West Beltline Highway is now a physical barrier, and access to this highway is provided only at the highway interchanges at Old Sauk Road and Mineral Point Road. Highway noise from the West Beltline Highway is significant, and any development along this highway must take into account this factor. In October 1989, the Common Council adopted a resolution in which the City accepted "the responsibility to adhere to land use policies which will not create new noise sensitive areas." Menard's Home Improvement Center, together with other future commercial uses, is currently located on the south side of Mineral Point Road near the West Beltline Highway. Pleasant View Road is currently a rural road with a major overhead electric power line located within the road right-of-way.

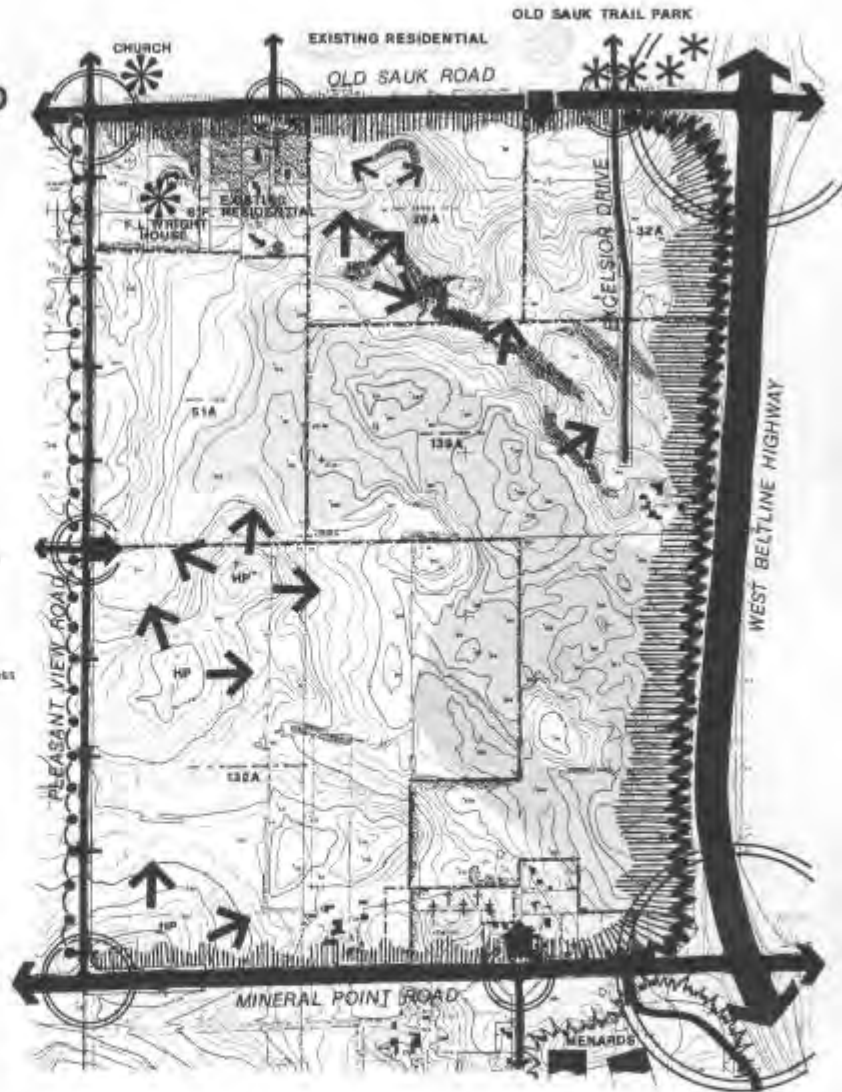
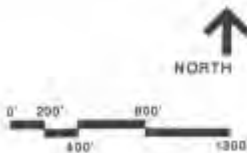
Except for the residential development in the Shawn Trail and Old Sauk Court areas and the cemetery and commercial development along Mineral Point Road, almost all of the lands in the Junction Neighborhood are in agricultural use. The Jacobs II home designed by Frank Lloyd Wright and located on Shawn Trail is also a landmark building. Vegetation is sparse within the neighborhood, except for some woodlots amongst the residences in the Shawn Trail and Old Sauk Court areas and also along some fence rows on the undeveloped lands. The lowlands are primarily on the Haen property and on the east portions of the Theis and University of Wisconsin properties. Some higher lands are found on portions of the Krueger and Haen properties and also on the northwest and southwest portions of the University of Wisconsin property.

# JUNCTION NEIGHBORHOOD

## SITE ANALYSIS

### KEY:

- Physical Barrier
- Noise
- Steep Grade
- Overhead Powerline
- Historic Building
- Existing Major Office Frontage
- Existing Building
- Property Line
- Vehicular Circulation
- Auto Traffic Mode
- Potential Major Vehicular Access
- Significant View
- High Point
- Level Topography
- Vegetation
- Cemetery



**MAP 3**

## EXISTING ZONING AND LAND USE

Except for the residential lots on Shawn Trail which are currently zoned R-1 Residence District, all of the remaining lands within the City of Madison are zoned Agriculture District. The Agriculture District is intended not only to preserve lands for agriculture use, but to also serve as a holding zone until such time when such lands are suitable for urban development. Lands in the Town of Middleton and in the Shawn Trail and Old Sauk Court areas are not zoned R-1 Residence District, while lands along Mineral Point Road and east of the Middleton Cemetery are zoned C-2 Commercial District and B-1 Local Business District. Both the Middleton Cemetery and University of Wisconsin properties are zoned A-1 Agriculture District.

Except for the Shawn Trail and Old Sauk Court area and along Mineral Point Road, all of the Junction Neighborhood is either undeveloped or in agricultural use (see Map 4). The Shawn Trail and Old Sauk Court area currently has 15 single-family dwellings and a potential for 7 additional homes. The developed portions along Mineral Point Road include some commercial uses and 7 single-family dwellings. The commercial uses include two taverns and a liquor store to the east of Junction Road and a used car sales establishment to the west. The Middleton Cemetery property was recently enlarged with the acquisition of adjoining lands from the University of Wisconsin.

# JUNCTION NEIGHBORHOOD

## EXISTING LAND USE AND ZONING





### CITY OF MADISON ZONING DISTRICTS

- A** AGRICULTURE DISTRICT  
**R1** SINGLE-FAMILY RESIDENCE DISTRICT

### DANE COUNTY ZONING DISTRICTS

- A-1** AGRICULTURAL DISTRICT (EXCLUSIVE)  
**R-1** RESIDENCE DISTRICT  
**B-1** LOCAL BUSINESS DISTRICT  
**C-2** COMMERCIAL DISTRICT

### EXISTING LAND USE

-  LOW DENSITY RESIDENTIAL  
 COMMERCIAL  
 INSTITUTIONAL  
 AGRICULTURE/UNDEVELOPED LANDS

--- LIMITS OF CITY OF MADISON



**MAP 4**

## **TRADITIONAL NEIGHBORHOOD DEVELOPMENT (TND) CONCEPTS**

In 1961, Lewis Mumford wrote a stinging indictment of suburbia. He wrote that Post World War II suburbia "...caricatured both the historic city and the archetypal suburban refuge: a multitude of uniform, unidentifiable houses, lined up inflexibly, at uniform distances, on uniform roads, in a treeless communal waste". For some, nothing has changed in suburbia except for the emergence of the new shopping malls and the power centers, and more recently, the new industries, the office parks and other workplaces. All of the essential elements that make up the city are now found in the suburbs, and people not only live there, but also shop and work there as well. Although these city elements, whether cultural, commercial or industrial, are replicated in the suburbs, many are segregated and separated, and thus, the automobile is heavily relied upon to travel from home to work or to shop or for entertainment. To correct suburban ills and the traffic plagued mess of the suburbs, neo-traditionalists have now offered new developments which emulate the traditional American small town.

Recently, the Traditional Neighborhood Development (TND) has been used as an alternative model for suburban development in some communities. Some have related the TND as a growth management tool because if the suburbs were built as concentrated towns instead of as urban sprawl, there would be less traffic congestion and smaller losses of lands.

Traditional neighborhoods pursue the following social objectives:

- By bringing most of the activities of daily living, including dwelling, shopping and working within walking distance, the elderly and the young gain independence of movement.
- By reducing the number and length of automobile trips, traffic congestion is minimized and necessary road construction is limited.
- By providing appropriate building densities, public transit becomes a viable alternative to the automobile.
- By providing defined public spaces such as streets and squares, citizens come to know each other and to watch over their collective security.
- By providing a full range of housing types and workplaces, age and economic class are integrated and the bonds of an authentic community are formed.
- By integrating the various functions of daily life within units (neighborhoods) of appropriate scale, meaningful involvement in local decision-making is facilitated.
- By further providing suitable civic buildings to house and celebrate those activities, democratic initiatives are encouraged and the balanced evolution of society is secured.

Traditional neighborhoods also share the following conventions:

- The neighborhood is physically understood and limited in size.
- Residences, shops, workplaces, and civic buildings are located in the neighborhood, all in close proximity.
- A hierarchy of streets serve equitably the needs of the pedestrian and the automobile.
- Physically defined squares and parks provide places for informal social activity and recreation.

- Private buildings form a disciplined edge, delineating the public street space and the block interior with its private yards and gardens.
- Civic buildings and squares reinforce the identity of the neighborhood, becoming symbols of community identity through their architectural clarity, and providing places of purposeful assembly for social, cultural and religious activities.

Traditional neighborhoods have been developed in the United States since colonial times and until the 1940s (before the intensive use of the automobile and the advent of the interstate highway system). A typical New England town, with its grid pattern alleys and main streets and its tree lined sidewalks and public squares, typifies a TND.

In traditional neighborhoods, the streets are intended to accommodate internal circulation within the neighborhood rather than providing access to few individual lots. Thus, the street system is designed on a traditional grid pattern which promotes and provides circulation among all uses within the neighborhood, as opposed to the curvilinear or loop streets and cul-de-sacs in suburban developments. Also, the streets are intended to be in scale with the abutting buildings and should not become barriers to pedestrian movement. In some commercial districts, on-street parking is encouraged rather than discouraged, and the commercial buildings are located close to the street lot line. On-street parking also serves as a buffer between pedestrians and vehicular traffic. To increase on-street parking, curb cuts and driveways are discouraged and limited, and instead alleys are provided. To avoid the monotony of continuous streets, some streets are visually terminated with a civic building or structure.

## **JUNCTION NEIGHBORHOOD DEVELOPMENT PLAN**

The initial development proposal for the Junction Neighborhood was similar to those proposed for many developing portions along the City's periphery. The predominant land use was residential, with a mixture of housing types and housing densities. A neighborhood shopping center was proposed along Mineral Point Road near the West Beltline Highway and also a potential convenience center on a site approximating three acres in size on the corner of Old Sauk Road and Excelsior Drive. No large employment areas were suggested under this proposal.

The proposed Junction Neighborhood Development Plan differs from the initial proposal primarily because of the Plan Commission's desire to implement some TND concepts. The Plan proposes more commercial areas, including some office uses as employment areas, a community shopping center instead of a neighborhood center, and some mixed uses which could include residences together with retail or office uses. More commercial areas were offered as an incentive to the owners to develop their lands based upon the TND concept. Also, instead of residences, offices and retail uses are proposed along the West Beltline Highway to avoid creating new "noise sensitive" areas which may necessitate construction of noise barriers or other solutions to mitigate highway traffic noise. The Plan also proposes a highway system which is substantially a grid pattern in comparison to a curvilinear system, together with cul-de-sacs, common in most new subdivisions. Besides implementing some of the TND concepts, the Plan also incorporates some of the desired objectives and policies for the development of this neighborhood.

### **OBJECTIVES AND POLICIES FOR THE JUNCTION NEIGHBORHOOD**

The Plan Commission reviewed and then adopted several objectives and policies to be considered in the development of the Junction Neighborhood Plan. The following includes the adopted objectives and policies, most of which are already included in the City's Objectives and Policies while others are usually considered in the development of a TND.

#### **Land Use Objectives and Policies**

##### **Objectives**

1. Physically arrange land use activities in compact, efficient and functional districts to permit energy-efficient, convenient movement between residential, shopping, employment and recreation areas.
2. Bring most of the needs of daily living within walking distance.
3. Create patterns of land use that will encourage the use of a mass transportation system.
4. Maintain economically viable neighborhood commercial districts as a source of local employment, a focus of neighborhood activity, and a centralized convenience shopping and service center for residents of the surrounding area.

5. Encourage the location of suitable civic buildings and spaces within the Junction Neighborhood.
6. Encourage design of new developments to maximize solar access.
7. Protect the viability of existing regional and community commercial districts on the west side by limiting the amount of additional opportunities west of the West Beltline Highway.
8. Provide a definite western edge to the expanding West Towne regional and highway commercial district.
9. Provide for a limited amount of non-residential development at the intersection of Mineral Point Road and the West Beltline Highway and at the intersection of Old Sauk Road and the West Beltline Highway.
10. Within the Junction Neighborhood, all buildings and spaces should be developed to create and support a sense of community.

#### Policies

1. Plan commercial areas so that they are relatively compact and are properly located to serve the appropriate neighborhood, community, or regional market. Discourage commercial “strip” development and work to reduce the negative impacts of existing “strips”.
2. Design neighborhoods to minimize the need for the automobile for access to shopping, school and recreational facilities.
3. Locate dwellings, shops and workplaces, all limited in size, in close proximity to each other.
4. Provide well placed civic buildings as places of purposeful assembly for social, cultural and religious activities.

#### Housing Objectives and Policies

##### Objectives

1. Provide a full range of housing types.
2. Create and maintain adequate opportunities for family living (including children of all ages) in most residential neighborhoods.
3. Maintain within the City a choice of housing types and locations for persons of all income levels and ages.

##### Policies

1. Ensure that all community policies guaranteeing equal housing opportunities are full implemented.
2. Locate multiple-unit housing on the basis of the site’s potential for providing a safe, attractive and convenient living environment for apartment dwellers, including good access to public transportation.



3. Locate assisted housing in suitable locations throughout the City rather than concentrating it in only a few places.

### 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 City and which minimizes conflicts among different forms of transportation, such as pedestrians, bicycles, automobiles, transit and service vehicles.
2. Coordinate the transportation system with land use and integrate it with the functional, social, and visual patterns of the City.
3. Minimize the need to use private automobiles and maximize the availability and encourage the use of public transportation and alternative forms of private transportation, such as walking, taxis, and bicycles, particularly for commuter travel.
4. Reduce the number and length of automobile trips to minimize traffic congestion. Discourage through automobile traffic from traveling through the interior of residential neighborhoods.
5. Ensure that through automobile traffic traveling adjacent to residential neighborhoods uses designated arterial streets rather than local or collector streets.

#### Policies

1. Ensure that the design of residential neighborhoods, especially in newly-developing areas, allows for convenient circulation by pedestrian and mass transit vehicles.
2. Ensure that the design of residential neighborhoods, especially in new developing areas, provides adequate arterial corridors for future traffic requirements.
3. 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 segments of the City's population.
2. Take advantage of the City's natural and cultural resources, recognizing that such assets are for the most part finite and irreplaceable.

#### Policies

1. Scale the type of work, recreation and open space facilities to the needs of the population (both present and future) in the service area.

2. Place more emphasis than presently exists on developing passive recreation areas in parks where appropriate.
3. 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.
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. Maximize the use of a greenway system to provide open space and recreation areas as well as to allow for infiltration and to carry storm water.
6. Provide well defined squares and parks and other civic places as places for informal social, civic, pedestrian activity and recreation.

## TND CONCEPT FOR JUNCTION NEIGHBORHOOD

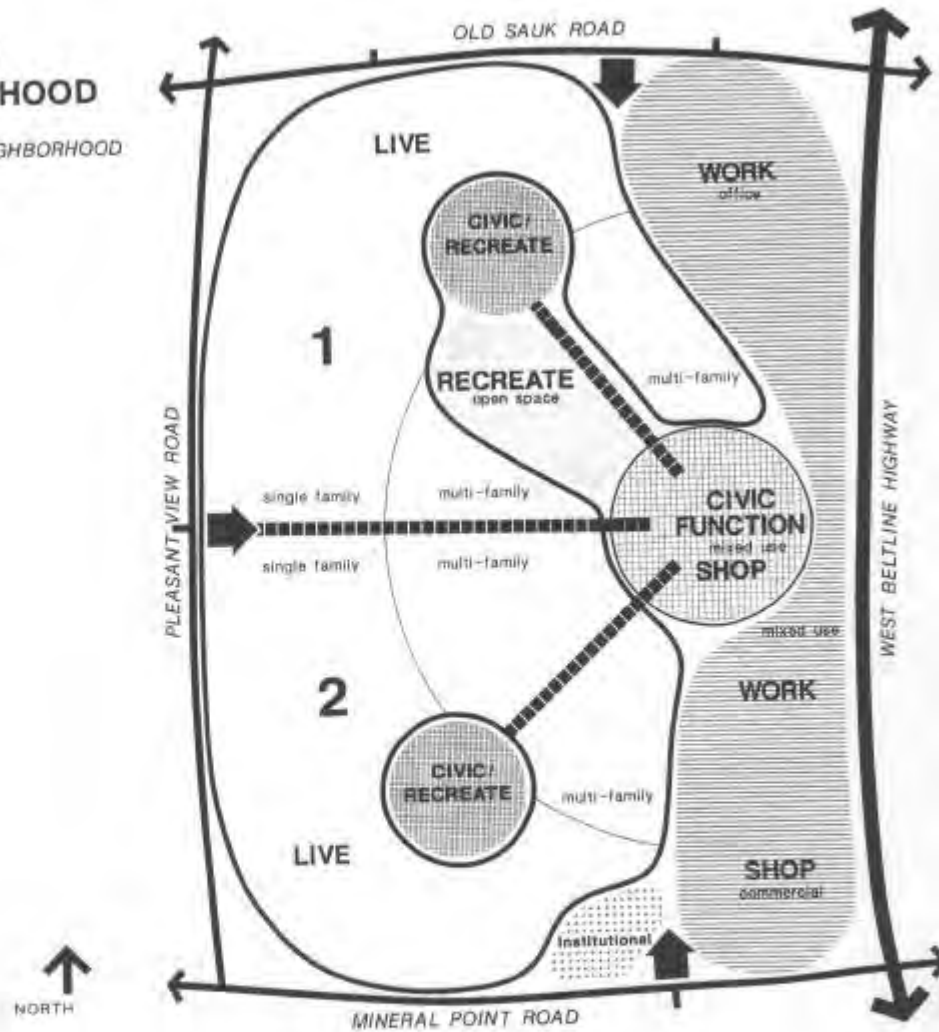
The Junction Neighborhood Plan incorporates some of the TND concepts. Earlier proposals also utilizing some TND concepts were critiqued by Andres Duany during his visit to Madison. Duany and his wife and partner, Elizabeth Plater-Zyberk are advocates of the TND and neo-traditional town planning.

The Junction Neighborhood Plan designates certain areas for living, shopping and working, all in relatively close proximity to each other (see Map 5). It also provides areas for civic functions and for recreation. The employment and shopping areas are located adjacent to the West Beltline Highway which is not as conducive to residential living. The civic areas are centrally located within the neighborhood or amongst residences. A civic area, consisting of a community center and a convenience center, is located adjacent to the employment and shopping areas and midpoint between Old Sauk Road and Mineral Point Road. This civic area, especially the community center building, is important in the TND concept for it will serve as a gathering place for social, cultural and recreational activities and will become a symbol of community identity. The two other civic areas located amongst residences can be either a church or a public or quasi-public building. Higher density residential areas are located adjacent to the employment and shopping areas to afford more people to walk to work or to shop. Mixed-use areas are also provided to insure more residences to be located in close proximity to the employment and shopping areas.

Some TND options suggest a minimum of 40 acres and a maximum of 200 acres for the development of a neighborhood. Although the Junction Neighborhood comprises about 428 acres, it may be viewed as two residential neighborhoods separated by the future extension of Elderberry Road. The north portion includes lands which could be developed in the near term, while in the south portion, only the Haen property would be developed in the near term and the University of Wisconsin farmlands will continue as an agricultural research facility.

# JUNCTION NEIGHBORHOOD

FUNCTIONAL NEIGHBORHOOD  
RELATIONSHIPS



MAP 5

## RECOMMENDED LAND USES

To insure that there are sufficient lands for the different uses within a neighborhood, the following land use allocations are suggested in a TND:

1. Single-family dwellings – a maximum of 30 percent of the gross area of the neighborhood.
2. Multiple-family dwellings – a maximum of 15 percent and a maximum of 30 percent of the gross area of the neighborhood.
3. Retail Commercial – a minimum of 2 percent and a maximum of 30 percent of the gross area of the neighborhood.
4. Employment – a minimum of 5 percent and a maximum of 15 percent of the gross area of the neighborhood.
5. Civic Use – a minimum of 2 percent of the gross area of the neighborhood.
6. Park and Open Space – a minimum of 5 percent of the gross area of the neighborhood.

Table 1 includes the allocation of the different types of land uses in the Junction Neighborhood and the land use allocations generally conform to those suggested in a TND. Of the total 428 acres within the neighborhood, residential uses comprise about 52 percent, commercial uses 20 percent, and streets, park and open space, and institutional uses the remaining 28 percent.









TABLE 1  
Land Uses in Junction Neighborhood

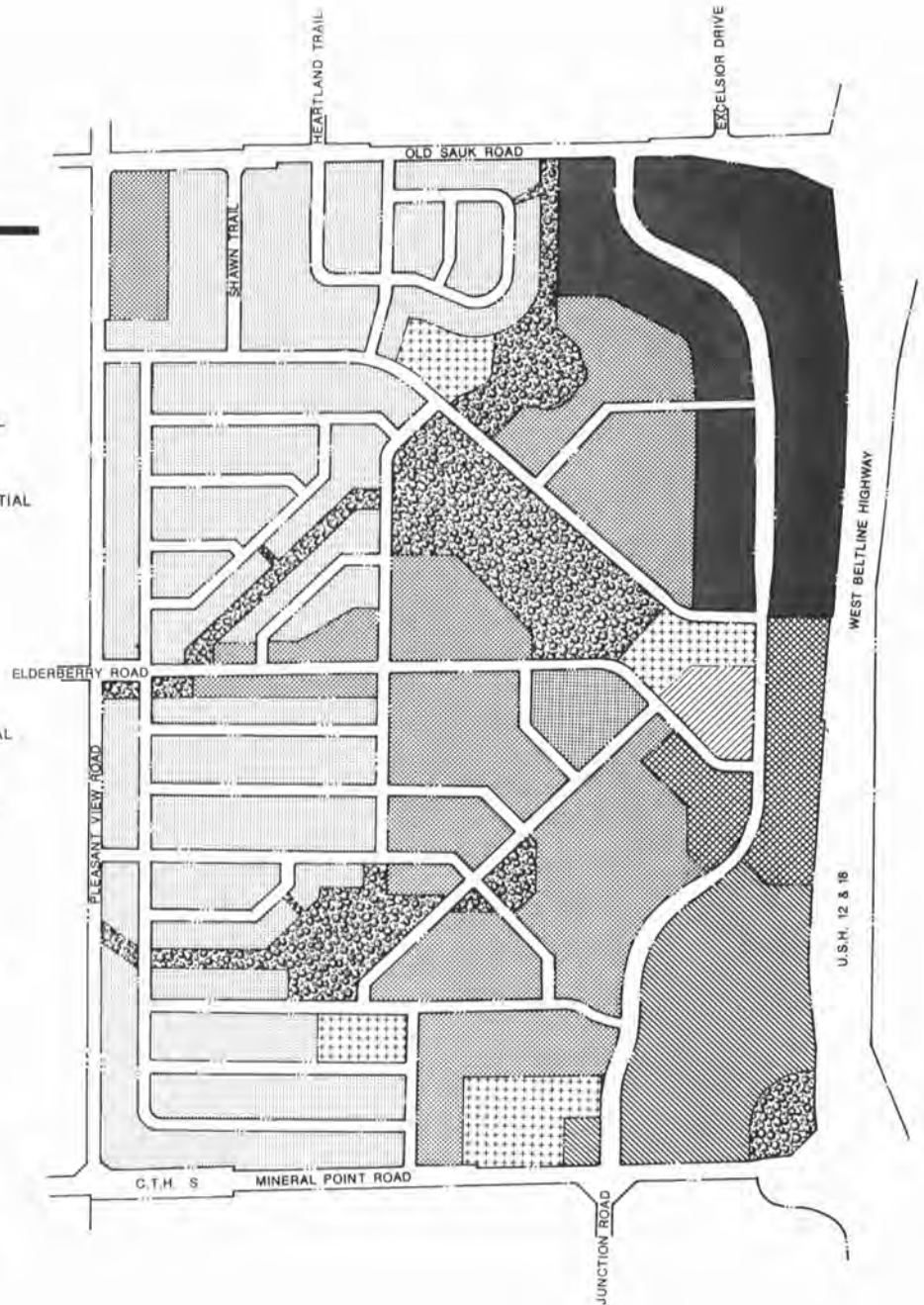
<u>Type of Land Use</u>	<u>Number</u>	<u>Acres % of Total</u>
Residential	224	52.3
Low Density	125	29.2
Medium Density	99	23.1
Commercial	83	19.4
Office	38	8.9
Mixed-Use	14	3.3
Convenience Commercial	4	.9
Community Commercial	27	6.3
Institutional	18	4.2
Park and Open Space	43	10.1
Streets	60	14.0
Total	428	100.0

The location and distribution of the different types of land uses also conform to the TND concept. The office, retail and multiple-family areas are located in close proximity to each other and are generally within walking distance (see Map 6).

# JUNCTION NEIGHBORHOOD

## PROPOSED LAND USE

-  LOW DENSITY RESIDENTIAL
-  MEDIUM DENSITY RESIDENTIAL
-  OFFICE
-  MIXED USE
-  CONVENIENCE COMMERCIAL
-  COMMUNITY COMMERCIAL
-  INSTITUTIONAL
-  PARK AND OPEN SPACE



## Residential Uses

About 24 acres are proposed for residential use. Of this total, 125 acres or about 56 percent are proposed for low density residential, and the remaining 99 acres or 44 percent for medium density residential. Low density residential use (primarily single-family homes) would approximate about 4 dwelling units per acre, while medium density residential would approximate about 16 units per acre. Low density residential areas should generate a total of about 500 homes, while the medium density residential areas about 1,500 units. Based on a total of 2,000 dwelling units, the population for the neighborhood would be about 4,500.

The low density residential areas are designated primarily on the west portion of the Junction Neighborhood between Old Sauk Road and Mineral Point Road, while the medium density residential areas are located in the central portion and surrounds the commercial areas. The low density residential areas are located primarily on the Krueger, Theis, and the west portion of the University of Wisconsin properties. The medium density residential areas are found mostly on the Haen and the east portion of the University property.

The residential areas are intended to provide a variety of housing types. Also, affordable housing for persons of all income levels and ages is intended to be located throughout much of the neighborhood.

## Commercial Uses

Four types of commercial uses are identified, namely office, mixed-use, convenience commercial, and community commercial. The commercial uses are designated on the east portion of the neighborhood and along the West Beltline Highway.

Offices are located on both sides of the future extension of Junction Road and primarily within the Kimport and Haen properties. The office areas would comprise about 38 acres and will be an extension of the office development presently occurring to the north in the Old Sauk Trails Park.

Mixed uses are proposed on both sides of the future extension of Junction Road. The mixed uses could include offices, retail and service, and also residential uses on the west side of Junction Road. No residential uses are contemplated on the east side of Junction Road and adjacent to the West Beltline Highway. The mixed-use areas would comprise about 14 acres.

A 4 acre convenience commercial site is proposed on the corner of the future extensions of Elderberry Road and Junction Road. Here, a small convenience center is contemplated to serve neighborhood residents.

A 27 acre community commercial site is shown on the corner of Mineral Point Road and the West Beltline Highway. A community shopping center with about 270,000 square feet of gross floor area is envisioned on this site.

## Institutional Uses

Institutional uses include the existing Middleton Cemetery on Mineral Point Road and three sites for civic buildings. A community center to serve residents of this center is proposed between the convenience center site and an area park. The two remaining civic sites, which are located at the terminus of streets, could include either public or semi-public buildings, such as churches.

## Park and Open Space

The park and open space areas include an area park, a neighborhood park, greenways, and stormwater detention areas. A 19 acre park to serve the neighborhood residents is proposed on mostly level grounds on the Haen property. The area park is intended to serve all ages. A smaller neighborhood park to primarily serve younger children is proposed on the University of Wisconsin property. Greenways for channeling stormwater runoff are located along existing drainageways. Stormwater detention areas are designated in several locations and also along drainageways.

## RECOMMENDED TRANSPORTATION FACILITIES

To provide for both external and internal circulation within the neighborhood, arterial highways and collector streets are designated on the neighborhood development plan. Potential transit routes are also designated to serve residents of the neighborhood (see Map 7).

### Arterial Highways and Collector Streets

Except for the West Beltline Highway which is currently a freeway, all three remaining streets which surround the Junction Neighborhood are proposed on the Transportation Plan as arterial highways. Mineral Point and Junction Roads are proposed to have at least four traffic lanes and a median strip. Old Sauk Road is also proposed to have four traffic lanes and probably without a median strip because of a smaller right-of-way width.

Two collector streets are proposed within the Junction Neighborhood. The Junction Road extension will serve as a north-south collector linking Mineral Point Road and Old Sauk Road and also serving the office and mixed-use areas and the proposed shopping center. The Elderberry Road extension will be an east-west collector providing circulation from within the neighborhood to Pleasant View Road.

### Transit Service

A transit corridor for the Madison Metro buses is proposed on streets serving primarily the commercial and multiple-family areas. However, transit service will be available to almost all residents within the neighborhood because the transit corridor is no more than 1,300 feet (the maximum walking distance) from most residences.

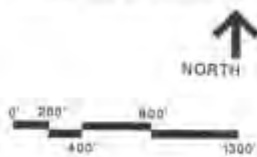
# JUNCTION NEIGHBORHOOD

## TRANSPORTATION FACILITIES

-  FREEWAY
-  ARTERIAL HIGHWAY
-  COLLECTOR STREET
-  TRANSIT CORRIDOR

## PROPOSED LAND USE

-  LOW DENSITY RESIDENTIAL
-  MEDIUM DENSITY RESIDENTIAL
-  OFFICE
-  MIXED USE
-  CONVERGENCE COMMERCIAL
-  COMMUNITY COMMERCIAL
-  INSTITUTIONAL
-  PARK AND OPEN SPACE



MAP 7



## RECOMMENDED CONCEPTUAL DEVELOPMENT PLAN

The recommended Land Use Plan for the Junction Neighborhood incorporates some of the TND concepts, especially in terms of the allocation, distribution and location of the different land uses. However, more of the TND concepts can also be implemented through a conceptual development plan together with design standards for both buildings and site development. The following is a discussion of the conceptual development plan for the Junction Neighborhood, including the design standards for each of the designated land uses for the area (see Map 8).

### Single-Family Dwellings

To maintain the TND concept, the streets in the single-family areas are generally shown in a grid pattern. Also, to provide for solar access, the streets are usually oriented in an east-west direction.

Single-family dwellings can be either detached or attached. However, in the case of attached dwellings, no more than two single-family dwellings can be attached together. The advantages of attached single-family dwellings would be increased densities because of smaller lots and shared common facilities such as joint driveways.

The bulk regulations of the R1 or R2 Residence Districts could apply to the single-family dwellings, except in the case of the attached dwellings where the total required side yards would apply to one side. Buildings would be limited to a maximum of 2 ½ stories and the maximum building coverage would be 50 percent. Also, building colors should be harmonious and consistent within an area.

### Multiple-Family Dwellings

All types of multiple-family dwellings are encouraged, including garden apartments and townhouses or rowhouses. The bulk regulations of the R5 Residence District could apply, except in the case of rowhouses or townhouses, where no side yards are required except at the ends of buildings. Buildings would be restricted to no more than 3 stories and the maximum building coverage would be 50 percent. An example of a rowhouse project is shown on the Conceptual Development Plan on Elderberry Road. Here, private alleys are shown together with a private parking lot.

The following include the design standards for all multiple-family dwellings:

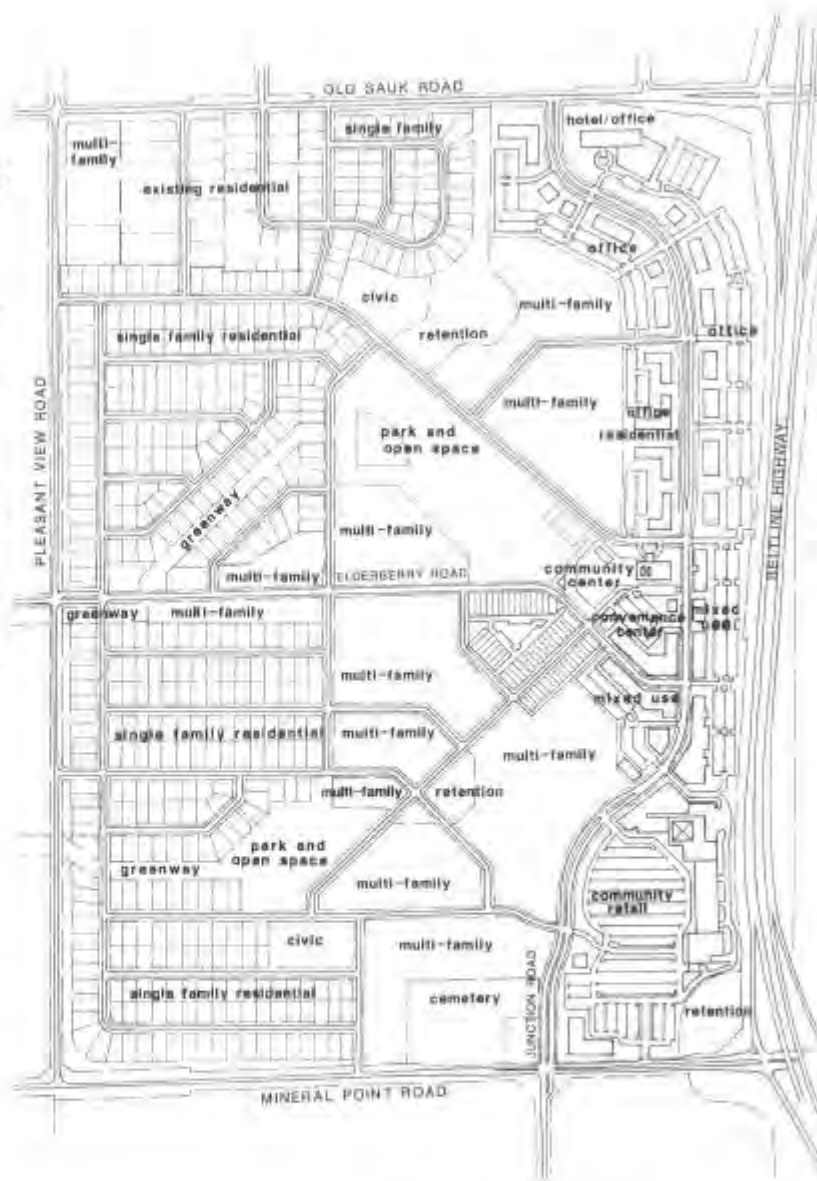
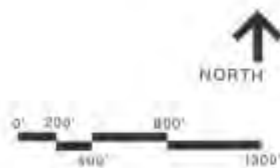
1. Building lengths parallel to the street lot line should not exceed twice the building height, except in the case of rowhouses or where architectural building setbacks are provided.
2. All buildings should be sited parallel or perpendicular to streets.

# JUNCTION NEIGHBORHOOD

## CONCEPTUAL DEVELOPMENT PLAN

<b>RESIDENTIAL</b>	92%	224 A
SINGLE FAMILY	29%-125 A	
MULTI-FAMILY	23%-99 A	
<b>COMMERCIAL</b>	20%	83 A
OFFICE	9%-35 A	
MIXED USE	8%-14 A	
CONVENIENCE CT.	01%-6 A	
COMMUNITY RETAIL	07%-22 A	
<b>INSTITUTIONAL</b>	04%	16 A
CEMETERY	07%-7 A	
CIVIC	03%-11 A	
<b>PARKS &amp; OPEN SPACE</b>	10%	43 A
<b>STREET AND R.O.W.</b>	14%	60 A
<b>TOTAL</b>	<b>100%</b>	<b>528 A</b>

SINGLE FAMILY ~ 508 DWELLING UNITS  
 MULTI-FAMILY ~ 1508 DWELLING UNITS  
 TOTAL 2016 DWELLING UNITS



**MAP 8**

3. Architectural design, including style and motif, should be consistent and compatible with adjacent developments. Colors, material, texture, roofline, and window openings of buildings should complement or be compatible with adjacent buildings.
4. Landscape design should be consistent and compatible with adjacent developments.

### Offices

Offices are proposed south of Old Sauk Road and along Junction Road which is proposed as a boulevard street. Access to this boulevard street should be restricted to only certain designated locations. Mixed office-residence developments are encouraged only on the west side of Junction Road and away from the West Beltline Highway because of highway noise. However, residential uses would be allowed only above the ground floor. Should there be a demand for a hotel site within this neighborhood, a recommended location would be on the corner of Junction Road and Old Sauk Road adjacent to the West Beltline Highway.

To encourage more intensive use of the land, the office buildings should be at least 2 stories. However, the buildings are restricted to no more than 4 stories. The yard requirements of the O-2 Business and Professional Office District could apply to the office buildings, and the maximum building coverage would be 60 percent. In the case of a hotel, there would be no height limitation, and instead a floor area ratio of 1.0 should apply.

The design standards for the multiple-family dwellings would also apply to the offices. In addition, the office buildings should have a uniform setback along Junction Road. Also, all parking lots should be located to the rear of the office buildings.

### Mixed-Use and Convenience Center

The mixed-use and convenience center areas would adjoin Junction Road which is no longer a boulevard street. Here, the street is “pedestrian friendly” and would not pose as a barrier to pedestrian movement across the street. Also, some on-street parking is encouraged. Although allowed together with offices and other commercial uses, residences are restricted to only the west side of Junction Road and also only above the ground floors of the building.

Buildings should be at least 2 stories and no more than 4 stories in height, and the maximum building coverage should be 60 percent. To provide for pedestrian accessibility, at least 70 percent of the building façade should be built along the street lot line. Also, at least 50 percent of the building façade along the ground floor should be transparent. Awnings, arcades or architectural canopies or coverings are encouraged for pedestrian convenience. Architectural design, including style and motif, should be consistent and compatible with adjacent developments. Also, the color, material, texture, roofline and window opening of buildings should complement or be compatible with adjacent buildings. Landscape design should be consistent and compatible with adjacent developments. All parking lots should be located to the rear of buildings.

## Community Retail

A community shopping center is proposed on the north side of Mineral Point Road and along the boulevard portion of Junction Road. Access to this boulevard street should also be restricted to specific locations.

Buildings should be restricted to no more than three stories and the maximum building coverage should be 60 percent. To complement the buildings in the convenience center and mixed-use areas, the building façade along the north property line should be located on the street lot line, and the color, material, texture, roofline and window opening of the buildings should be compatible with the adjacent buildings. The architectural design of all buildings and structures, including signage and amenities, and also all landscaping must be consistent within this integrated shopping center.

## Civic Buildings

Three civic sites are identified and are shown at the terminus of streets. These civic buildings are intended to be places for purposeful assembly for social, cultural and religious activities and also as symbols of community identity through their architectural clarity. Thus, the buildings should be architecturally attractive and should possess some landmark qualities and architectural merit.

A community center is proposed midway between Old Sauk Road and Mineral Point Road and adjacent to the 19-acre area park. This center, which is almost centrally located, is intended to serve all of the neighborhood residents. It is intended as a gathering place for social, recreational and other neighborhood activities and could also serve as a center for public service activities. The community center should be constructed before most of the development within the neighborhood is completed, and the developers should contribute toward the costs of the construction of such center.

Although no bulk regulations are suggested, the civic buildings should be so designed as to be harmonious with adjacent buildings. However, the maximum building coverage for the buildings should not exceed 50 percent.

## Public Streets

The public streets within this neighborhood will be either a local street or a collector street. The local street, which is common to all new subdivisions, will have a right-of-way width of 60-feet and a 32-foot wide pavement providing for two traffic lanes and a parking lane. The two collector streets will be Junction Road and Elderberry Road. Junction Road will be partially a boulevard street, thus its right-of-way width will vary from 80-feet to 100-feet. The boulevard portion will have a 27-foot pavement on either side of the median. This pavement width will provide for two traffic lanes and a bikeway. Elderberry Road will have a right-of-way width of 80-feet and a pavement width between 44-feet and 54-feet. Ideally, streets should be narrow to

become “pedestrian friendly”, especially in those situations where traffic volumes would not warrant wider pavements and more traffic lanes.

The creative use of street trees and street lighting would aid in identifying different areas within the neighborhood and also instilling a feeling of identity. The larger specimen trees with similar shapes should be planted on Elderberry Road and along the boulevard portions of Junction Road to create a formal appearance to the major approaches into this neighborhood. However, smaller specimen trees with identical shapes should be planted in the convenience center and mixed-use areas. Different types of specimen trees could be planted in the residential areas. The City currently has several types of street lighting standards. One type of standard could be used for the residential areas, another type for the convenience center and mixed-use areas, and the third type for the remaining portions of Elderberry Road and Junction Road.

## **IMPLEMENTATION OF JUNCTION NEIGHBORHOOD DEVELOPMENT PLAN**

The development of the Junction Neighborhood could be phased over the near term, except for the 132 acres University of Wisconsin lands which will continue to be used for agricultural research purposes. Primarily because of the logical future extensions of sanitary sewer service from Old Sauk Road and Excelsior Drive, development in the north portion can initially begin with the Kimport and Krueger properties and ultimately the Theis property. Simultaneously, development can also occur in the south portion with the extension of sanitary sewer mains on Mineral Point Road into the south parts of the Haen property. Although development will initially occur along proposed Junction Road and will include primarily offices and retail uses, it is essential that some residential uses also be developed at the same time within the neighborhood, and the residences should include a variety of housing types. The development of residences together with offices and retail uses will insure the initial implementation of the TND concept, especially regarding a place to live, work and shop.

To implement the Junction Neighborhood Development Plan, the City's Land Use Plan must initially be amended to reflect the land use recommendations, and all lands within the neighborhood must be included in the Central Urban Service Area. Most of the recommendations made in the Development Plan can be implemented with the City's current implementation tools, such as zoning, land subdivision regulations and official mapping. However, some recommendations will require the use of other types of implementation devices, such as development agreements. 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. In formulating the Development Plan, it is intended that all of the lands within the Junction Neighborhood would ultimately be within the City Of Madison and provided with the full range of urban services.

### **LAND USE PLAN AMENDMENTS**

Currently, the City's adopted Land Use Plan does not include lands within the Junction Neighborhood. However, this Development Plan provides recommendations for the different types of land uses within the Junction Neighborhood and also proposes specific design standards for the development of the different uses.

**It is recommended that the Junction 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 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**

Lands within the Junction Neighborhood are currently outside of the Central Urban Service Area, except for few residences on Shawn Trail which are now within the City Of Madison and provided with the full range of City services. All of the lands within the neighborhood can be

served with public sanitary sewer and water through extensions of existing sewer and water mains on Mineral Point Road and on Shawn Trail and Excelsior Drive. Other City services, such as police and fire protection, can also be extended to serve this neighborhood.

Except for the University of Wisconsin property, all of the remaining undeveloped lands can be staged for development now and over the next few years. The University lands will continue to be used as an agricultural research facility indefinitely.

**Following the adoption of the Junction Neighborhood Development Plan as a 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 Junction Neighborhood be prepared and submitted to the Dane County Regional Planning Commission for its consideration.**

## ZONING

Lots in the Shawn Trail and Sauk Court areas are now appropriately zoned to permit single-family dwellings. The remaining undeveloped lands are zoned Agriculture District whether within or outside of the City Of Madison.

Although some lands may be appropriately zoned with a Residence, Office or Commercial zoning district classification, most of the lands will, however, need to be zoned with a Planned Community Development (PCD) District classification because of the need to impose more restrictive design standards and controls as recommended in the Conceptual Development Plan.

**It is recommended that any undeveloped lands currently zoned Agriculture be rezoned only in conformity with the Junction Neighborhood Development Plan, and such lands be rezoned only at such time when there is a specific development proposal.**

## RESTRICTIVE COVENANTS

The Conceptual Development Plan provides for more restrictive controls on the development of certain uses. The restrictions pertain to the location and bulk of buildings, and to site development, including location of parking lots and access driveways.

**In addition to zoning, it is recommended that the City also rely more on restrictive covenants in regulating certain developments where more control is sought over the location and types of uses, the placement, bulk and design of buildings, and the development of sites, including landscaping and the location of access driveways and off-street parking and loading areas.**

## DEVELOPMENT AGREEMENTS

The Conceptual Development Plan incorporates some TND concepts which will result in higher costs to the City based on the present cost-sharing formula. For example, the 19-acre park is

shown with more street frontage when compared to other similar parks because of the intent to have more residences facing and overlooking the park rather than the park becoming the backyards of residences. Based on the present cost-sharing formula, the City would pay its share of the street improvement costs for the entire street frontage. Also, Junction Road is proposed partially as a boulevard street to serve as a formal and beautifying entrance into the neighborhood. Although a collector street, Junction Road would normally be constructed without a median. Based on the present cost-sharing formula, the City would pay for all of the costs for the boulevard strip.

The City's Impact Fee Task Force is currently reviewing public improvement costs for new developments and will determine how much of the public improvement costs will be borne by the developers through impact fees. In preparing the Conceptual Development Plan, it was intended that the developers would contribute more towards the costs of public improvements, especially in the case of additional street improvement costs.

**It is recommended that the City meet with the developers to further discuss cost-sharing on public improvements. Any agreement on cost-sharing can be incorporated into a development agreement between the City and the developer.**

#### OFFICIAL MAPPING

The City's Official Maps presently identifies two collector streets within the Junction Neighborhood. However, the proposed alignments for the two streets differ from those shown in the Conceptual Development Plan.

**It is recommended that the Engineering Division revise the City's Official Maps to indicate the proposed alignments of Junction Road and Elderberry Road as shown in the Conceptual Development Plan.**

#### LAND SUBDIVISION REGULATIONS

The Junction Neighborhood Development Plan, especially in terms of streets, parks, greenways and detention areas, can be implemented with the City's subdivision regulations. Both the area park on the Haen property and the neighborhood park on the University property can be acquired through land dedication by the owners and through payment of subdivision park fees. Also, the greenway and detention areas can be acquired through dedication. In developing the new subdivisions, solar access can be provided with the east-west orientation of streets, especially in some portions of the single-family areas.

**It is recommended that any future subdivisions conform to the Junction Neighborhood Development Plan, especially regarding the location of collector streets, and parks, greenways and stormwater detention areas. It is further recommended that any local streets in such subdivisions must reflect the objectives illustrated in the Conceptual Development Plan, including circulation, access to parks and civic sites, stormwater drainage, and solar access.**



## ANNEXATION POLICY

The City of Madison currently includes few lots on Shawn Trail and all of the large undeveloped properties except for the University of Wisconsin lands. The orderly development of lands within the Junction Neighborhood will require the provision of public utilities and public services. It is intended that the City of Madison would provide the full range of urban services to this neighborhood.

**It is recommended that lands currently outside of the City of Madison be developed only following their annexation to the City of Madison. It is also recommended that no subdivisions be approved unless there is assurance that such lands will be annexed to the City of Madison at the time of such approval.**

Sent to Accounting \_\_\_\_\_  
Sent to Mayor's Office \_\_\_\_\_  
Sent to City Clerk \_\_\_\_\_  
Copy Mailed \_\_\_\_\_  
to Aldermen \_\_\_\_\_

AGENDA ITEM \_\_\_\_\_

City of Madison, Wisconsin

A RESOLUTION \_\_\_\_\_

Amending the City of Madison Land Use Plan to incorporate certain land use recommendations for lands to the west of the West Beltline Highway between Old Sauk Road and the Holy Name Seminary property, and adopting the Junction Neighborhood Development Plan as a part of the Master Plan for the City of Madison, and also endorsing the City's request to include within the Central Urban Service Area all lands in the Junction Neighborhood and the Menard Inc. property currently outside of the Central Urban Service Area.

Presented July 24, 1990  
Referred Plan Commission

Rereferred *Plan Comm. (9-4)*

Reported Back SEP 4 1990

SEP 13 1990

Adopted ☒ POF  
Rules Susp. \_\_\_\_\_ Tabled \_\_\_\_\_

Public Hearing \_\_\_\_\_

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

Comptroller's Office

Drafted by: Tom Akagi, Planning & Development  
Planning Unit

Date: July 20, 1990

Fiscal Note: No Expenditure Necessary.

RESOLUTION NO. *47,127*  
I.D. NUMBER *7625*

SPONSOR: Ald. Trachtenberg.

WHEREAS, the draft 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 draft Peripheral Area Development Plan designates certain lands as Urban Expansion Districts or the recommended locations for future expansion and long-term growth for the City of Madison; and

WHEREAS, Planning Area W2, which is located to the west of the West Beltline Highway and which comprises lands in the Pheasant Branch Creek watershed, is designated as an Urban Expansion-A District or the first priority area for future urban development and City growth in the near to mid-term and for which urban services can be most easily and efficiently provided by the City of Madison; and

WHEREAS, land use studies have been conducted in portions of Planning Area W2, more specifically for lands to the west of the West Beltline Highway and between Old Sauk Road and the Holy Name Seminary property; and

WHEREAS, detailed neighborhood development plans have also been prepared for two areas, the Junction Neighborhood bounded by Old Sauk Road to the north, the West Beltline Highway to the east, Mineral Point Road to the south, and Pleasant View Road to the west, and also the Menard Inc. and Catholic Diocese properties bounded by Mineral Point Road to the north, the West Beltline Highway and High Point Road to the east, the Holy Name Seminary to the south, and Junction Road to the west; and

WHEREAS, most of the lands within the Junction Neighborhood consists of undeveloped or agricultural land within the corporate limits of the City of Madison; and

WHEREAS, all of the lands in the Junction Neighborhood are outside of the Central Urban Service Area, except for some parcels along Mineral Point Road and on Shawn Trail; and

WHEREAS, the Catholic Diocese property is currently within the Town of Middleton, while portions of the Menard Inc. property are within the corporate limits of the City of Madison, and the balance of the Menard Inc. property will again become a part of the City after December, 1999, pursuant to an agreement between the City of Madison and the Town of Middleton; and

WHEREAS, the Catholic Diocese property is currently within the Central Urban Service Area, while only the south portion of the Menard Inc. property is outside of the Central Urban Service area; and

WHEREAS, land use recommendations for the Junction Neighborhood and the Menard Inc. and Catholic Diocese properties are not included in the current City's adopted Land Use Plan; and

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

NOW, THEREFORE, BE IT RESOLVED that the attached amendment to the Land Use Plan is hereby adopted as a part of the Master Plan for the City of Madison and to be used as a guide for community planning and development; and

BE IT FURTHER RESOLVED that the Junction Neighborhood Development Plan, which includes some traditional neighborhood development concepts and which makes specific recommendations on land uses and transportation facilities, and on a development concept plan, is also hereby adopted as a part of the Master Plan for the City of Madison; and

BE IT FURTHER RESOLVED that the Madison Plan Commission and Madison Common Council hereby endorse 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 lands within the Junction Neighborhood and the Menard Inc. property currently outside of the Central Urban Service Area.

TA:jlj/55

## PROPOSED AMENDMENT TO THE CITY OF MADISON LAND USE PLAN

Amend the Land Use Plan Map to include the following areas:

1. The Junction Neighborhood (area bounded by Old Sauk Road to the north, West Beltline Highway to the east, Mineral Point Road to the south, and Pleasant View Road to the west) is designated as a Neighborhood Design District (ND).
2. The unplatted portion of the Menard Inc. property and the Catholic Diocese property (area bounded by Menard's Commercial Park Subdivision and West Beltline Highway to the north, High Point Road to the east, Holy Name Seminary property to the south, and Junction Road to the west) is designated as Medium Density Residential (RM).



Add the following note to the Land Use Plan Map for the Junction Neighborhood:

"A detailed development plan, known as the Junction Neighborhood Development Plan, was prepared for this area. The Junction Neighborhood Development Plan has been adopted as a part of the Master Plan for the City of Madison, and it includes specific recommendations on land uses and transportation facilities, and on a development concept plan for the neighborhood".

TA:j1j/1

# PROPOSED ADDITIONS TO CENTRAL URBAN SERVICE AREA

- - - - - PRESENT CENTRAL URBAN SERVICE AREA BOUNDARY  
 [Hatched Box] PROPOSED ADDITIONS



**AMENDMENTS**

**to the**

**JUNCTION NEIGHBORHOOD DEVELOPMENT PLAN**

**Adopted since September 1990**

**July 1992**

AGENDA ITEM # \_\_\_\_\_

Copy Mailed  
to Aldermen \_\_\_\_\_

City of Madison, Wisconsin

A RESOLUTION \_\_\_\_\_

adopting and incorporating the land use and transportation revisions as shown on the accompanying map and table into the previously adopted Junction Neighborhood Development Plan;

Drafted By: Tom Akagi, Planning & Development, Planning Unit

Date: June 18, 1992

Fiscal Note: No expenditure necessary

SPONSORS: Ald. Bowser

Presented July 7, 1992  
Referred \_\_\_\_\_  
Rereferred \_\_\_\_\_  
Reported Back \_\_\_\_\_  
Adopted ☒ POF \_\_\_\_\_  
Rules Susp. \_\_\_\_\_ Tabled \_\_\_\_\_  
Public Hearing \_\_\_\_\_



RESOLUTION NUMBER 49.047  
ID NUMBER 11427

WHEREAS, the Junction Neighborhood Development Plan includes land use, transportation and land development recommendations for lands bounded by Old Sauk Road, West Beltline Highway, Mineral Point Road and Pleasant View Road;

WHEREAS, the Junction Neighborhood Development Plan was adopted by the Plan Commission on September 10, 1990, and also by the Common Council on September 18, 1990 as a part of the Master Plan for the City of Madison;

WHEREAS, further studies on land use and transportation have been conducted more recently for portions of the Junction Neighborhood, and based on such studies, several revisions to the Junction Neighborhood Development Plan have been proposed;

WHEREAS, the proposed land use and transportation revisions to the Junction Neighborhood Development Plan have been reviewed by the Plan Commission, property owners within the Junction Neighborhood, and several adjacent neighborhood associations;

WHEREAS, the Plan Commission on June 15, 1992, adopted and also recommended for adoption by the Common Council the land use and transportation revisions to the Junction Neighborhood Development Plan;

Now THEREFORE BE IT RESOLVED that the land use and transportation revisions as shown on the accompanying map and table is hereby adopted and incorporated into the previously adopted Junction Neighborhood Development Plan.

TA:jcn/Ruth/ResoJuncNeigh6-18-92

**REVISION**  
**PAGE 1 OF 3**



# REVISED JUNCTION NEIGHBORHOOD DEVELOPMENT PLAN



## LEGEND

	LOW DENSITY RESIDENTIAL		CONVENIENCE COMMERCIAL		FREEWAY
	MEDIUM DENSITY RESIDENTIAL		COMMUNITY COMMERCIAL		ARTERIAL HIGHWAY
	OFFICE		INSTITUTIONAL		COLLECTOR STREET
	OFFICE / RESIDENTIAL		PARK & OPEN SPACE		TRANSIT CORRIDOR
	MIXED USE				

**REVISION**  
**PAGE 2 OF 3**



REVISED JUNCTION NEIGHBORHOOD DEVELOPMENT PLAN

Proposed Land Uses

<u>Type of Land Use</u>	<u>Acres</u>	
	<u>Number</u>	<u>% of Total</u>
Residential	205	46.9
Low Density	126	28.8
Medium Density	79	18.1
Commercial	92	21.1
Office/Residence	7	1.6
Office	40	9.2
Mixed Use	12	2.8
Convenience Commercial	4	0.9
Community Commercial	29	6.6
Institutional	15	3.4
Park and Open Space	49	11.2
Streets	76	17.4
Total	437	100.0

Proposed Dwelling Units

	<u>Dwelling Units</u>	
	<u>Number</u>	<u>% of Total</u>
Low Density Residential*	461	23.6
Medium Density Residential	1267	64.8
Office/Residence	128	6.5
Mixed Use	100	5.1
Total	1956	100.0

\*Primarily detached single-family dwellings.

Note: Low density residential assumes 4 units per net residential acre and medium density 16 units per net residential acre.

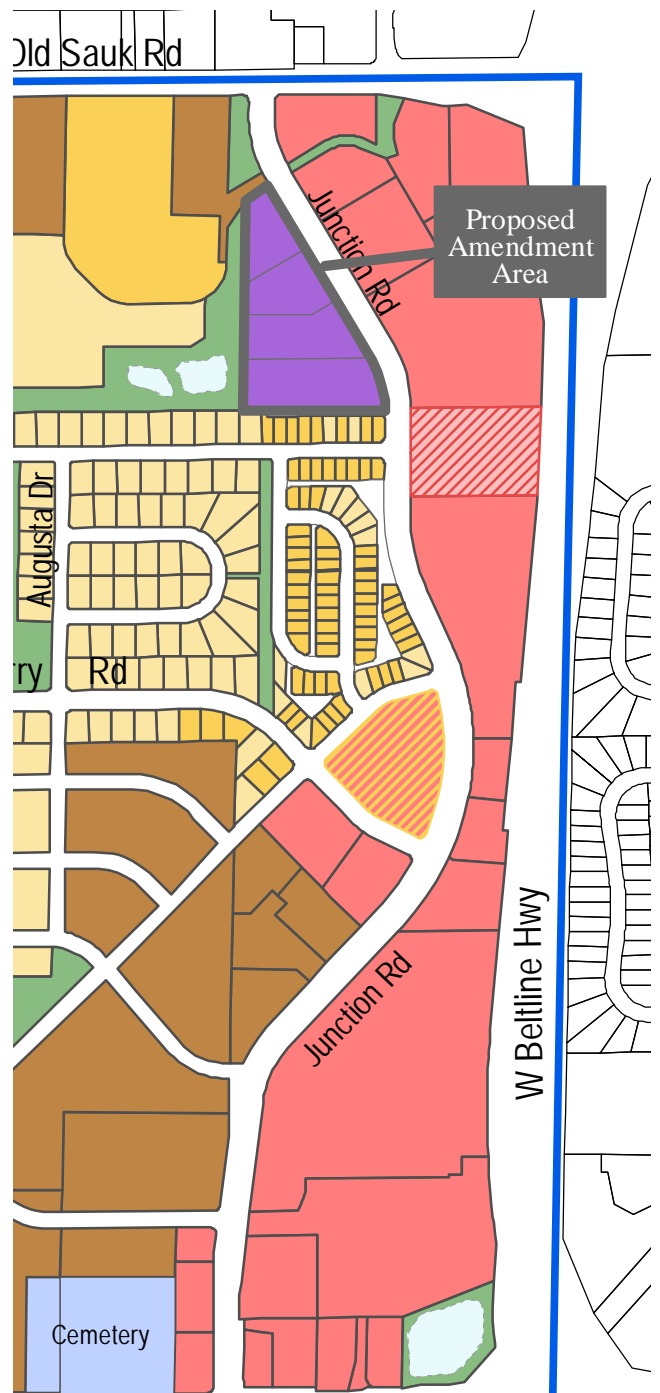
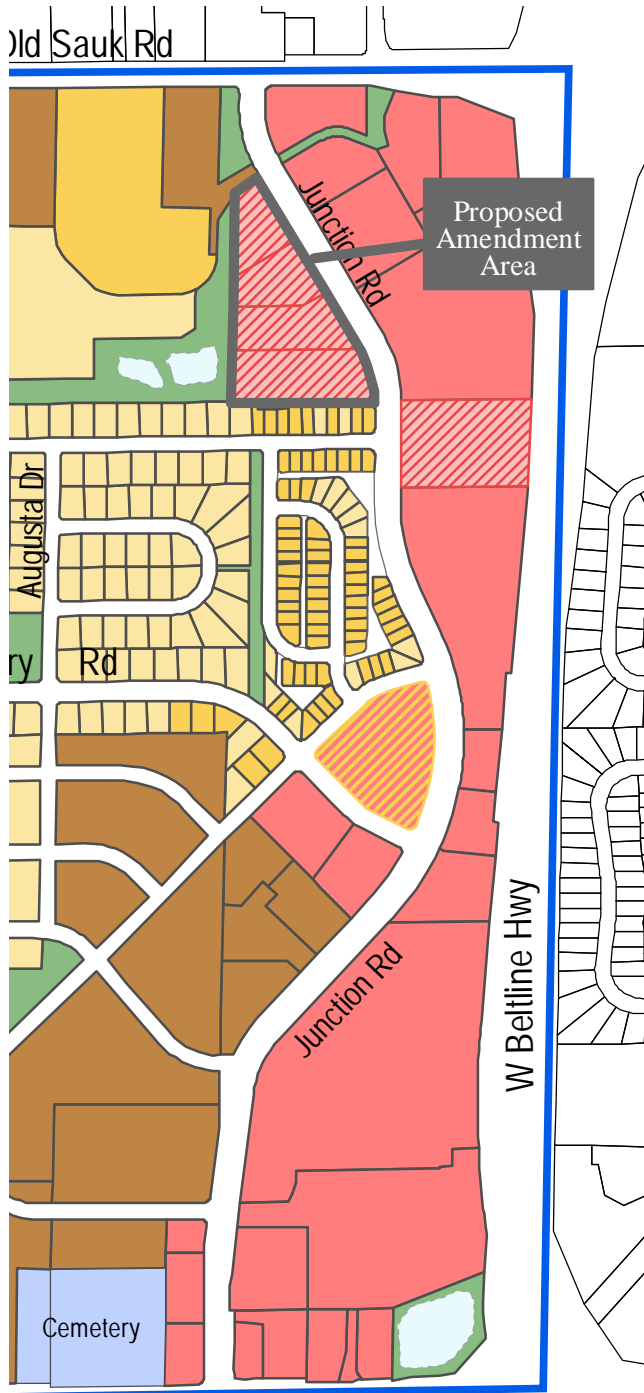
TA:rse/l

**REVISION  
PAGE 3 OF 3**

# Junction Neighborhood Development Plan Proposed Amendment

As Adopted September 1990,  
Amended July 1992  
and \*implemented through  
subdivision and zoning approvals

Proposed Junction  
Neighborhood Development Plan  
Amendment \_\_\_\_\_, 2015



## Existing Land Use\* and Proposed Land Use on Vacant NDP Land

Low Density Res.	Office	Institutional
Low-Med. Density Res.	Mixed Use: Neigh. Mix	Park, Drainage and Open Space
Med. Density Res.	Community Mixed-Use	
Commercial		



### **Community Mixed-Use**

The Community Mixed-Use District is recommended for a site along the west side of Junction Road. This site is located within an area recommended for General Commercial Land Uses and a Transit-Oriented Development node in the City's Comprehensive Plan. The area includes a two-story retail building on a 1.3-acre site on the northern end of the site, and the remaining 6 acres are currently undeveloped or utilized as surface parking. Across Junction Road to the east are the City Center West office development, the Portofino Place retail center, retail and office building, and an extended stay hotel. The recommended TOD area is relatively well-served by transit, with two weekday routes, which together provide all-day service to the West Transfer Point and Downtown, and one weekend route providing service to the West Transfer Point. Attic Angels retirement community is located to the west, and low-density residential uses, primarily detached single-family homes on a variety of lot sizes, are located to the south.

It is recommended that the site be primarily developed with mixed-use buildings and multi-family residential buildings as a transition between the entirely commercial sites to the north and east and the single-family residences to the south. Non-residential uses should be incorporated on the first floor, and potentially upper floors of buildings placed along the Junction Road frontage. The remainder of the site is recommended for residential uses. Buildings located along the south side of the site should be shorter, or be sufficiently setback, from the adjacent single-family homes.

#### **Recommended Non-Residential Uses:**

Ground floors: retail, office, service uses

Upper floors: office, service uses

#### **Recommended Residential Uses:**

- Rowhouses and townhomes
- Apartments and condominium buildings
  - Buildings between 2 and 6 stories in height, with any buildings over 4 stories located along the eastern portion of the site oriented to Junction Road
  - Densities between 26 and 60 units per acre
  - Buildings placed close to streets, with individual entrances to the ground level
  - Buildings may also front plazas or be grouped around central courtyards
  - Off-street parking is primarily located underground

# **Amendment to the Junction Neighborhood Development Plan**

*Recommendations for Land Use, Transportation and Development*

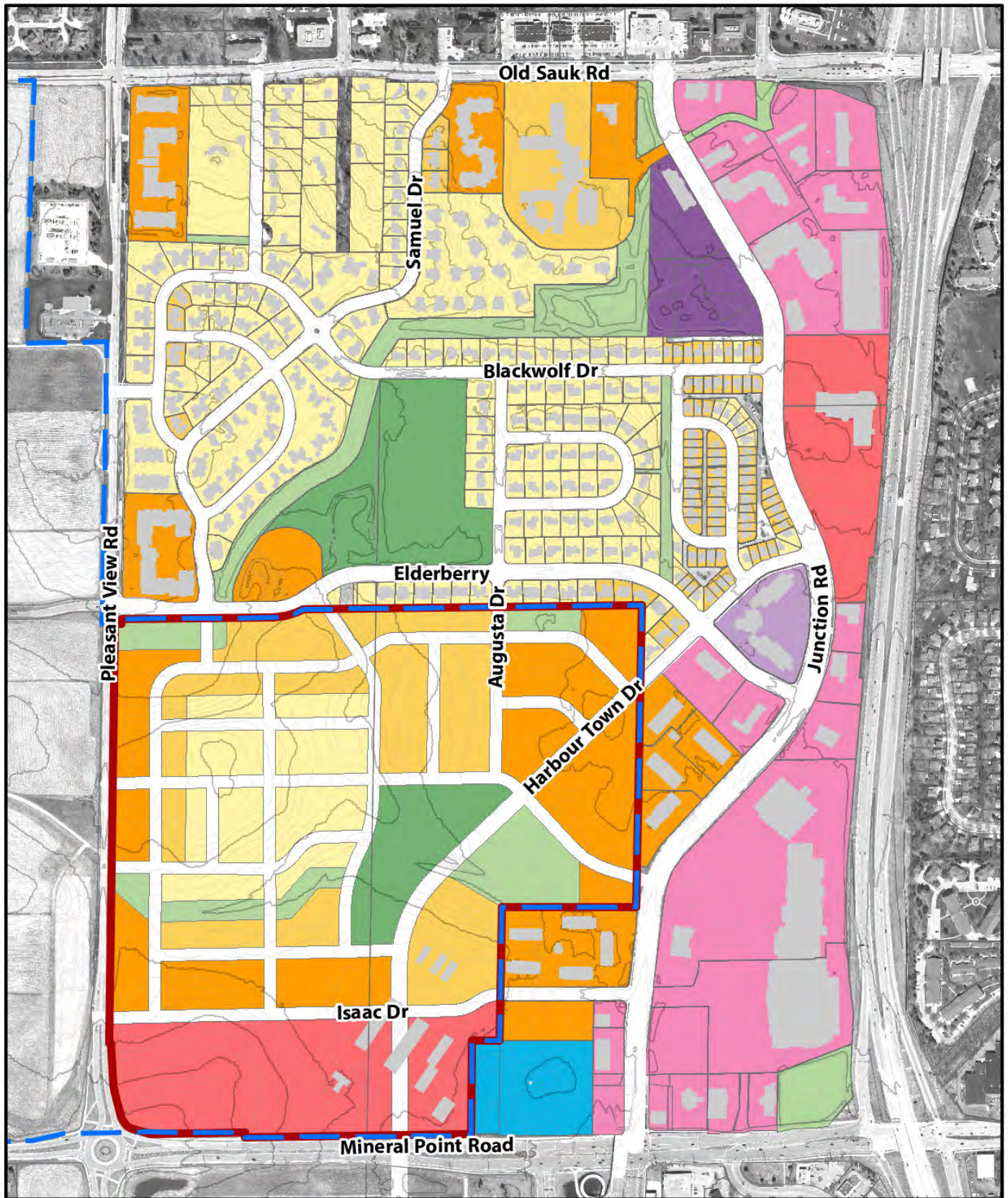
**July 13, 2018**



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







Map 7:  
Future Land Use  
and Street Plan

Junction Neighborhood  
Development Plan  
Amendment  
July 2018  
City of Madison Planning Division

Planning Area

West Madison Ag Research Station

Housing Mix 1 (< 8 du/ac)

Housing Mix 2 (8-20 du/ac)

Housing Mix 3 (20-40 du/ac)

Neighborhood Mixed Use

Community Mixed Use

Community Retail and Service

Employment

Institutional

Park

Other Open Space and Stormwater Management





## TABLE OF CONTENTS

INTRODUCTION	1
RECOMMENDED LAND USES	1
TRANSPORTATION	4
UTILITIES	4
PLAN IMPLEMENTATION	5
ADOPTING RESOLUTION	21

## LIST OF TABLES

TABLE 1: RECOMMENDED LAND USE	1
TABLE 2: ESTIMATED DWELLING UNITS	3

## LIST OF FIGURES

FIGURE 1 POTENTIAL STREET CROSS SECTIONS	19
--	----

## LIST OF MAPS

MAP 1 PLANNING AREA	7
MAP 2 MUNICIPAL JURISDICTION AND PROPERTY OWNERSHIP	8
MAP 3 NATURAL FEATURES	9
MAP 4 ELEVATION MODEL	10
MAP 5 EXISTING LAND USE	11
MAP 6 EXISTING ZONING	12
MAP 7 FUTURE LAND USE AND STREET PLAN	13
MAP 8 PARKS AND OPEN SPACE PLAN	14
MAP 9 TRANSPORTATION PLAN: ROADWAYS	15
MAP 10 BICYCLE AND PEDESTRIAN PLAN	16
MAP 11 FUTURE TRANSIT PLAN	17
MAP 12 UTILITIES, URBAN SERVICE AREA	18
APPENDIX MAP 1 SCHOOL DISTRICTS	20





## INTRODUCTION

This amendment to the *Junction Neighborhood Development Plan* (NDP) was prepared to guide future urban development within the southwestern portion of the Junction Neighborhood, generally the lands owned by the University of Wisconsin Regents. It updates the recommendations for these lands that were included in the NDP as adopted in 1990 and amended in 1992 and 2015. The recommendations in the 1990 NDP remain in effect for the rest of the planning area.

The University of Wisconsin's West Madison Agricultural Research Station (WMARS) occupies the remaining undeveloped land within the NDP planning area. WMARS intends on continuing their research and farming operations. There are no plans at this time for urban development on these lands. In the near term, it is useful to develop a conceptual land use and street plan for the agricultural areas, even if they are not planned for development in the foreseeable future.

The planning area boundary is Mineral Point Road (south), Pleasant View Road (west), Old Sauk Road (north) and Beltline Hwy (east). **See Map 1: Planning Area.** The *Plan* was prepared through a planning process that included the participation of neighborhood property owners and residents, City officials, and other affected groups and individuals. Throughout the planning process, there was a discussion between property owners, neighborhood residents and City staff. This *Plan* reflects an effort to consider the private objectives of the parties, while providing a comprehensive long-range vision for neighborhood development. The *Junction Neighborhood Development Plan* designates the types, locations, and amounts of land recommended for the different types of land use (such as residential, employment, and parks and open space) and provides for the compact, logical, efficient expansion of the City. It provides a general description of the expected character of the neighborhood once it is developed and recommends implementation measures to help achieve that character. The plan establishes the parameters of acceptable development. Once adopted as a supplement of the *City's Comprehensive Plan*, the *Plan* update will serve as a document against which future development proposals will be evaluated.

## RECOMMENDED LAND USES

The predominant recommended land uses within the amendment area are residential uses, employment uses, and open space uses; including parks and stormwater management facilities. **See Table 1 and Map 7 Future Land Use and Street Plan.**

**Table 1: Recommended Land Use**

Land Use	Acres	Percent of Total
Housing Mix 1	14	10%
Housing Mix 2	25	19%
Housing Mix 3	27	20%
Employment	22	16%
Parks	7	5%
Other Open Space, Stormwater Management	10	7%
Street Right-of-Way	29	23%
<b>Total</b>	<b>134</b>	<b>100%</b>

### ***Residential Housing Mix 1***

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

#### Housing Types

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

#### Net Density Ranges

- Individual developments: less than 8 dwelling units per net acre

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

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

### ***Residential Housing Mix 2***

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

#### Housing Types

- Single-family detached houses on relatively small lots
- Duplexes
- Four units
- Townhouses
- Small multi-family (4-8 units)
- Building lots generally provide front, side and rear yards
- Buildings up to three stories in height

#### Net Density Ranges

- Individual developments: 8-20 dwelling units per net acre

Residential Housing Mix 2 Districts are recommended at various locations as shown on **Map 7: Future Land Use and Street Plan**. Higher density development at these locations will give more residents the opportunity to live within convenient walking and biking distance to parks and open space and other neighborhood amenities and features.

Dwelling unit types in the Residential Housing Mix 2 District should be varied. Large areas of one housing unit type should be avoided. Detached single-family, duplexes and four units should generally be developed on relatively small lots consistent with the higher average density recommended for the category. Townhouses may be more predominant than in Residential Housing Mix 1 and could be developed along an entire block face, or mixed with multi-unit buildings or detached housing.

### ***Residential Housing Mix 3***

Buildings will likely be larger and taller than in the Residential Housing Mix 2 District but should retain a neighborhood scale.

#### Housing Types

- Duplexes
- Four units
- Townhouses
- Apartment buildings
- Limited side yards when buildings are located along standard streets
- Buildings may include front plazas or be grouped around courtyards to create defined common space
- Buildings generally 2 to 4 stories in height

#### Net Density Ranges

- Individual development: 20-40 dwelling units per acre

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

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

Buildings should be oriented to and front on adjacent streets and be designed to help define and enhance the public realm along the street edge.

#### ***Estimated Amount of Future Residential Development***

If all of the lands in the amendment area recommended for residential development were built out at the estimated overall densities indicated in **Table 2**, the area would have 1,059 dwelling units. This is a general estimate for planning purposes. The actual number of future dwelling units will depend on the amount of land developed with residential uses and the density of this development.

**Table 2: Estimated Dwelling Units**

Land Use	Acres Undeveloped	Density (units/acre)	Estimated Dwelling Units
Housing Mix 1	14	6	84
Housing Mix 2	25	12	300
Housing Mix 3	27	25	675
<b>Total</b>	<b>66</b>		<b>1,059</b>

#### ***Employment District***

Employment uses are recommended along part of the Mineral Point Road corridor. The recommended Employment District is 22 acres in size and is planned to include business, professional and corporate offices, and research and development. It is recommended that, to the extent possible, the Employment District has compact, pedestrian-friendly clusters of complementary businesses including multi-story buildings to encourage and facilitate mixed-use developments.

Given the high visibility of the district along Mineral Point Road, high-quality design of buildings and landscaping is very important. In addition, buffering between the district and adjacent residential development will be necessary. Effective and attractive buffering between residential and non-residential uses is essential in creating a high quality environment that meets the needs of Employment District uses and residential areas.

It is considered important that individual projects contribute as a unified part of the district as a whole. Important factors to consider include ensuring that the site's building design and materials create an attractive appearance on all sides of the development, especially the elevations visible from Mineral Point Road; that adequate site landscaping is provided on all sides; and that parking areas do not dominate the view.

### ***Parks***

Parks are recommended at strategic locations within the planning area. The park distribution generally reflects the distribution of the projected residential population when the neighborhood is fully developed. **See Map 8: Parks and Open Space Plan.**

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

## **TRANSPORTATION**

### ***Roadways***

Arterial streets include Pleasant View Road, Mineral Point Road, Junction Road, and Old Sauk Road. Elderberry Road is a collector street. The planning area will include a variety of roadway cross sections. **See Figure 1.** Pleasant View Road is planned to be a four-lane divided arterial with marked bicycle lanes and a side path. Other streets in the planning area will be local streets. **See Map 9: Transportation Plan: Roadways.**

### ***Pedestrian/Bicycle Facilities***

All City of Madison streets will have public sidewalks and are designed to accommodate bicycle travel. An off-street shared-use path is planned along the east-west drainage way between Pleasant View Road and Junction Road. This is a continuation of a planned off-street path in the Elderberry Neighborhood to the west. A north-south off-street path is planned for Pleasant View Road between Mineral Point Road and the City of Middleton. **See Map 10: Pedestrian and Bicycle Plan.**

Buffered bicycle lanes should be considered on streets where anticipated traffic volumes will be in excess of 3,000 average daily traffic (ADT).

### ***Metro Transit***

The closest bus stops with regularly scheduled transit are located along Junction Road between Old Sauk Road and Mineral Point Road. Future Madison Metro service to the area would come through an extension of current routes in the area, or through the creation of new transit routes to serve development on the City's west side. **See Map 11: Future Transit Plan.** An additional funding source would likely be needed to provide additional service in the neighborhood.

## **UTILITIES**

The full range of City of Madison urban services, including public sewer and water are provided to much of the neighborhood. **See Map 12: Utilities, Urban Service Area.** Future utility extensions will be constructed to serve new development.

### ***Stormwater Management***

The neighborhood is in the Six Mile-Pheasant Branch Creek Watershed. The plan for the amendment area includes a framework of stormwater management facilities. The **Future Land Use and Street Plan (Map 7)** illustrates conceptual locations for these facilities, but these may be modified, or in some cases combined, as part of detailed development planning when the lands are subdivided. These facilities will, at a minimum, be designed to meet the City of Madison and Dane County infiltration requirements that require providing 90% of the pre-development infiltration volume. Additional stormwater management facilities will also be required for individual properties.

When development proceeds in an order such that the City does not have the right, such as an easement or ownership, to increase flows to a downstream channel, infiltration shall be required such that the runoff-volume pre-development to

post-development is matched during a 10-year design event. It is required that peak flow rates are matched for the 1, 2, 10 and 100-year storm events.

## **PLAN IMPLEMENTATION**

### ***Neighborhood Development Plan Adoption***

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

### ***Zoning Map Amendments***

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

### ***Land Subdivision Regulations***

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

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

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

Tree preservation should be considered when development proposals are reviewed.







Map 1:  
Planning Area

Junction Neighborhood  
Development Plan  
Amendment  
July 2018  
City of Madison Planning Division  
Author: pjpg

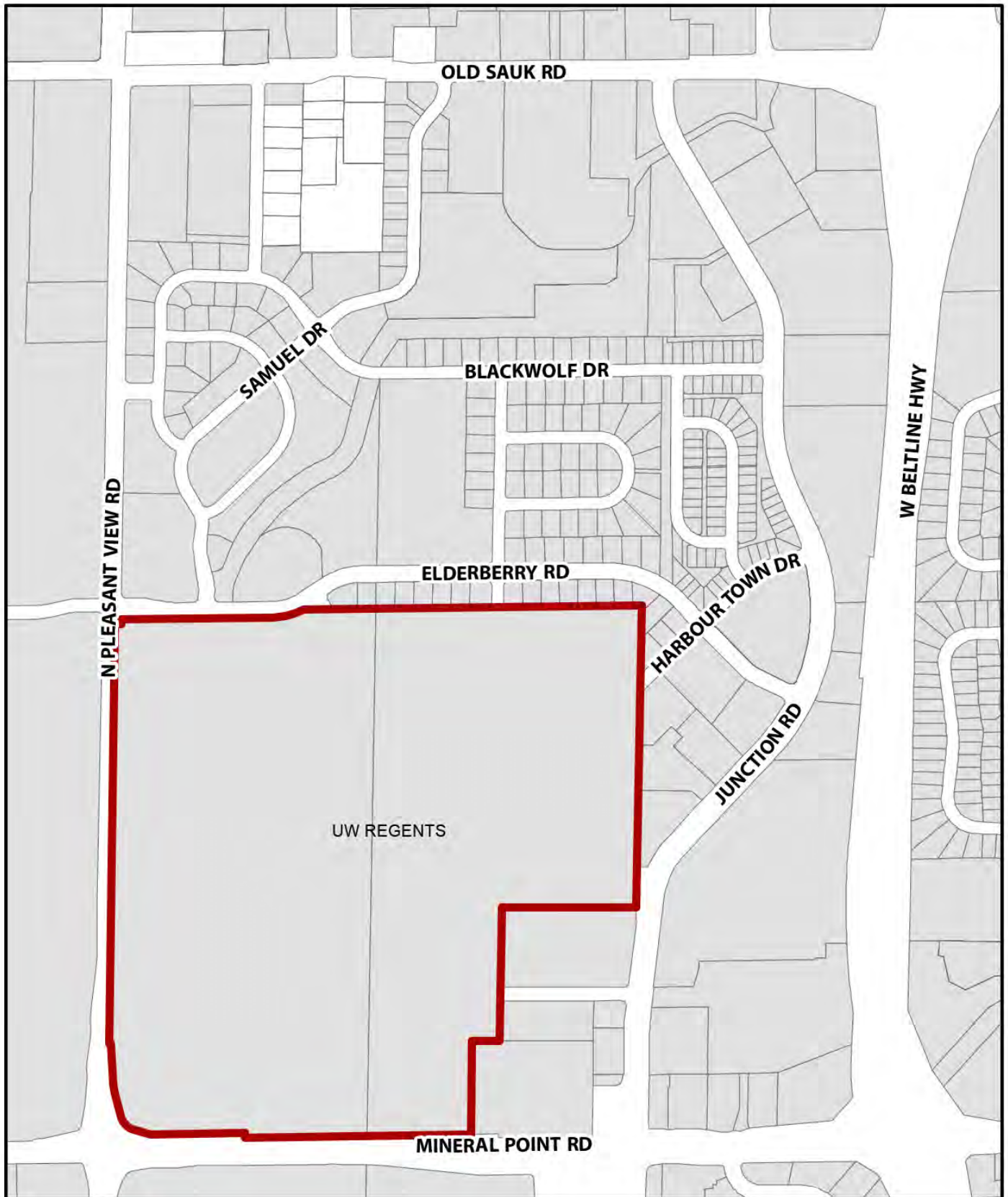
Planning Area

City of Madison Boundary

Path: M:\Planning Division\Plans\Neighborhood Development Plans\Elderberry Pioneer Joint Update 2017\MXD\Final\_MXD\Junction\_NDP\Map 1 Planning Area Aerial\_8x11.mxd

Date Printed: 7/19/2018





Map 2:  
Municipal Jurisdiction &  
Property Ownership

Junction Neighborhood  
Development Plan  
Amendment  
July 2018  
City of Madison Planning Division  
Author: ppg

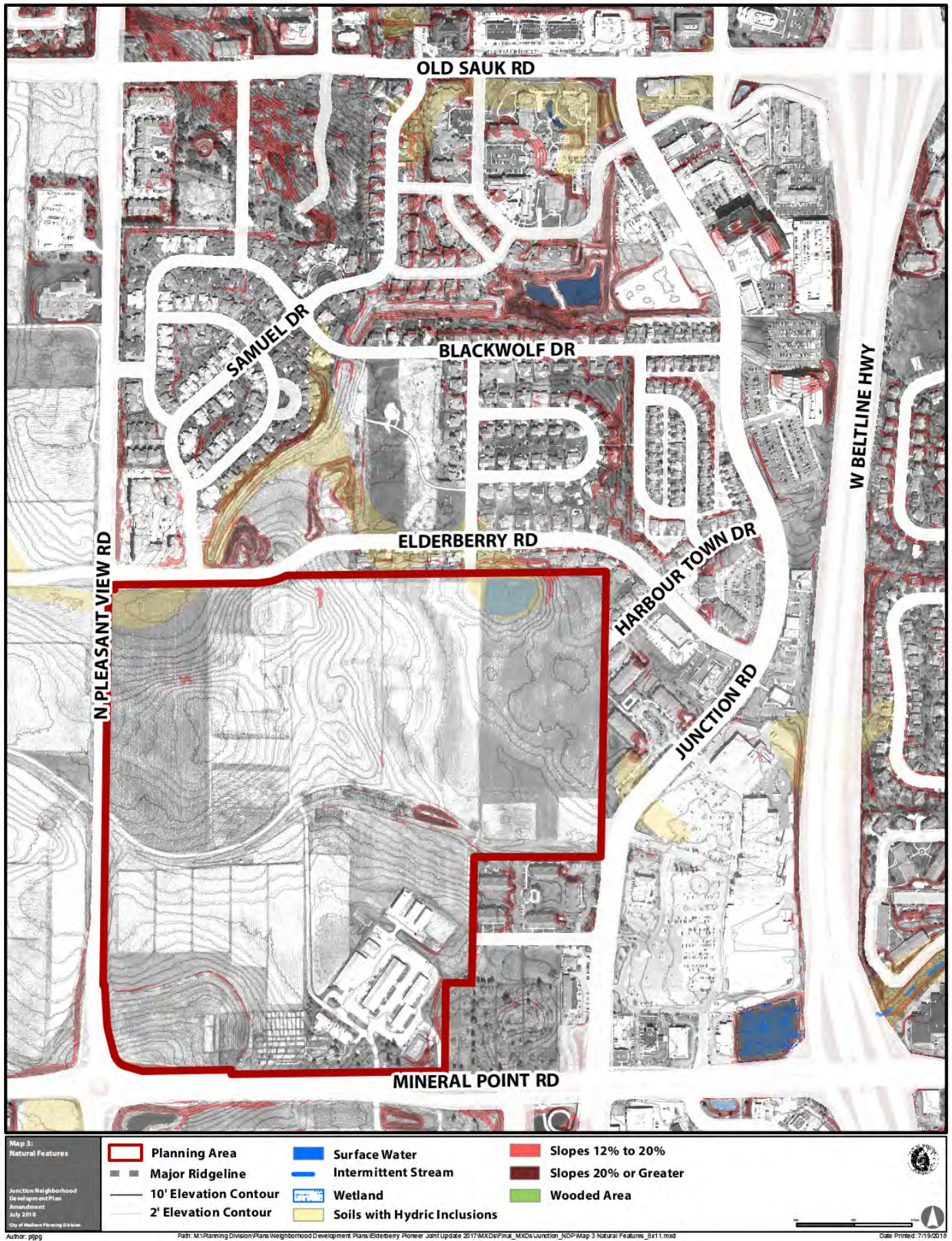
- Planning Area
- City of Madison
- Other Municipalities



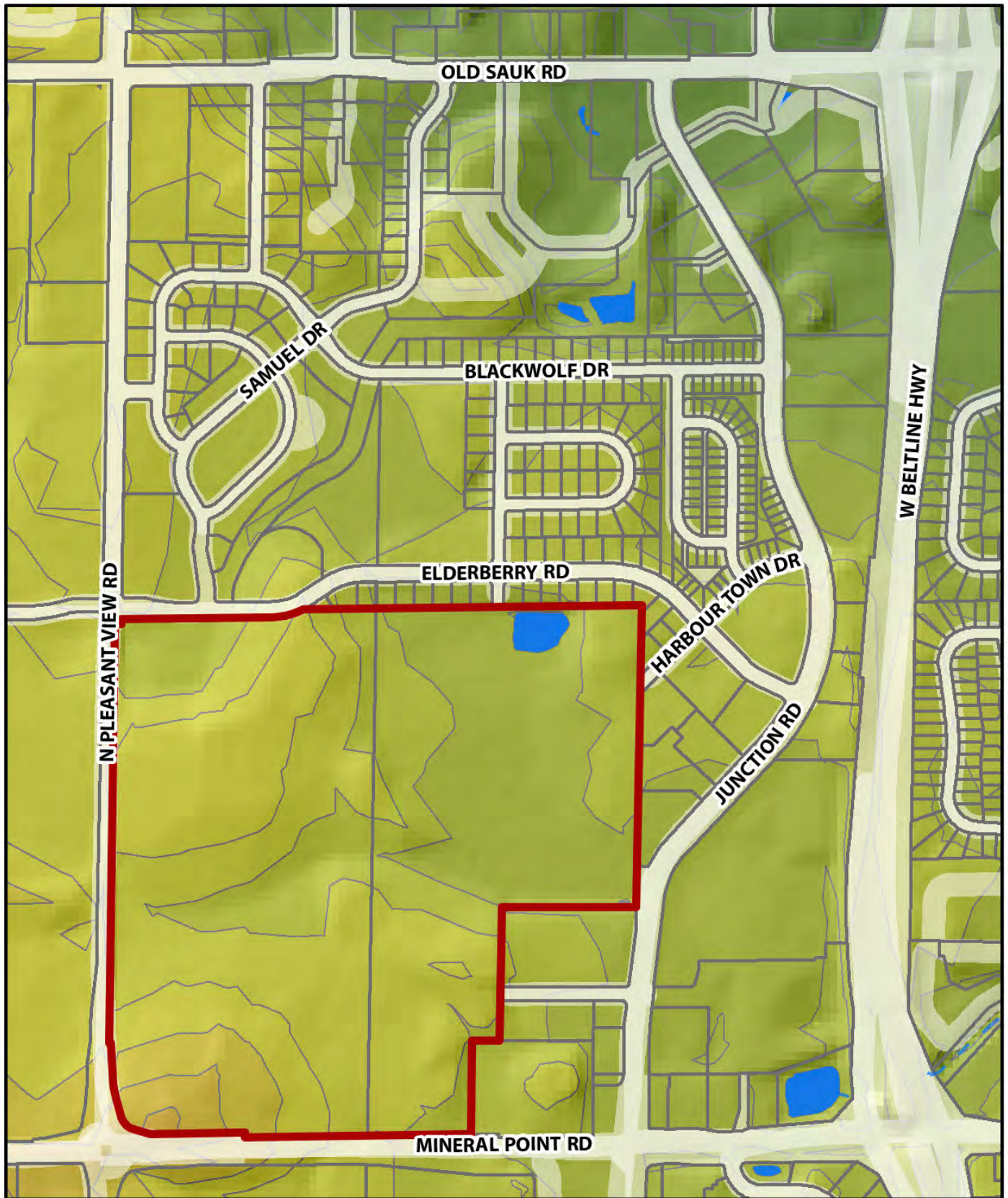
Path: M:\Planning Division\Plans\Neighborhood Development Plans\Elderberry Pioneer Joint Update 2017\MXD\Final\_MXD\Junction\_NDP Map 2 Municipal Jurisdiction and Property Ownership\_8x11.mxd

Date Printed: 7/19/2018

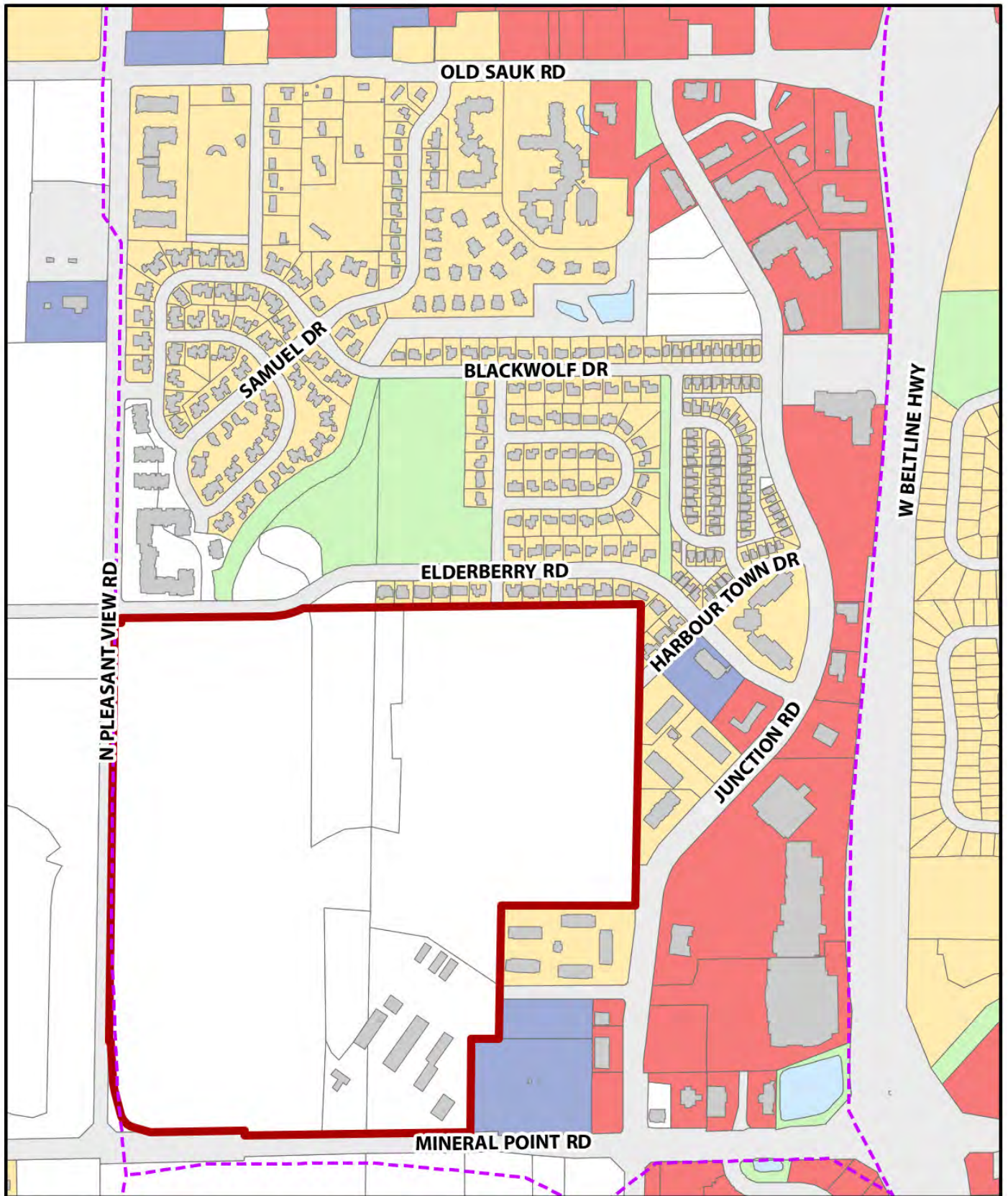












**Map 5:**  
Existing Land Use

Junction Neighborhood  
Development Plan  
Amendment  
July 2018  
City of Madison Planning Division

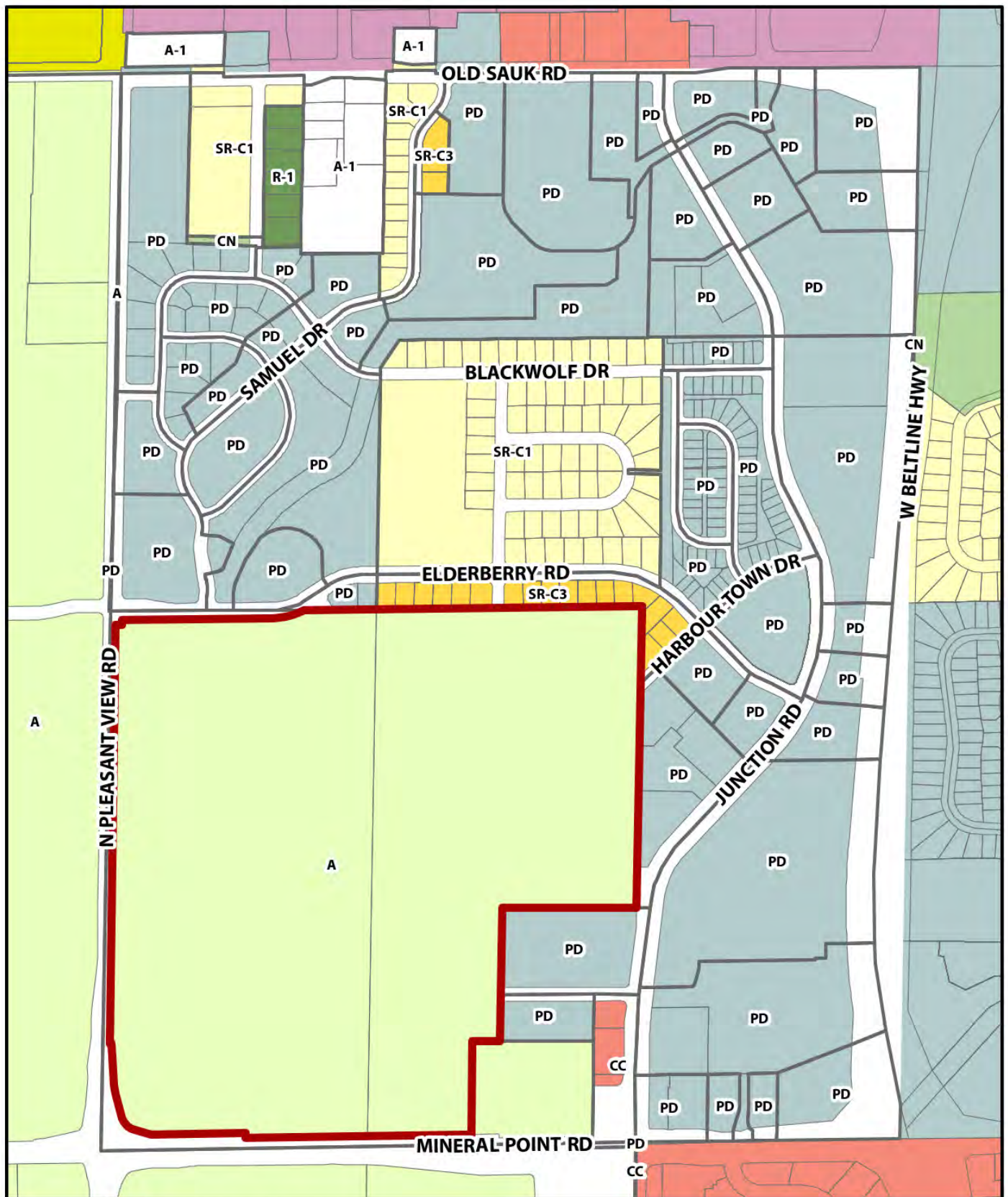
Author: ppg

<span style="border: 2px solid red; display: inline-block; width: 20px; height: 10px;"></span> Planning Area	<span style="background-color: white; border: 1px solid black; display: inline-block; width: 20px; height: 10px;"></span> Agriculture and Vacant	<span style="background-color: yellow; border: 1px solid black; display: inline-block; width: 20px; height: 10px;"></span> Residential
<span style="background-color: grey; border: 1px solid black; display: inline-block; width: 20px; height: 10px;"></span> Building Footprints	<span style="background-color: red; border: 1px solid black; display: inline-block; width: 20px; height: 10px;"></span> Commercial	<span style="background-color: grey; border: 1px solid black; display: inline-block; width: 20px; height: 10px;"></span> Industrial
<span style="border-top: 2px dashed purple; display: inline-block; width: 20px;"></span> Overhead Electric Transmission Lines	<span style="background-color: blue; border: 1px solid black; display: inline-block; width: 20px; height: 10px;"></span> Institutional	<span style="background-color: lightgrey; border: 1px solid black; display: inline-block; width: 20px; height: 10px;"></span> Right-Of-Way
	<span style="background-color: green; border: 1px solid black; display: inline-block; width: 20px; height: 10px;"></span> Parks and Open Spaces	

Path: M:\Planning Division\Plans\Neighborhood Development Plans\Elderberry Pioneer Joint Update 2017\MXD\Final\_MXD\Junction\_NDP Map 5 Existing Land Use\_Six 1.mxd

Date Printed: 7/19/2018

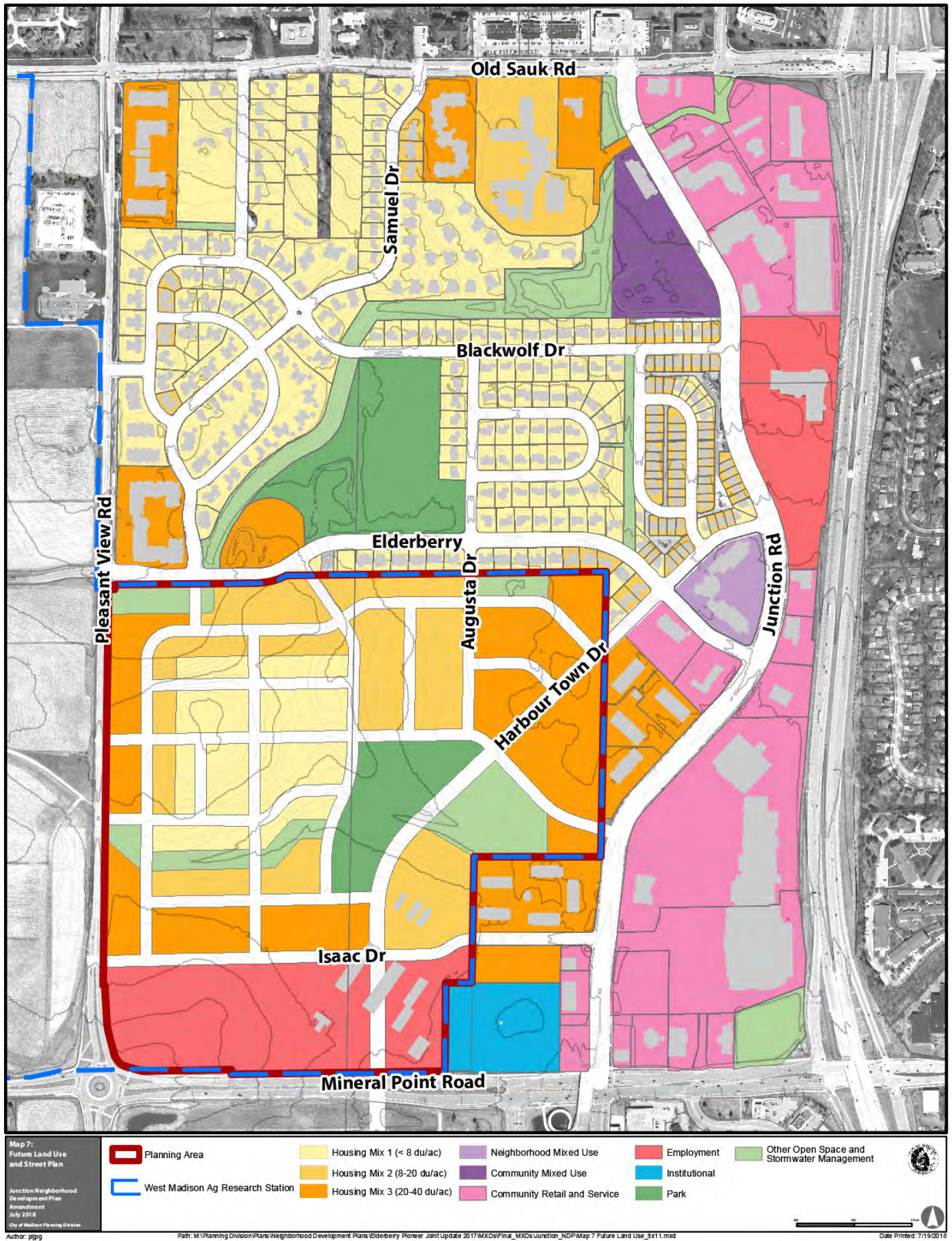




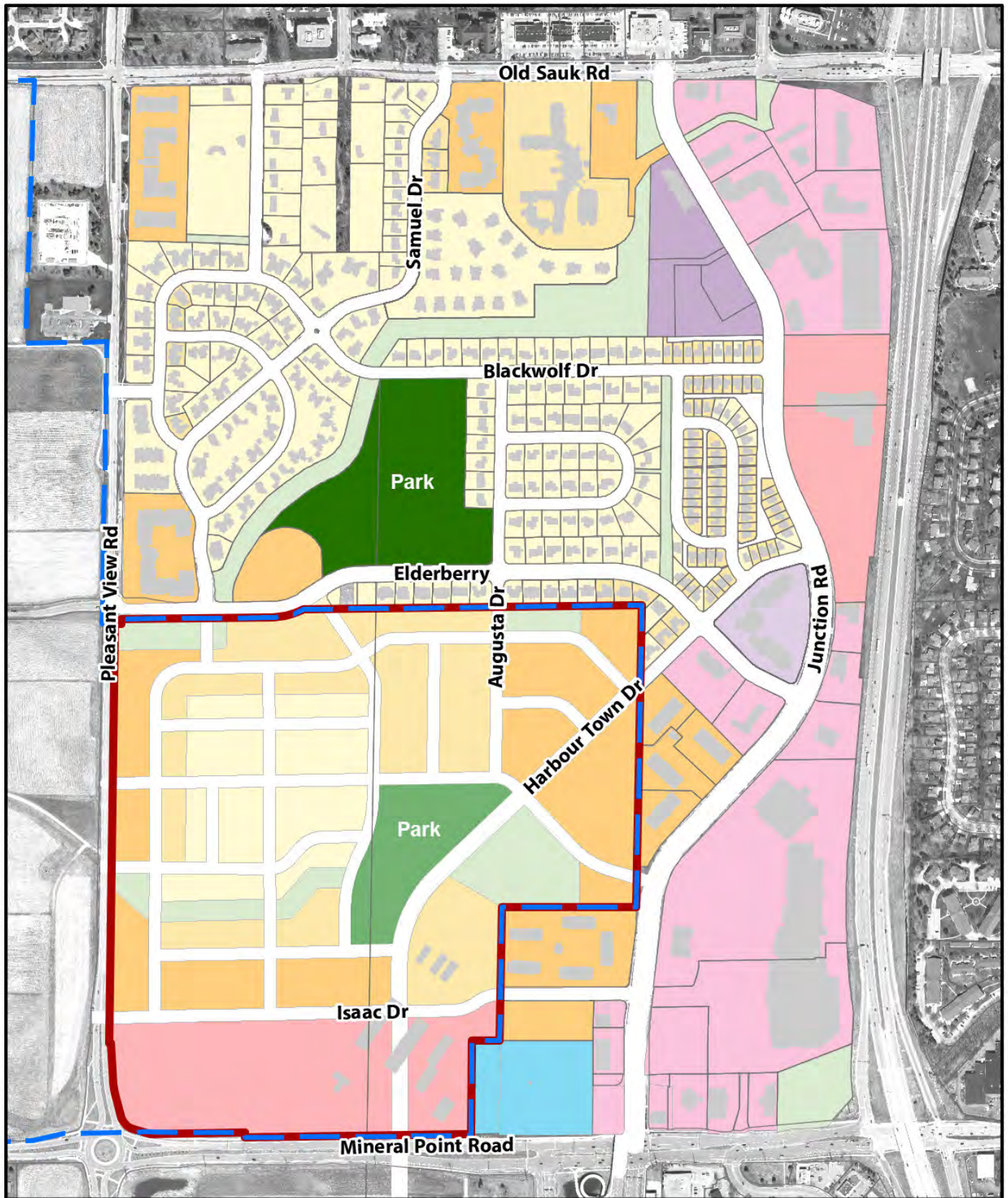
<p><b>Map 6:</b> Existing Zoning</p> <p>Junction Neighborhood Development Plan Amendment July 2018</p> <p>City of Madison Planning Division</p> <p>Author: pjg</p>	<p> <b>Planning Area</b></p> <p><b>Madison Districts</b></p> <p><b>Residential Districts</b> SR-C1, SR-C2, SR-C3, SR-V1, SR-V2, TR-C1, TR-C3</p> <p><b>Commercial Districts</b> CC, CC-T, NMX</p> <p><b>Employment Districts</b> EC, SE</p> <p><b>Special Districts</b> A, CN, CI, PD, PR</p>	<p><b>Dane County Districts</b></p> <p><b>Residential Districts</b> R-1, R-1A, R-3, R-3A, R-4</p> <p><b>Rural Homes District</b> RH-1, RH-2, RH-3, RH-4</p> <p><b>Commercial Districts</b> C-2, CO-1</p> <p><b>Recreation District</b> RE-1</p> <p><b>Agricultural Districts</b> A-1, A-2(1), A-3</p>	<p></p> <p></p> <p>Date Printed: 7/19/2018</p>
--	---	---	--

Path: M:\Planning Division\Plans\Neighborhood Development Plans\Elderberry Pioneer Joint Update 2017\MXD\Final\_MXD\Junction\_NDP Map 6 Existing Zoning\_8x11.mxd

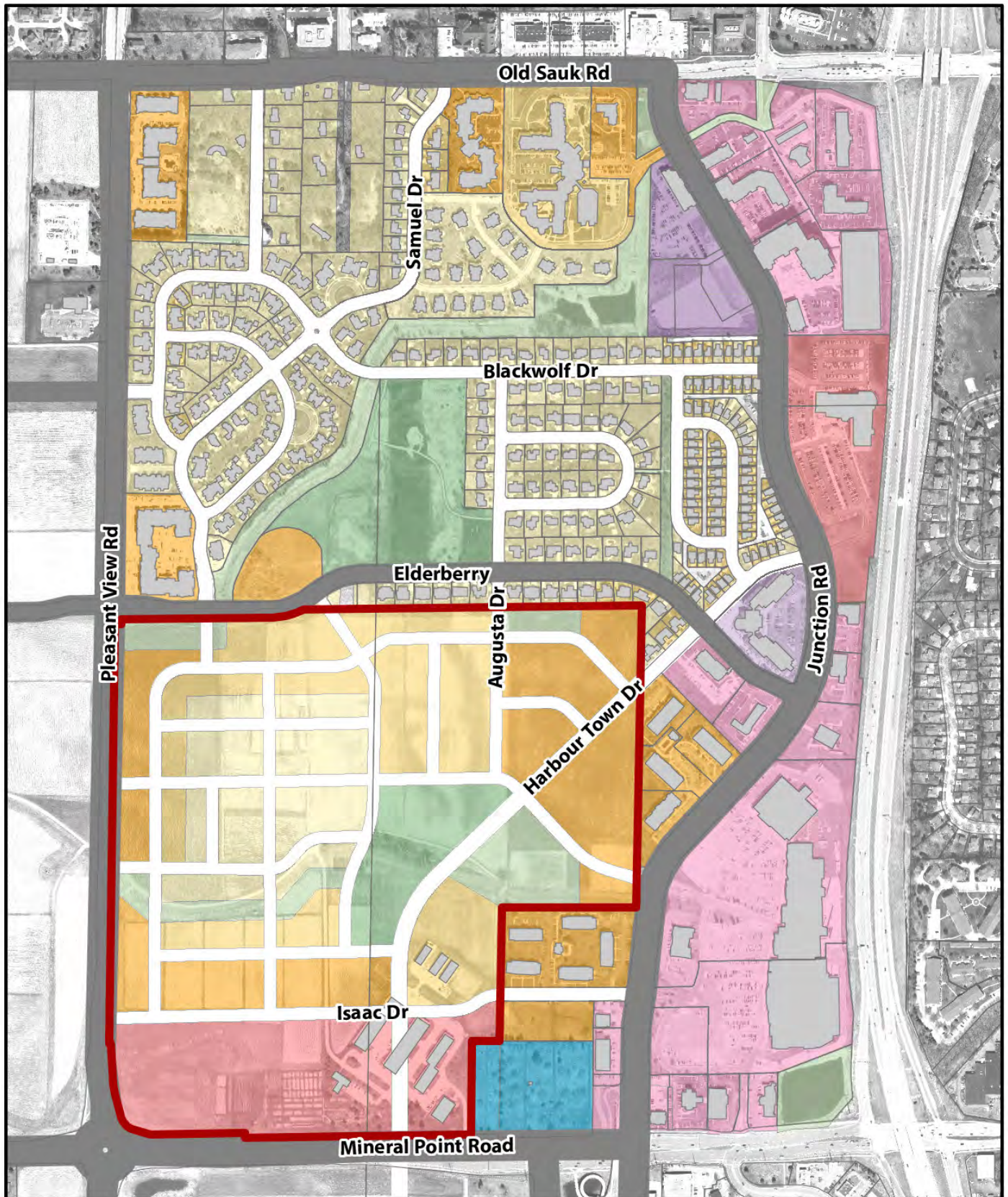












Map 9:  
Transportation Plan:  
Roadways

Junction Neighborhood  
Development Plan  
Amendment  
July 2018  
City of Madison Planning Division  
Author: ppg

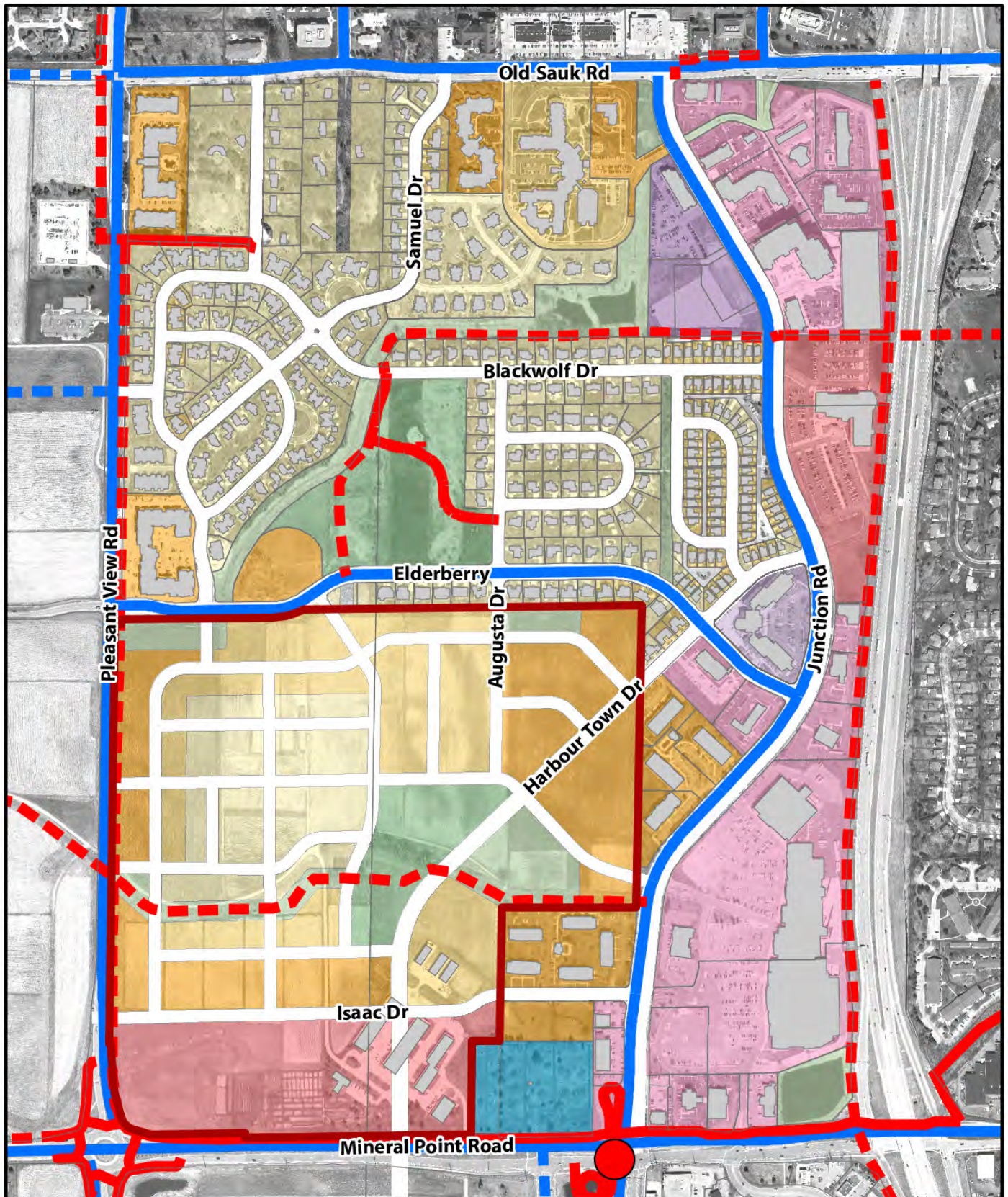
 **Arterials**  
 **Collectors**



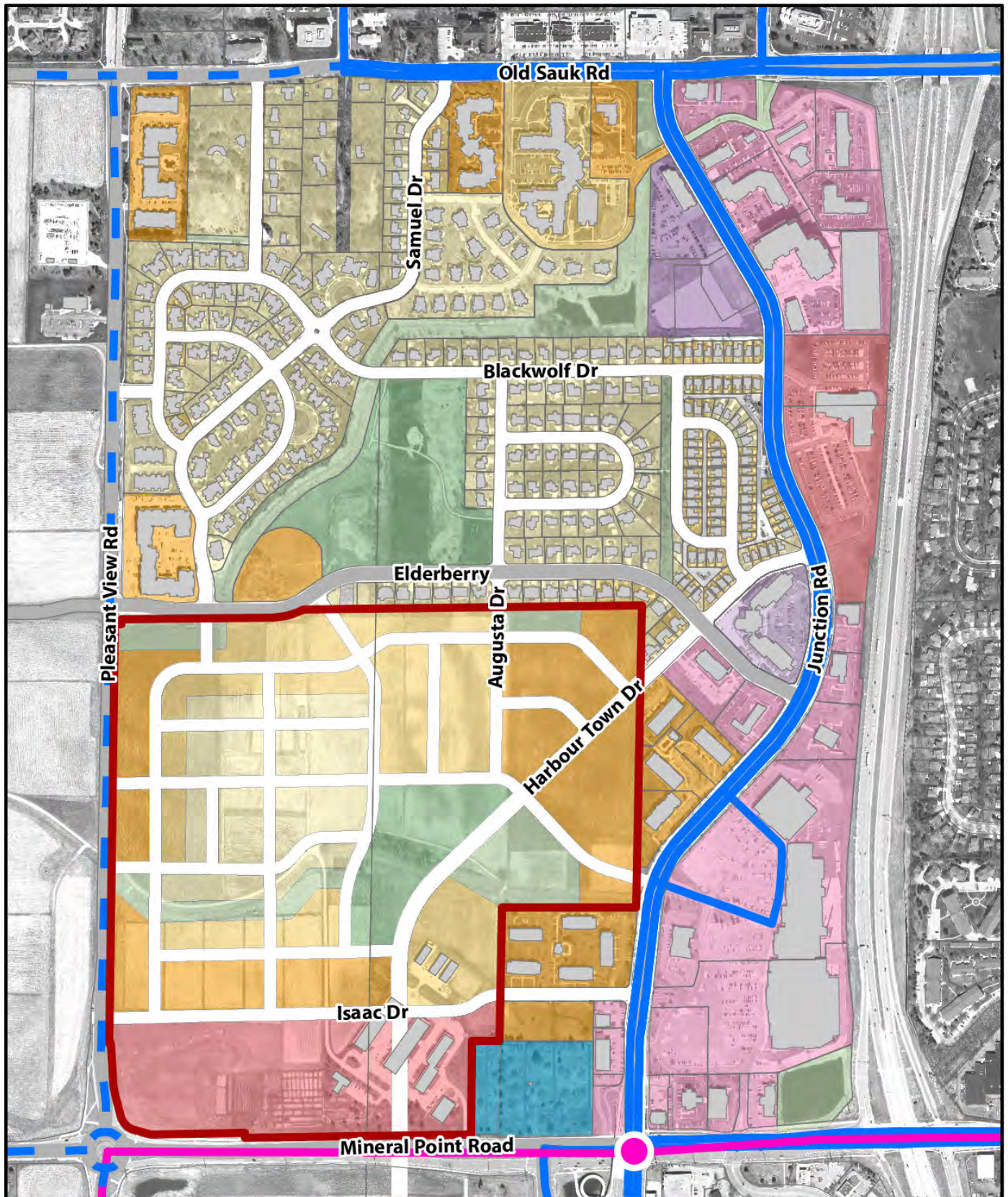
Path: M:\Planning Division\Plans\Neighborhood Development Plans\Elderberry Pioneer Joint Update 2017\MXD\Final\_MXD\Junction\_NDP Map 9 Transportation Plan\_Roadways\_Sx11.mxd

Date Printed: 7/19/2018









Map 11:  
Future Transit Plan

Junction Neighborhood  
Development Plan  
Amendment  
July 2018  
City of Madison Planning Division  
Author: ppgg

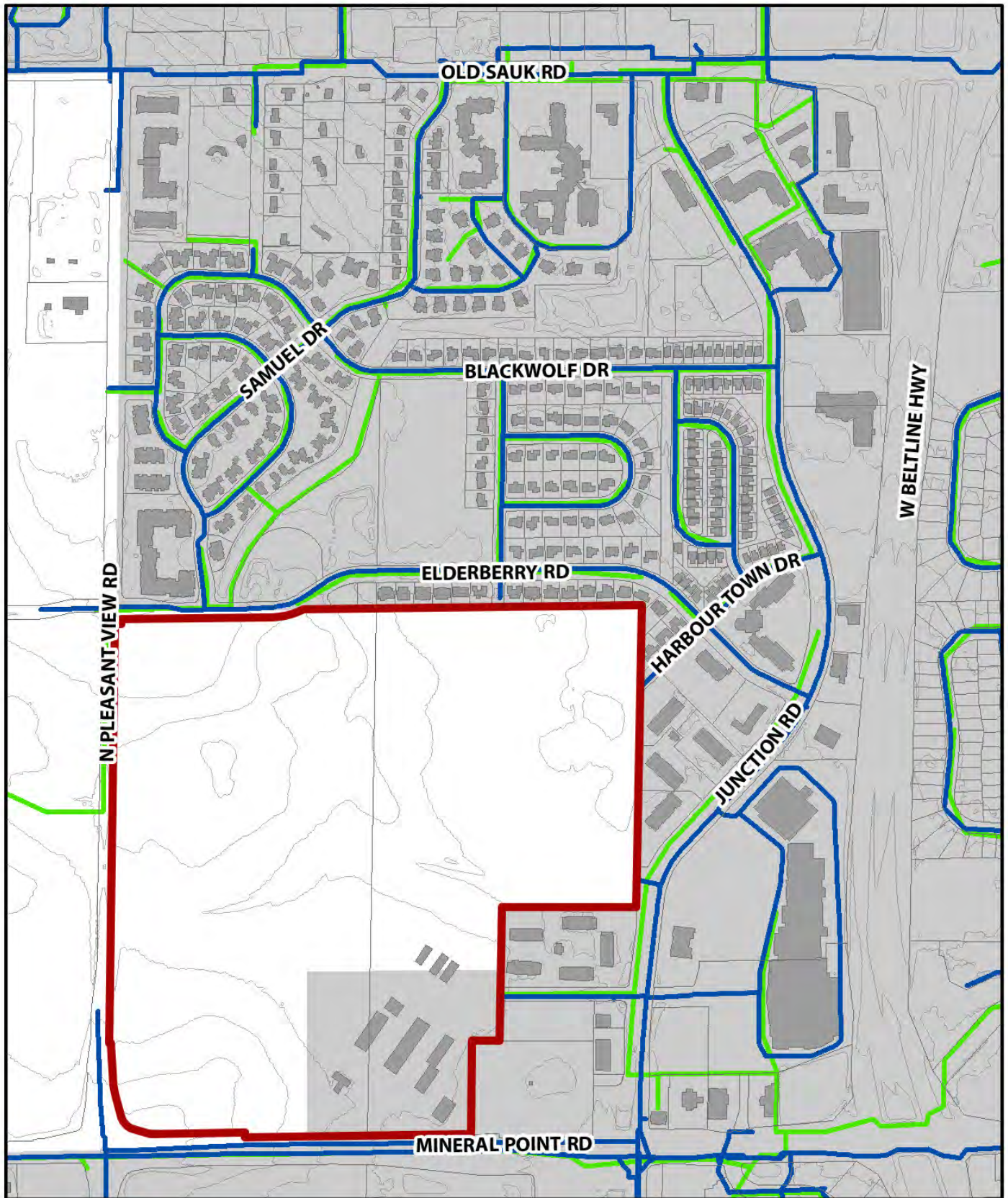
- Existing Transit Route
- Potential Bus Rapid Transit Station
- Potential Transit Route
- Potential Bus Rapid Transit
- Potential Transit Streets

Path: M:\Planning Division\Plans\Neighborhood Development Plans\Elderberry Pioneer Joint Update 2017\MXD\Final\_MXD\Junction\_NDP Map 11 Future Transit\_8x11.mxd



Date Printed: 7/19/2018





**Map 12:**  
Utilities, Urban  
Service Area

Junction Neighborhood  
Development Plan  
Amendment  
July 2018  
City of Madison Planning Division  
Author: ppg

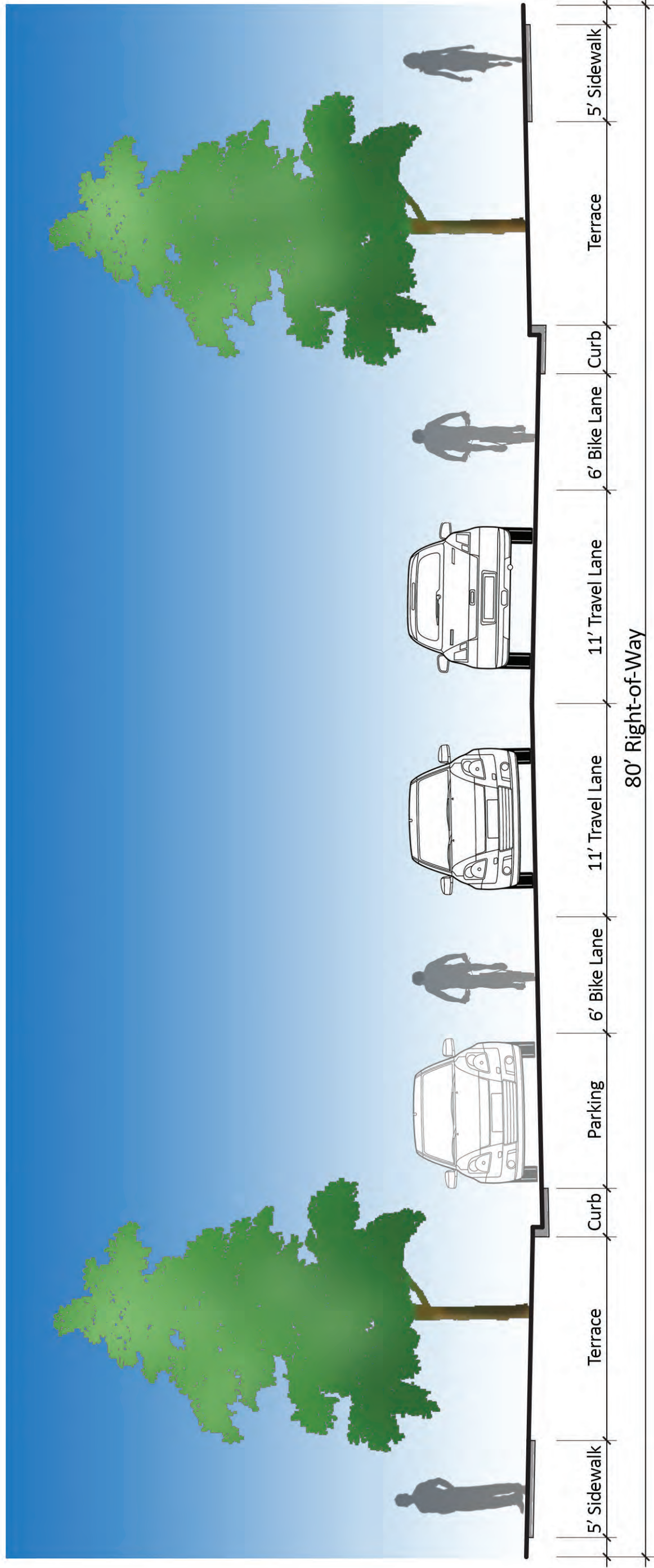
<span style="border: 2px solid red; display: inline-block; width: 20px; height: 10px;"></span> Planning Area Boundary	<span style="color: blue;">—</span> Water Main
<span style="background-color: grey; display: inline-block; width: 20px; height: 10px;"></span> Central Urban Service Area	<span style="color: green;">—</span> Sanitary Sewer Main
<span style="color: grey;">—</span> 10 ft Contour	

Scale: 0 100 200 Feet

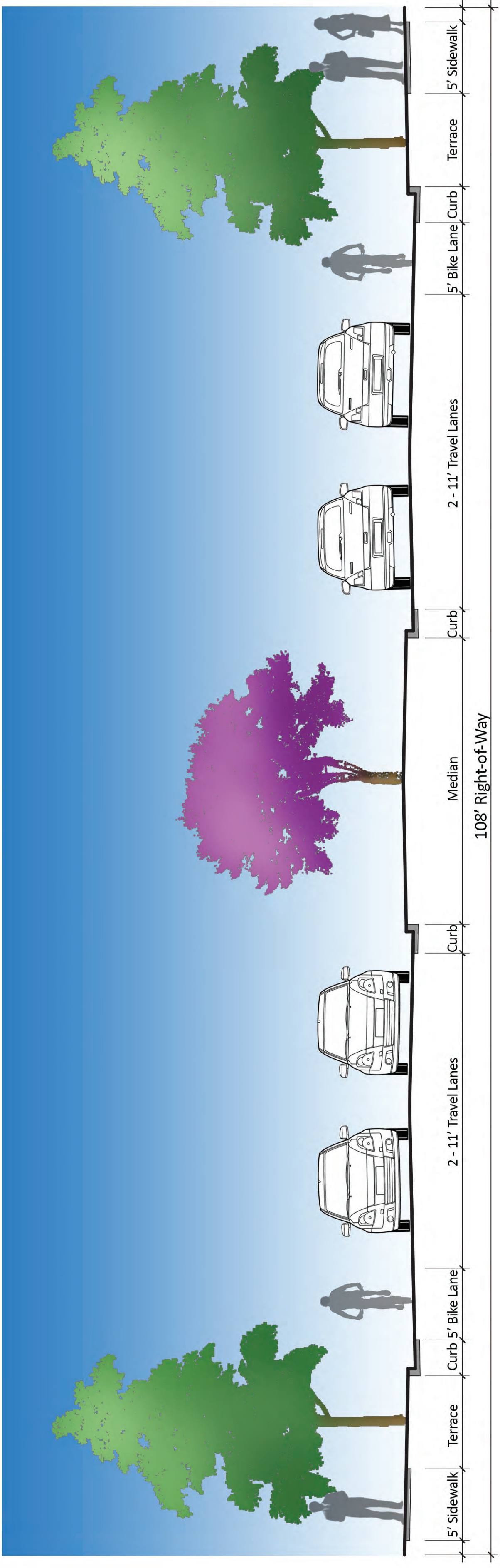
Path: M:\Planning Division\Plans\Neighborhood Development Plans\Elderberry Pioneer Joint Update 2017\MXD\Final\_MXD\Junction\_NDP Map 12 Utilities\_USA\_Phasing\_Sx11.mxd

Date Printed: 7/19/2018

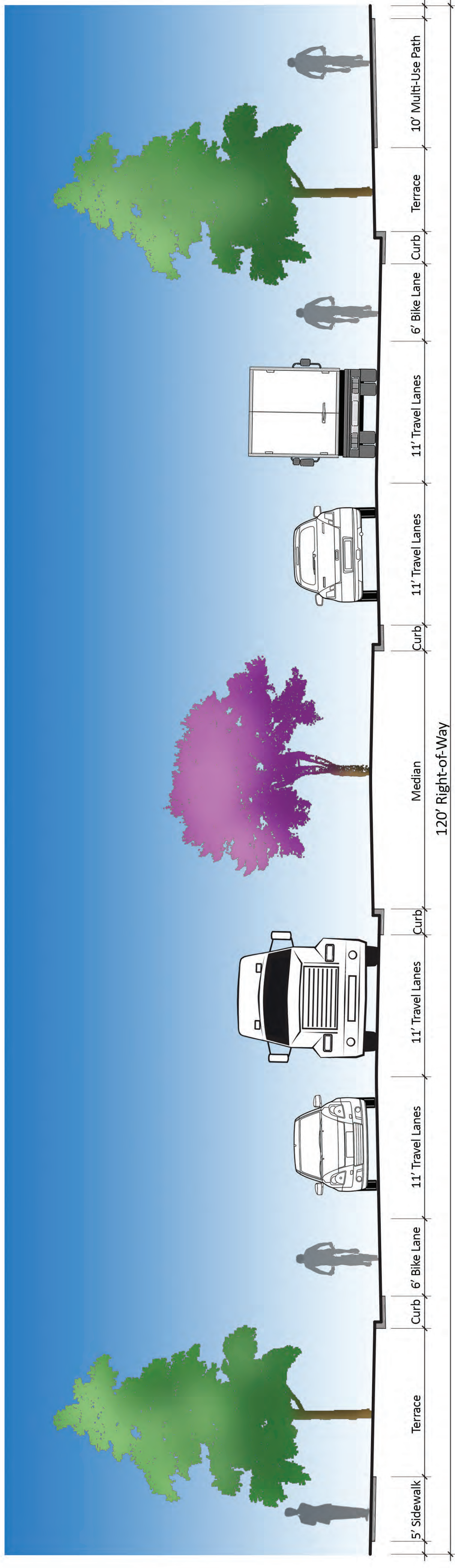




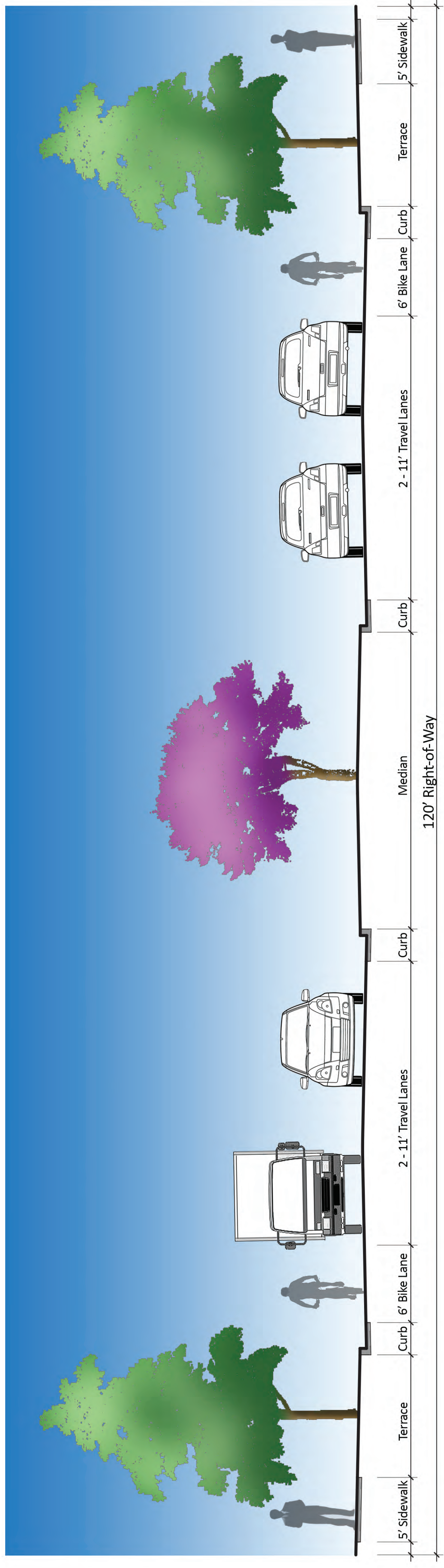
80' Right-of-Way - Elderberry Road



108' Right-of-Way - Pleasant View Road



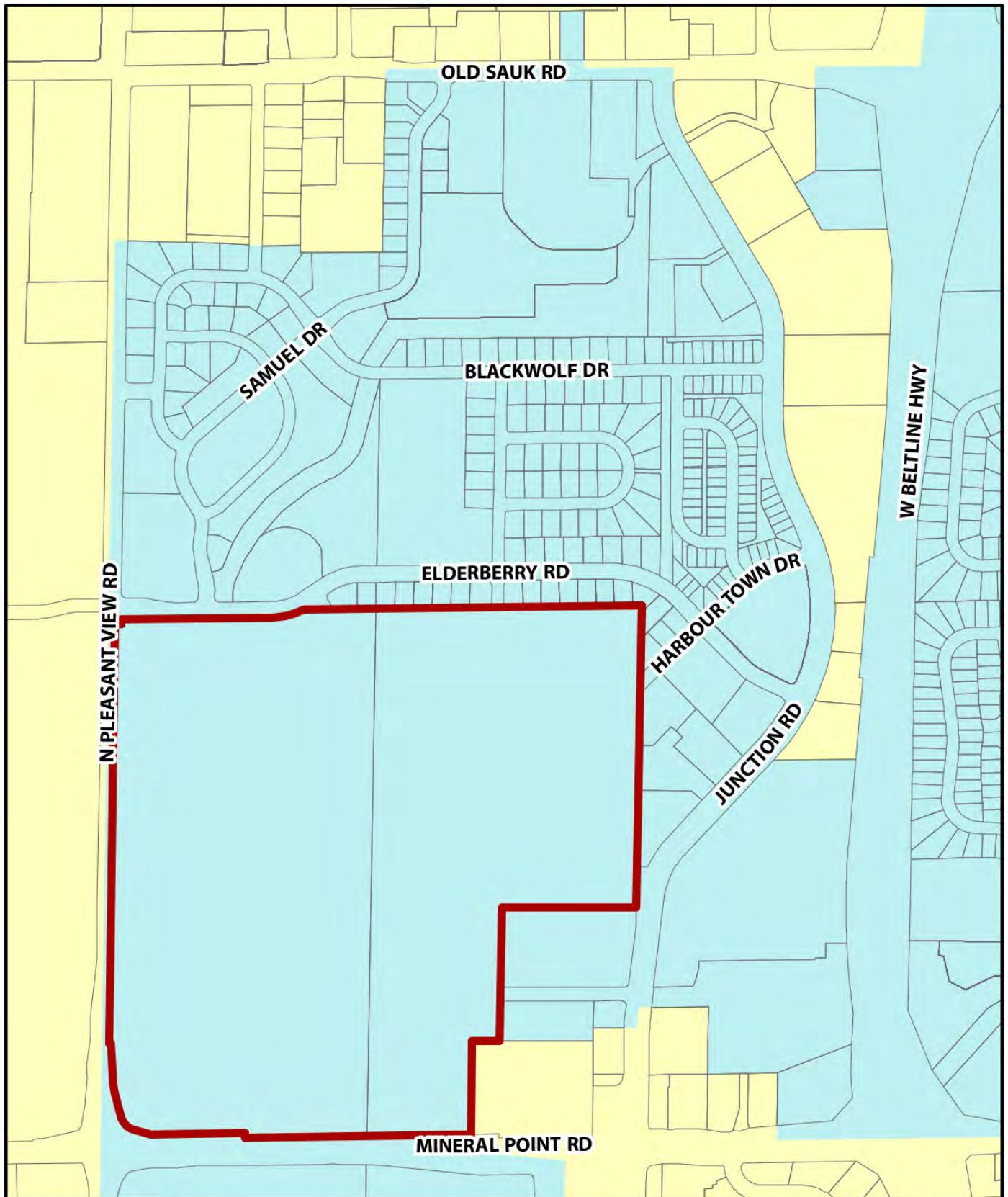
120' Right-of-Way - Mineral Point Road



120' Right-of-Way - Old Sauk Road









# City of Madison

City of Madison  
Madison, WI 53703  
www.cityofmadison.com

## Legislation Details (With Text)

**File #:** 51567      **Version:** 1      **Name:** Amendments of the Elderberry, Pioneer and Junction Neighborhood Development Plans

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

**File created:** 5/7/2018      **In control:** PLAN COMMISSION

**On agenda:** 7/10/2018      **Final action:** 7/10/2018

**Enactment date:** 7/13/2018      **Enactment #:** RES-18-00525

**Title:** Adopting amendments of the Elderberry, Pioneer and Junction Neighborhood Development Plans to provide updated recommendations for undeveloped lands in those neighborhood planning areas.

**Sponsors:** Paul E. Skidmore

**Indexes:**

**Code sections:**

**Attachments:** 1. Draft\_Elderberry\_NDP\_update.pdf, 2. Draft\_Pioneer\_NDP\_update.pdf, 3. Draft\_Junction\_NDP\_update.pdf, 4. LRTPC-written-public-comment-053118.pdf, 5. LRTPC Public Comment Roster-053118.pdf, 6. EPJ\_PC Staff Report\_06-18-18.pdf, 7. Link to ID49144\_inc\_03-19-18\_comments, 8. Hansen comment\_03-21-18.pdf, 9. Smidt comment\_04-03-18.pdf, 10. Smith comment\_04-09-18.pdf, 11. Simpson comment\_04-12-18.pdf, 12. Toney comment\_04-24-18.pdf, 13. Anonymous comment\_04-13-18.pdf, 14. Brixxy comment\_04-14-18.pdf, 15. United Financial Group comments\_06-07-18.pdf, 16. Pawola-Skidmore comments\_06-16-18.pdf, 17. Schoephoester comments\_06-18-18.pdf, 18. Wish comments\_06-18-18.pdf, 19. Aspen Ridge comments\_06-18-18.pdf, 20. Elderberry NA Comments.pdf

Date	Ver.	Action By	Action	Result
7/10/2018	1	COMMON COUNCIL	Adopt with Conditions	Pass
6/18/2018	1	PLAN COMMISSION	RECOMMEND TO COUNCIL TO ADOPT WITH CONDITIONS - REPORT OF OFFICER	Pass
6/13/2018	1	BOARD OF PARK COMMISSIONERS	Return to Lead with the Recommendation for Approval	Pass
5/31/2018	1	LONG RANGE TRANSPORTATION PLANNING COMMITTEE (ended 6/2018)		
5/15/2018	1	PLAN COMMISSION	Refer	
5/15/2018	1	PLAN COMMISSION	Refer	
5/15/2018	1	COMMON COUNCIL	Refer	Pass
5/7/2018	1	Department of Planning and Community and Economic Development	Referred for Introduction	

The proposed resolution adopts amendments of the Elderberry, Pioneer and Junction neighborhood development plans as supplements to the City of Madison Comprehensive Plan. No City appropriation is required with the adoption of this plan. City costs associated with urban development in this area will be included in future operating and capital budgets subject to Common Council approval.

Adopting amendments of the Elderberry, Pioneer and Junction Neighborhood Development Plans to provide updated recommendations for undeveloped lands in those neighborhood planning areas.

WHEREAS, on August 1, 2017 the Common Council adopted Resolution 17-00658 (ID 47989), authorizing the Planning Division to amend the Elderberry, Pioneer and Junction Neighborhood Development Plans, and



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

WHEREAS, the neighborhood development plans are adopted as supplements of the Comprehensive Plan; and

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

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

WHEREAS, the City of Madison adopted the Elderberry Neighborhood Plan in 2002; and

WHEREAS, the City of Madison adopted the Pioneer Neighborhood Development Plan (previously the Westside Neighborhood Development Plan) in 1999, amended in 2004 and 2013; and

WHEREAS, the City of Madison adopted the Junction Neighborhood Plan in 1990 with amendments in 1992 and 2015; and

WHEREAS, substantial development has occurred in recent years in the Elderberry, Pioneer and Junction Neighborhood Development Plan planning areas; and

WHEREAS, it is desirable to amend the plans so that they better incorporate existing and proposed transportation system improvements, land use, utilities and contemporary neighborhood planning principles; and

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

WHEREAS, the amendment was presented and discussed at two public open houses, one on September 14, 2017 and the second on February 15, 2018, two meetings with the Plan Commission, meetings with individual property owners, a meeting with the Elderberry Neighborhood Association and a meeting with Blackhawk Homeowner's Association.

NOW, THEREFORE BE IT RESOLVED that the City of Madison adopt the Elderberry Neighborhood Development Plan as a supplement of the Comprehensive Plan.

BE IT FURTHER RESOLVED that the City adopt the Pioneer Neighborhood Development Plan as a supplement to the Comprehensive Plan.

BE IT FURTHER RESOLVED that the City adopt the Junction Neighborhood Development Plan as a supplement to the Comprehensive Plan.