

# **Mid-Town Neighborhood Development Plan**

*Recommendations for Land Use and Development*

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

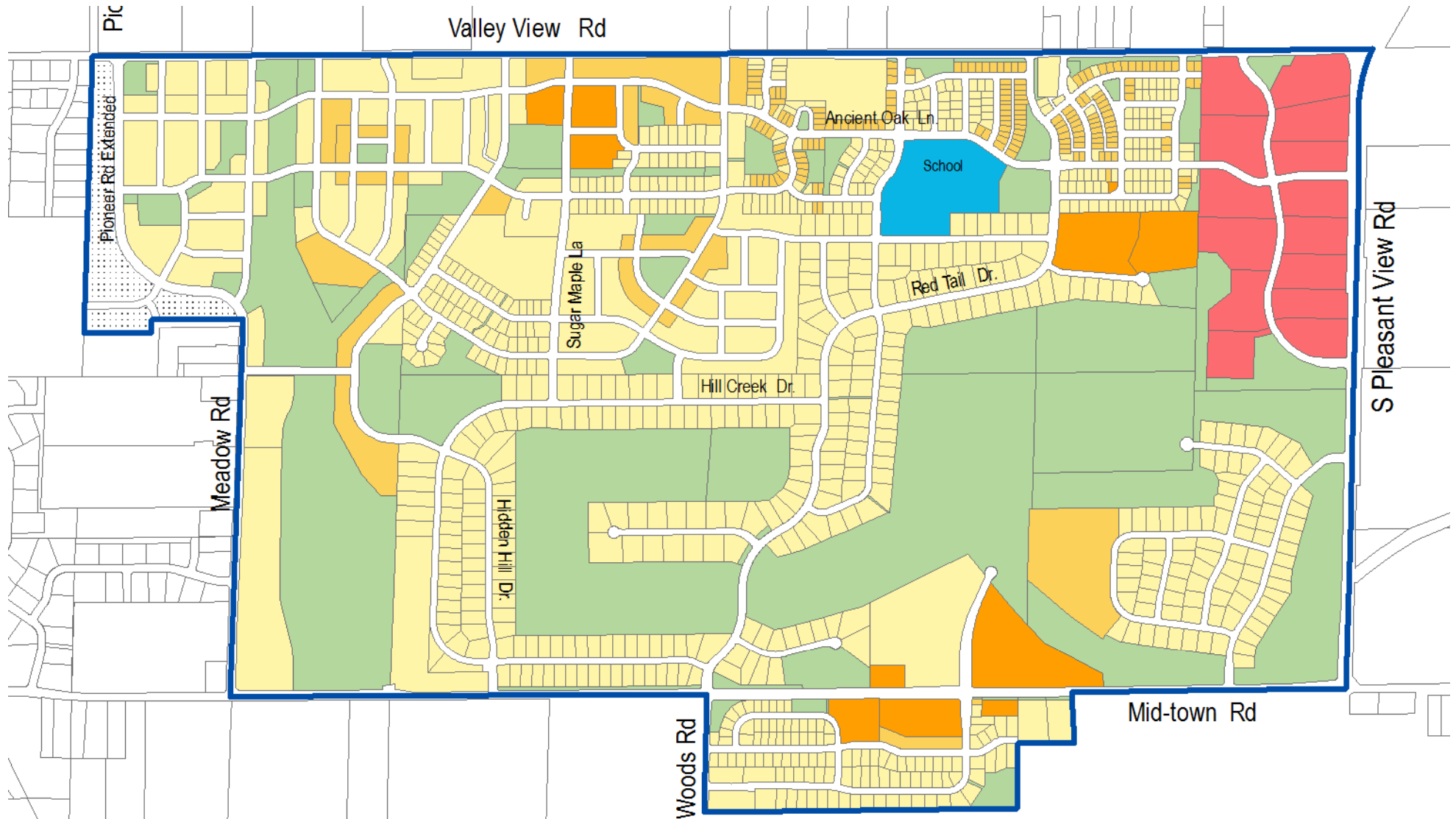
**August 1999**

**Amendments Adopted:**

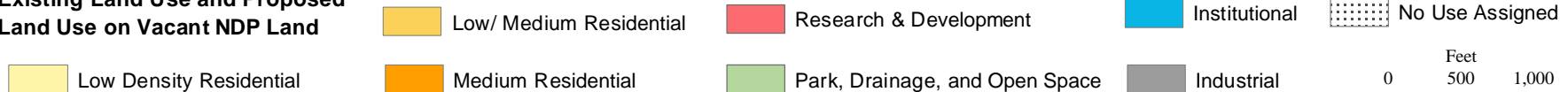
**May 2001  
April 2004  
July 2004  
August 2010  
November 2011**

# Mid-Town Neighborhood Development Plan

As Adopted August 1999, Amended May 2001, April 2004, July 2004, August 2010, and November 2011  
and implemented through subdivision and zoning approvals



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



## **MID-TOWN NEIGHBORHOOD\* DEVELOPMENT PLAN**

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\*NOTE: The plan for the Mid-Town Neighborhood was originally adopted in August 1999 as the “Mid-Town Road Amendment to the High Point-Raymond Neighborhood Development Plan,” and the planning area is referenced in the plan narrative as the “Mid-Town Road Amendment Area.” Beginning in 2004, this planning area has been identified as an individual neighborhood, and not a part of the High Point-Raymond Neighborhood.

## **INTRODUCTION**

The Common Council adopted the High Point-Raymond Neighborhood Development Plan in December 1997. Since the adoption of the plan, property owners and developers have been working with the City to implement the plan's recommendations. The High Point-Raymond Neighborhood as defined in the 1997 plan is bordered on the north by the Catholic Diocese properties (formerly Holy Name Seminary), on the south by County Trunk Highway "PD", and on the west by County Trunk Highway "M". The eastern border is formed by existing neighborhoods in the City of Madison. Since the adoption of the plan, the City of Madison has approved two final subdivision plats in the neighborhood – for the Stratton Ridge Development on Highway "PD", and the Valley Ridge Development on High Point Road. Development plans are also being prepared and are in various stages of review for the two former Wisconsin Capital Land Fund parcels located north and south of Mid-Town Road adjacent to County Trunk Highway "M".

In order to provide sanitary sewer and waste water collection services to the High Point-Raymond Neighborhood, the Madison Metropolitan Sewerage District will be constructing a major interceptor sewer, a portion of which will be located west of County Trunk Highway "M", outside of the original High Point-Raymond Neighborhood. This interceptor sewer is sized to serve an area of over eight square miles. A local developer has secured options to purchase over 500 acres of land at the northwest corner of County Trunk Highway "M" and Mid-Town Road. The interceptor sewer being built to serve the High Point-Raymond Neighborhood will traverse a portion of these lands and is being planned to serve all of this property. Largely because of the presence of the new interceptor sewer, development proposals are now being considered for these lands.

The Mid-Town Road amendment to the High Point-Raymond Neighborhood Development Plan will incorporate the lands that are being planned for and proposed for development north of Mid-Town Road and west of County Trunk Highway "M" in the near term. The Mid-Town Road amendment to the High Point-Raymond Neighborhood is located north of Mid-Town Road and west of County Trunk Highway "M" and consists of approximately 600 acres of land.

These areas are included in Planning Area W3 and Planning Area W6 as identified in the Peripheral Area Development Plan. The Peripheral Area Development Plan recommends that neighborhood development plans be prepared to provide more detailed recommendations to guide and direct future urban development and the extension of urban services. Neighborhood development plans serve as a basis for initiating requests for amendments to the Central Urban

Service Area boundary, and are to be adopted before granting additional development approvals within the area.

Since the Peripheral Area Development Plan was adopted in 1990, the City of Madison has developed and adopted four neighborhood development plans for lands on the west side. A fifth plan, The Westside Neighborhood Development Plan, was adopted in June 1999. These plans cover all of the Westside lands included in Urban Expansion A Districts, and a large portion of the lands included in Urban Expansion B Districts. The Mid-Town Road amendment to the High Point-Raymond Neighborhood includes a portion of Planning Area W3 (an Urban Expansion B District) and a portion of Planning Area W6 (a Transition Reserve District). Planning Area W3 also includes a portion of the lands located in the current High Point-Raymond Neighborhood. These lands are identified as suitable for urban development and City of Madison expansion.

The eastern portion of the Mid-Town Road amendment area can be provided with urban services as a logical extension of the services available to lands in the W3 Planning Area included in the current High Point-Raymond Neighborhood. The western portion of the Mid-Town Road Amendment Area includes lands in the W6 Transition Reserve District. The 1990 plan also indicated that this area would be suitable for eventual urban development and the extension of urban services. The MMSD interceptor sewer that will serve Planning Area W3 is also being constructed to serve Planning Area W6. The Mid-Town Road Amendment to the High Point-Raymond Neighborhood is, therefore, a logical expansion of the development planning that has been completed for lands east of County Trunk Highway "M". This neighborhood development plan amendment will allow for the phased extension of the full range of urban services by the City of Madison as development occurs west of County Trunk Highway "M".

## **EXISTING CONDITIONS IN THE MID-TOWN ROAD AMENDMENT AREA**

The Mid-Town Road Amendment study area is bounded on the south by Mid-Town Road and on the west by County Trunk Highway “M”. The northerly boundary and westerly boundary follows property lines as defined on Map 1. The planning area comprises approximately 574 acres of land, 95.6% of which are located in the City of Madison.

### **Property Ownership, Zoning and Land Use**

There are nine separate ownerships of land in the planning area. Table 1 summarizes the ownership and acreage of each of the parcels. All of these parcels of land, with the exception of the Vetter parcel, are in the City of Madison. Map 2 shows existing property ownership in the planning area and surrounding properties. Map 3 shows the existing zoning and land uses.

Lands in the City of Madison are temporarily zoned R1, Residence District. The Vetter parcel, which is still in the Town of Middleton, is zoned A-1 Agriculture District (Dane County zoning). Most of the land in the study area is currently used for agricultural purposes or is wooded undeveloped land. There are six single-family homes located within the area.

Table 1 – Ownership

<b>Ownership</b>	<b>Acreage</b>
Allin Family Ltd. Partnership, et al	193.3
Broering, Barbara & Virgil	100.0
Castle, Karol & Schwartz, Bradford	5.8
Dreger, Eugene	9.7
Dreger, Dorothy & Eugene	10.7
Dunlap Trust	5.0
Hellenbrand Trust	118.1
Reisdorf et al, Donald	105.6
Vetter, Ruth	25.0
Rights-of-Way	0.9
<b>Totals</b>	<b>574.1</b>

<b><i>Percent in City of Madison</i></b>	<b>95.65%</b>
<b><i>Percent in Town of Middleton</i></b>	<b>4.35%</b>

### **Natural Features/Resources**

The planning area is characterized by gently rolling to moderately rolling topography. Map 4 is a summary of the soil conditions in the area. Map 5 shows many of the special features in the planning area which must be considered in preparing the plan. A major ridge line traverses the

# Planning Area

## Mid-Town Road Amendment

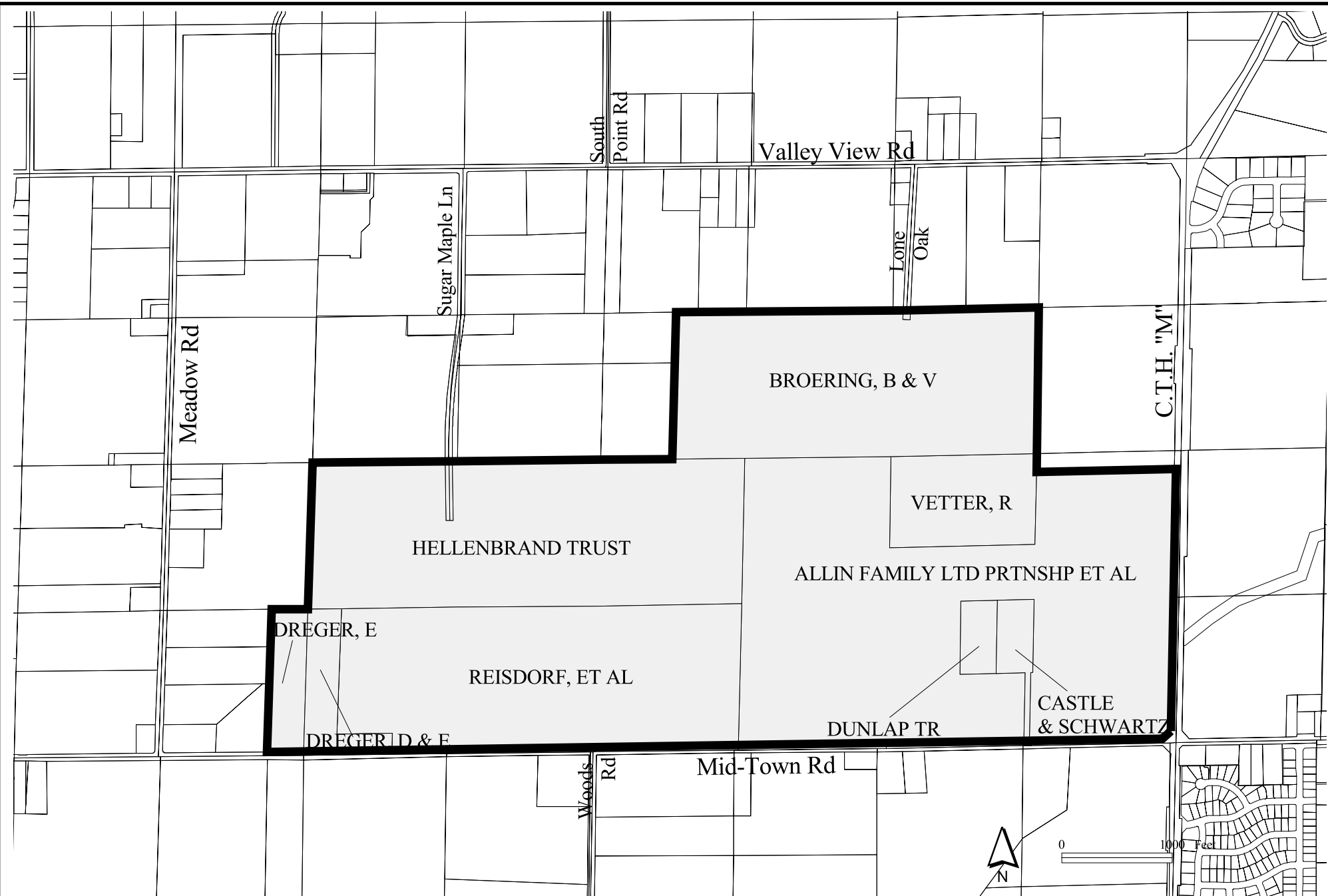
Map 1



# Property Ownership

## Mid-Town Road Amendment

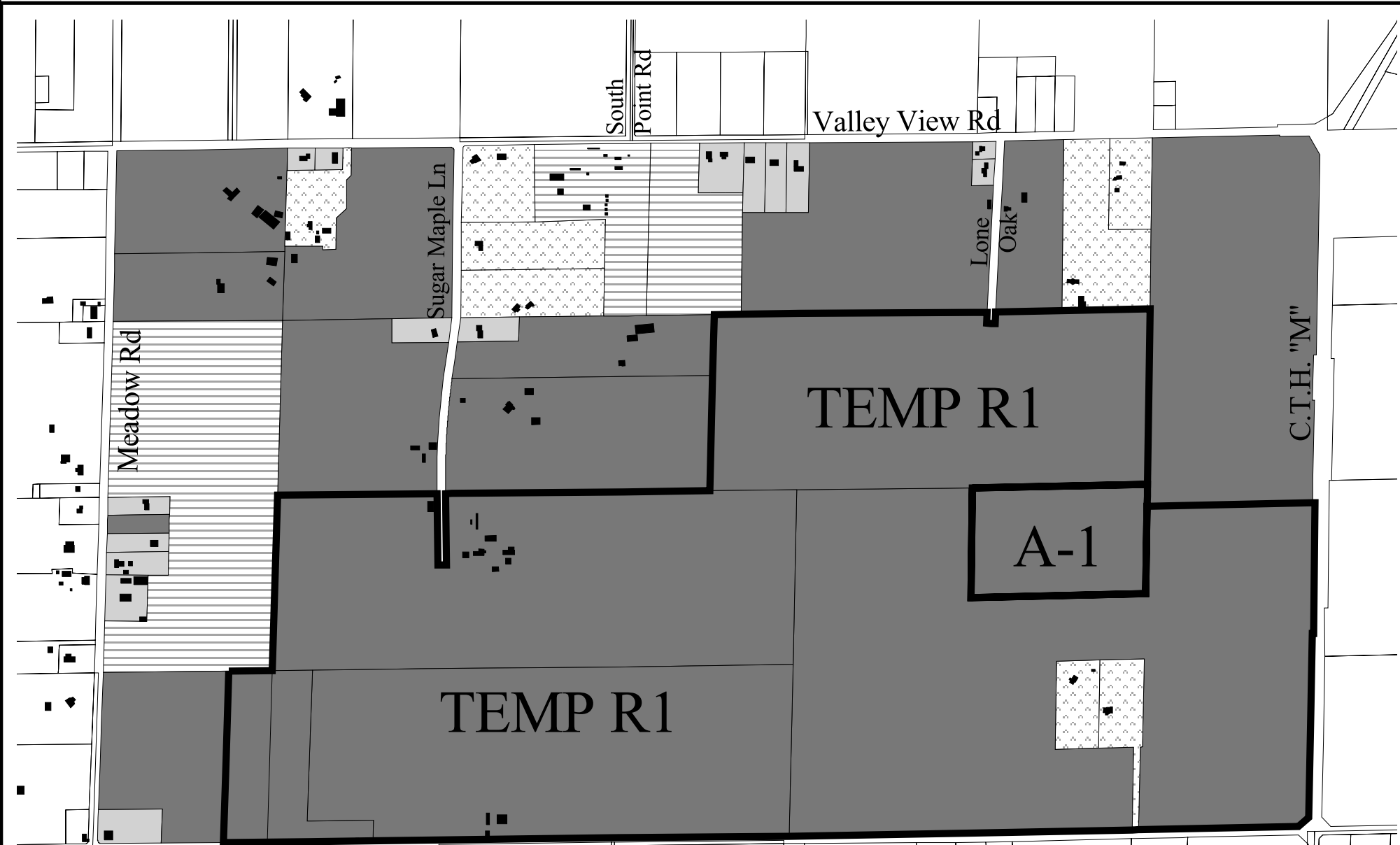
Map 2







# Existing Land Use and Zoning

## Mid-Town Road Amendment

Map 3



Legend:

- |  |                               |   |                                       |
|--|-------------------------------|---|---------------------------------------|
|  | Single Family                 |  | Agriculture or Undeveloped            |
|  | Single Family on over 5 acres |  | Landscape business or Forest Products |
| <b>A - 1</b>   | Agriculture District          | <b>TEMP R1</b>  | Temporary Residential District        |

Mid-Town Rd



0 1000 Feet

# Soils

## Mid-Town Road Amendment

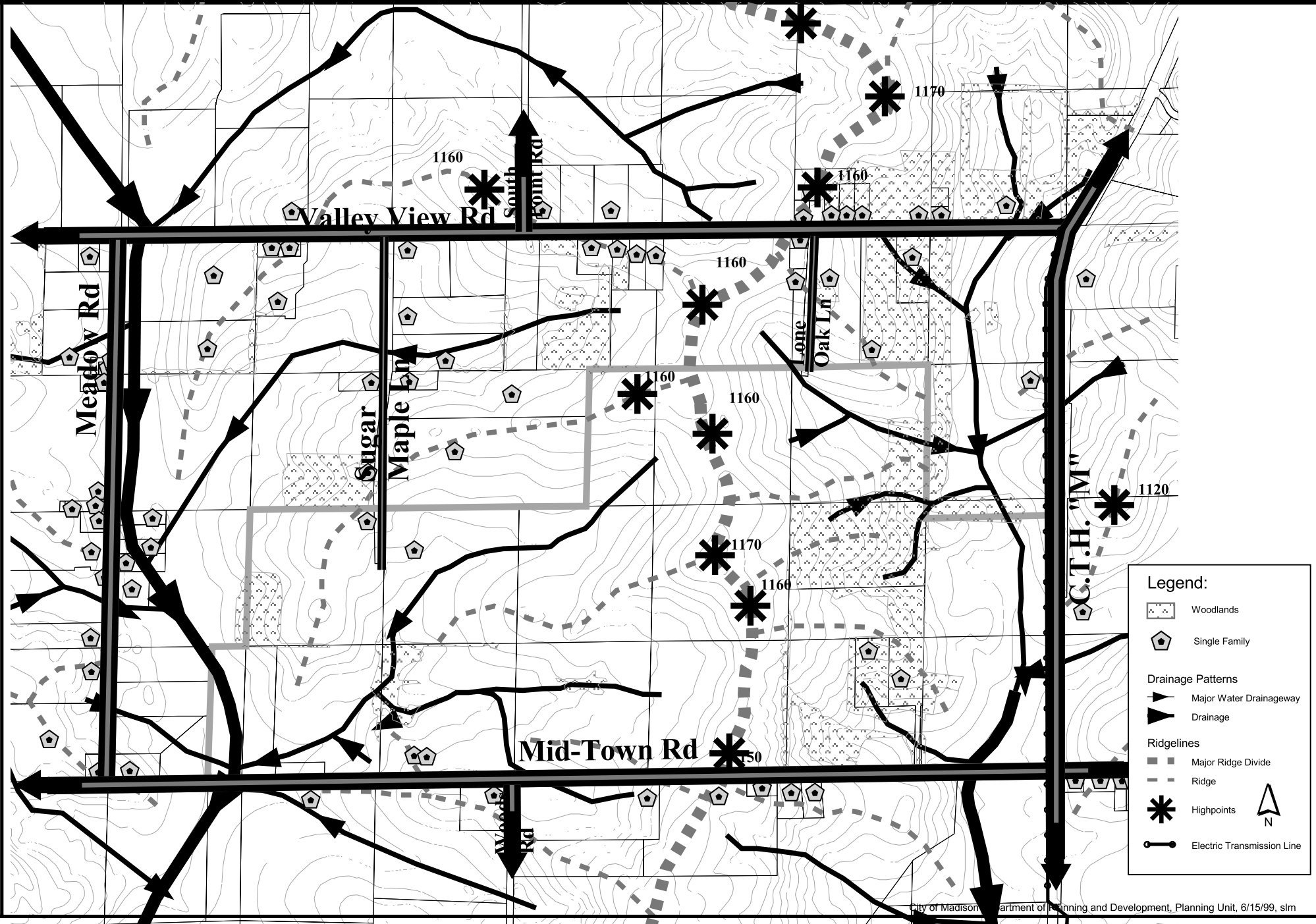
Map 4



# Special Features

## Mid-Town Road Amendment

Map 5



planning area north and south, dividing the area into two drainage basins. The eastern portion of the planning area is part of the Badger Mill Creek Drainage Basin and included in the same drainage basin as other portions of the High Point-Raymond Neighborhood. The western portion of the neighborhood is in a separate drainage basin. Both basins are part of the Sugar River Watershed. Lands in the eastern portion of the study area generally drain east and south. Lands in the western portion of the study area drain west and south. A series of secondary ridge lines define these minor drainage areas. Portions of the area are wooded. The most significant woodlands are located in the eastern portion of the area between the major ridge line and the eastern stormwater drainageway. These woods contain old woodlots, fence rows and younger reforestation plantings.

### **Site Analysis**

The planning area is located adjacent to and north of the University Ridge Golf Course. The golf course is one of several major open space units which are planned to be connected as part of the community separation area between urban Madison and the City of Verona and part of the Ice Age Trail open space system. Other major open space units which are part of this system include Badger Prairie Park and Elver Park. Since the Peripheral Area Development Plan was adopted in 1990, the City of Madison has worked closely with the Dane County Parks Department, the Ice Age Park and Trail Foundation and the City of Verona to prepare more detailed plans for the implementation of this park and open space system.

The planning area is located adjacent to and west of the High Point-Raymond Neighborhood. Bordering the study area on the north and west are a series of smaller parcels located within the Town of Middleton. The major transportation circulation system facilities serving the study area include Mid-Town Road on the south, County Trunk Highway "M" on the east, Valley View Road on the north and Meadow Road on the west. Map 4 is a special features/site analysis map of the planning area. The planning area is within the boundary formed by these four roads. Outside of the planning area and within the boundary formed by these four roads exists many smaller parcels of land which are located in the Town of Middleton. Within this area there are 26 single-family homes developed along Valley View Road, Meadow Road and two dead end lanes (Sugar Maple and Lone Oak). Development of a neighborhood development plan for lands within the study area must consider the relationship between the development plans prepared for, the study area, existing land uses and development adjacent to the study area, and the future development potential of these lands. Sugar Maple Lane and Lone Oak Lane provide local road connections into the study area, and Woods Road which intersects with Mid-Town Road adjacent to the study area on the south, provide additional opportunities to locate future roadway connections to serve the planning area. The development plan for the planning area will need to carefully consider the development opportunities presented by the ridge lines, woodlands and stormwater drainageways in the planning area. A series of potential view corridors exist along the major north/south ridge line, as well as the secondary east/west ridge lines throughout the study area.

In addition to the major roadways serving the area, and the existing single-family homes within and adjacent to the area, development plans will also need to address the location of a major

electric transmission line located adjacent to County Trunk Highway “M” on the eastern side of the area.

## **RECOMMENDED DEVELOPMENT CONCEPT AND LAND USE PLAN**

### **Recommended Development Concept**

The development plan for the Mid-Town Road Amendment planning area consists of an 18-hole golf course and a mixture of single-family, owner-occupied condominium and rental multi-family housing. The development plan includes a mixed-use development area which may potentially provide some limited neighborhood-serving convenience retail and services opportunities. The development plan will provide a new housing and recreational product not available elsewhere within the High Point-Raymond Neighborhood or within the City of Madison. The concept calls for a mix of residential densities and residential uses, but is primarily intended to provide lower-density residential opportunities adjacent to the 18-hole golf course. The High Point-Raymond Neighborhood Development Plan recommends a proposed “town center” along Mid-Town Road east of County Trunk Highway “M”. Along with the residential development planned elsewhere within the High Point-Raymond Neighborhood, the Mid-Town Road amendment to the neighborhood development plan will allow the City of Madison to achieve the objectives of the neighborhood development plan, which all for the full range of housing types and locations for persons and households of all income levels and ages. While the development within the Mid-Town Road amendment area will be primarily oriented toward the upper end of the ownership and rental market, the entire neighborhood will provide housing which is affordable to all households, including low and moderate income families. Other developments which are currently underway or are in the planning stages include small lot single-family development targeted toward first time buyers and moderate income families, owner-occupied condominiums targeted toward the elderly, and mixed-use town center development intended to provide higher-density residential development opportunities in close proximity to the commercial town center.

### **Recommended Land Uses**

The predominant land uses recommended for the Mid-Town Road amendment area include residential development and the 18-hole golf course. Significant employment growth has taken place north of the study area within the West Towne regional retail center, along Mineral Point Road, in the University Research Park and north of Old Sauk Road in the Old Sauk trails Office Park. New residential housing opportunities in the City of Madison for employees of the growing commercial, research and offices centers are needed. While it is anticipated that almost all of the residents will work outside of this study area, the plan recommends the development of a mixed-use area adjacent to the entrance to the 18-hole golf course which may provide an additional opportunity for neighborhood-serving convenience uses. However, it will be important to limit the amount and type of commercial uses within this area so that it does not compete with the Town Center planned east of County Trunk Highway “M”. At the time permanent zoning is considered the amount of non-residential development should be limited to no more than 10,000 to 20,000 square feet of gross floor area. A total of 610 single-family dwelling units on individual lots are proposed throughout the area. In addition, there are three planned

condominium developments and one mixed-use development area which will include rental housing. Three parks are proposed to serve the area.

The land use recommendations for the Mid-Town Road amendment to the High Point-Raymond Neighborhood area shown on Map 6 and summarized in Table 2 below.

Table 2 – Proposed Land Use (in acres)

<b>Land Use</b>	<b>Acres</b>	<b>% of Total</b>
Residential	300.3	52.3
Low Density Residential (Single-Family)	244.0	42.5
Low-Medium Density Residential (Condominium)	45.5	7.9
Medium Density Residential/Mixed-Use (Multi-Family)	10.8	1.9
Park and Open Space	223.3	38.9
Park and Drainage	14.9	2.6
Golf Course (including drainage within golf course)	208.4	36.3
Street right-of-way (approximate)	50.5	8.8
<b>TOTAL</b>	<b>574.1</b>	<b>100.0</b>

Map 7 presents a Potential Long-Range Concept Plan for adjacent lands to the north and west which shows how street extensions, stormwater drainage and park expansions can be provided if and when adjoining lands are planned for development. This map should be viewed as only a concept at this time and is intended to demonstrate that the development of the Mid-Town Road amendment area will allow adjoining lands to be planned for development in the future in a manner which is coordinated with the Mid-Town Amendment area.

Within the planning area, it is anticipated that there will be approximately 1,261 dwelling units. Table 3 provides an estimated distribution of the dwelling units by type and density. Single-family homes on individual lots will be developed at net densities ranging between two and four units per acre. Condominiums totaling 500 units will be developed at densities ranging between 10 and 12 units per acre. The mixed-use development area is intended to accommodate 151 dwelling units with a density of 12 to 16 units per acre. Overall net development density for the residential development within the study area will average 4.2 units per acre.

Table 3 – Proposed Dwelling Units

<b>Residential Density</b>	<b>Dwelling Units</b>	<b>% of Total</b>
Low Density Residential (Single-Family)	610	48.4
Low-Medium Density Residential (Condominium)	500	39.6
Medium Density Residential (Multi-Family)	151	12.0
<b>TOTAL</b>	<b>1,261</b>	<b>100.0</b>

When combined with the residential development planned in the original High Point-Raymond Neighborhood, a total of almost 5,000 dwelling units can be accommodated. Table 4 shows the

estimated residential development in the Mid-Town Road Amendment area when combined with the original High Point-Raymond Neighborhood. Overall, the residential density is expected to be slightly over 5 units per acre.

Table 4 – Proposed Dwelling Units

Combined Totals from the High Point-Raymond Plan and the Mid-Town Road Amendment Area

<b>Residential Density</b>	<b>Total Residential Acres</b>	<b>Dwelling Units</b>	<b>% of Total</b>	<b>Densities Units/Acre</b>
Low Density Residential	731.1	2,351	47.4	3.21
Low-Med. Density Residential	150.7	1,339	27.0	8.88
Medium Density Residential	87.4	1,270	25.6	14.53
<b>TOTAL</b>	<b>969.2</b>	<b>4,960</b>	<b>100.0</b>	<b>5.11</b>

# Land Use and Street Plan

## Mid-Town Road Amendment

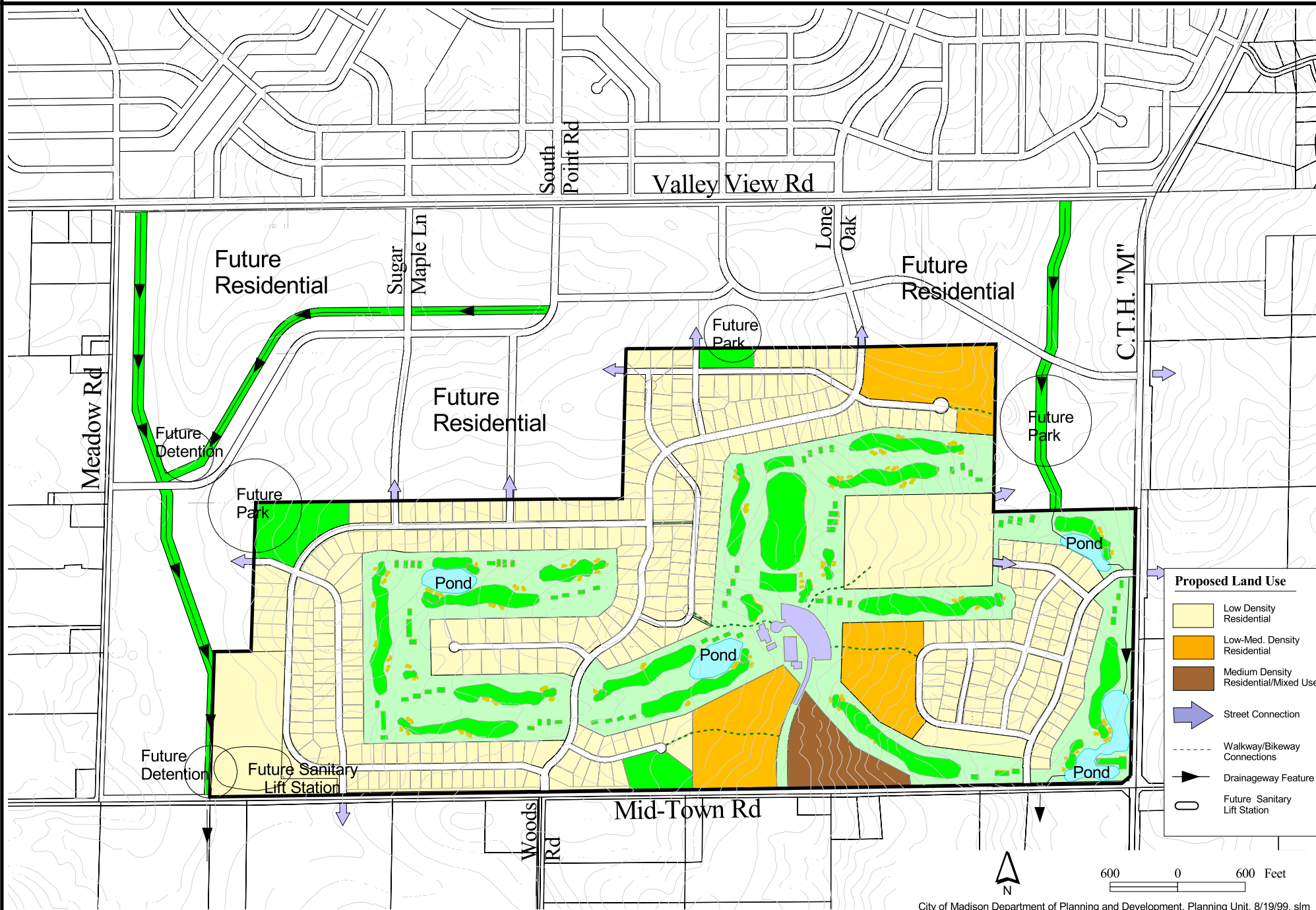
Map 6



# Potential Long Range Concept Plan

## Mid-Town Road Amendment

Map 7



## **INFRASTRUCTURE IMPROVEMENTS AND OTHER PUBLIC SERVICES**

The following sections briefly summarize the public facilities and services which will be provided to support the development of the Mid-Town planning area.

### **Transportation Facilities and Services**

Map 4 shows the recommended hierarchy of streets being proposed to serve the neighborhood. In order to provide internal and external circulation within the area, a system of bike and pedestrian paths, local streets, collector streets, arterial streets and the potential for a future transit route are provided. The major north/south arterial serving the neighborhood is County Trunk Highway "M". The east/west minor arterials or major collectors include Valley View Road on the north and Mid-Town Road on the south. A third north/south major collector is Meadow Road. The study area also incorporates a north/south collector street which will intersect with Woods Road at Mid-Town Road and with Lone Oak Lane. An additional minor loop collector street which parallels and circles the golf course in the western portion of the area will intersect with this north/south collector. Other street extensions and bicycle routes will be provided from the planning area to the surrounding properties to ensure adequate access and circulation, as development occurs.

The right-of-way of County Trunk Highway "M" is planned at 120-feet. The right-of-way for Meadow Road, Valley View Road and Mid-Town Road (the other minor arterials or major collectors) are planned at 80-feet, 104-feet and 120-feet respectively. Local streets are generally planned at 60-feet or less depending on the development density adjacent to the roadway. Densities of less than 5 units per acre may be allowed to utilize a 56-foot right-of-way.

All of the local and collector streets within the neighborhood are proposed to also serve as bikeways. Sidewalks are planned for all collector and arterial streets, and will be considered for some of the local streets depending on densities and the need to provide pedestrian connections to neighborhood parks and other recreational amenities. Pedestrian access will be provided to all neighborhood parks. Multi-purpose pedestrian walkways/bike paths crossing the golf course will be provided to link the eastern and western portion of the study area and tie in to prime view corridors.

As is the case with most newly developing areas, public transit service is unlikely to be extended initially, due to the relatively higher costs and lower ridership potential characteristic of peripheral locations. A potential future transit route for Madison Metro can be accommodated on any of the perimeter collector and arterial streets, as well as on the internal collector streets. A potential transit route using the extension of Lone Oak Lane would place the majority of the new population within a ½ mile of transit. Like the other infrastructure and development elements, these streets and ped/bike and transit accommodations are or will be programmed for construction or reconstruction to serve the development planned.

## **Water Service**

The City of Madison, through the Water Utility, will extend public water service to the property from the current end of the distribution system within the High Point-Raymond Neighborhood. The existing water reservoir on High Point Road and existing wells will provide adequate supply and pressure to serve the area. The extension of these water mains will not only serve the Mid-Town Road amendment area but also is planned to serve the Valley Ridge Development, the Mid-Town Road Neighborhood Town Center development, and the development of the former Wisconsin Capitol Land Fund properties south of Mid-Town Road and adjoining County Trunk Highway "M". Because of the differential elevations along Mid-Town Road, the City is planning to extend two water mains, a high and low pressure main, to serve the area.

## **Waste Water Collection and Treatment**

The treatment of waste water will be provided by the Madison Metropolitan Sewerage District at its Nine Springs Treatment Facility. The major interceptor sewer serving the High Point-Raymond Neighborhood will also serve the entire study area. Lands east of the major ridge line dividing the study area will be provided with gravity flow sewer to the major interceptor. To serve the western portion of the area, a lift station is planned in the southwestern corner of the study area which will pump waste water over the ridge via a force main to connect to the interceptor sewer.

## **Storm Water Management Improvements**

The City is designing a stormwater management system which will consist of a series of detention and retention basins along the major drainageways serving the study area. Stormwater management in this area will be managed with a series of retention ponds which are integrated into the golf course. All open conveyance systems and ponds discussed below will be provided within public easements for stormwater management.

## **The Eastern Basin**

The Eastern Basin drains to a large culvert under Mid-Town Road approximately 300-feet west of County Highway "M". The drainage off of this development will be managed within the proposed golf course. The stormwater management system will include an open conveyance system and one or more retention basins. The management system will be designed, built and maintained by the developer to aesthetically blend into the surrounding golf course while meeting standards of the Stormwater Management Plan for lands within the watershed of the west branch of the Badger Mill Creek.

This stormwater management plan calls for developing lands within the west branch of the Badger Mill Creek to detain the 1, 2, 5, 10 and 100 year storms to the predevelopment release

rates. These systems will be designed by the developer's engineer and reviewed and approved by City Engineering. Stormwater entering the development from the east and from the north shall be controlled in accordance with applicable regulations prior to entering the golf course area.

### **The Western Basin**

The Western Basin is a small watershed (approximately 250 acres) which drains to a trio of box culverts (each 12' x 5') draining under Mid-Town Road. These culverts are approximately 200-feet west of the proposed development. The culverts under Mid-Town Road drain a very large watershed several square miles in size. The stormwater run-off for the large watershed draining to this culvert crossing will be handled with a separate system.

The small watershed will include an open conveyance system and retention basins. Both the greenway and basins will be designed, built and maintained by the developer to aesthetically blend into the surrounding golf course. Stormwater management will be in accordance with current regulations and will be reviewed and approved by the City Engineer. No significant areas drain into the small basin from outside the development. The limited areas that do will be collected in a pipe system and discharged into the open channel and pond system in the golf course. A temporary easement for public greenway (which shall eventually be part of the road right-of-way for Mid-Town Road) will be required along Mid-Town Road from the plat to the culverts.

The large watershed reaching Mid-Town Road at this point will eventually require construction of significant detention/retention basins throughout the watershed. It is anticipated that the majority of these will be regional in nature and will be located at confluences of branches of the watercourse and upstream of road crossings. The basins will be linked in the future with a greenway of varying size (between 200 and 100-feet wide).

### **Parks and Open Space**

As stated previously, the study area will be developed with three parks: one area park and two neighborhood parks. It is anticipated that park expansions and additional park sites will be provided on adjacent lands when they develop in the future. The 18-hole golf course, clubhouse and recreational amenities provide a significant additional recreation opportunity for residents within the study area as well as the general public. In addition to the on-site amenities, the study area is located in very close proximity to the University Ridge Golf Course, Elver Park and the planned Ice Age Trail System, which will provide additional recreational opportunities.

### **Schools**

Lands within the Mid-Town Road amendment study area are included in the Verona School District and the Middleton-Cross Plains School District. Both districts have undertaken extensive negotiations with the Madison Metropolitan School District. These negotiations have resulted in

an agreement being reached between the Middleton-Cross Plains School District and the Madison District. A similar agreement is close to being executed between the Verona District and the Madison District. The agreement calls for the transfer of lands within this area to the Madison Metropolitan School District following annexation and development approvals. It is anticipated, therefore, that school facilities and services will be provided by the Madison Metropolitan School District following the execution of these agreements and the transfer of these lands to the Madison District. The City of Madison has planned a school site in the Westside Neighborhood Development Plan north of Valley View Road along South Point Road to serve this area. An additional school site could potentially be located within the High Point-Raymond Neighborhood. Following the execution of the inter-governmental agreements between the three school districts, the Department of Planning and Development will work with the Madison Metropolitan School District and the two adjoining school districts to review proposed school sites and recommend additional locations if needed.

## **IMPLEMENTATION OF THE MID-TOWN ROAD AMENDMENT TO THE HIGH POINT-RAYMOND NEIGHBORHOOD DEVELOPMENT PLAN**

The Mid-Town Road amendment will be implemented using the same tools described in the adopted High Point-Raymond Neighborhood Development Plan. Specific recommendations concerning development staging and amendments to the Central Urban Service Area are provided in the following paragraphs.

Following the adoption of the High Point-Raymond Neighborhood Development Plan in December of 1997, the City of Madison requested an amendment to the Central Urban Service Area boundaries to include all of the lands in the High Point-Raymond Neighborhood. The Dane County Regional Planning Commission approved an Urban Service Area amendment which added only a portion of the neighborhood to the Urban Service Area. In the northern portion of the High Point-Raymond Neighborhood, the Central Urban Service Area amendment added four undeveloped parcels to the Urban Service Area including a portion of the Jerry Mullins property, the two Wisconsin Capitol Land Fund parcels, and the Theis property. Development plans for two of these four parcels are now being developed and urban development is expected to begin along Mid-Town Road and County Trunk Highway "M" in the spring of 2000. Residential development in the Mid-Town Road amendment area adjacent to County Trunk Highway "M" is also expected to begin in the spring of 2000. Construction of the golf course may precede the construction of the first residential developments.

It is expected that development will generally be phased from southeast to northwest starting at the corner of Mid-Town Road and County Trunk Highway "M". Construction of the 18-hole golf course will occur as one phase, with residential development occurring in a series of phases. It is recommended that all of the lands in the amendment area be included in the Central Urban Service Area. It is also recommended that the golf course fairways and open space, as well as the neighborhood parks and stormwater detention facilities, be identified in the Central Urban Service Area as Environmental Corridors, with the exception of the clubhouse and associated access drives and parking lots.

## **INTER-GOVERNMENTAL AGREEMENTS**

In addition to the inter-governmental agreement being negotiated between the Middleton-Cross Plains School District, the Madison Metropolitan School District and the Verona School District, there are two other inter-governmental agreements which affect the planning area. The City of Madison entered into an inter-governmental agreement with the Town of Middleton in 1994 which included certain road maintenance and improvement provisions. This agreement also established a line running north and south generally along Pioneer Road, east of which the township agreed not to contest or object to annexations of land to the City of Madison, and west of which the City would not exercise its extraterritorial jurisdiction regarding land divisions. The City of Madison also entered into an inter-governmental agreement with the City of Verona which addressed future annexations as well. The City of Madison and City of Verona agreed on an annexation line between the two communities beyond which the other community would not

annex land. The line extends a certain distance east and west along County Trunk Highway “PD” from its intersection with County Trunk Highway “M”. The Mid-Town Road planning area is within the area that Verona agreed not to annex land.

City of Madison, Wisconsin

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

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

Drafted By: Bradley J. Murphy, Planning Unit Director

Date: June 28, 1999

Fiscal Note: Infrastructure, Capital improvements and services required to serve development consistent with the plan will be provided in accordance with existing Madison General Ordinances and standard City policies. Authorization for Capital expenditures must be obtained through the planning and budgetary approval process.

Sponsors: Aids. Roberta Kiesow, Ken Golden and Judy Compton

WHEREAS on May 18, 1999 the City of Madison Common Council approved an ordinance annexing approximately 580 acres of land north of Mid-Town Road and west of County Trunk Highway "M" to the City of Madison along with a resolution approving an annexation agreement with Hawk's Landing, LLC; and

WHEREAS the annexation agreement for these lands establishes a planning, development approval, infrastructure improvement and service delivery process and timeline to guide the future development of this area; and

WHEREAS the annexation agreement calls for the preparation of an amendment to the High Point-Raymond Neighborhood Development Plan to be prepared and adopted by the Plan Commission and Common Council; and

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

Copy Mailed to Alderperson \_\_\_\_\_

PRESENTED July 6, 1999 \_\_\_\_\_

REFERRED \_\_\_\_\_

REREFERRED \_\_\_\_\_

REPORTED BACK \_\_\_\_\_

ADOPTED T \_\_\_\_\_ POF \_\_\_\_\_

SUSPENDED RULES \_\_\_\_\_

PUBLIC HEARING \_\_\_\_\_

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

Approved By

Comptroller's Office

RESOLUTION NUMBER 56476 \_\_\_\_\_

ID NUMBER 25879 \_\_\_\_\_

WHEREAS the annexation agreement established the essential elements to be included in the development of a residential/golf course community by Hawk's Landing, LLC; and

WHEREAS the lands included in the neighborhood development plan are located within Urban Expansion "B" District and Transition Reserve District as shown in the 1990 Peripheral Area Development Plan which identifies areas which can be served by City services; and

WHEREAS the 1990 Peripheral Area Development Plan identifies the eastern portion of this area as Planning Area W3, an Urban Expansion "B" District, which can be provided with urban services as a logical extension of the services available to the northern portions of the High Point-Raymond Neighborhood; and

WHEREAS the 1990 Peripheral Area Development Plan identifies the western portion of the lands to be annexed as Planning Area W6, a Transition Reserve District in which portions of the area would be suitable to eventual urban development and the extension of urban services; and

WHEREAS since the adoption of the Peripheral Area Development Plan the City of Madison has prepared the High Point-Raymond Neighborhood Development Plan for lands located immediately adjacent to this planning area; and

WHEREAS since the adoption of the Peripheral Area Development Plan the City of Madison has entered into inter-governmental agreements with the City of Verona, 1996, the Town of Middleton, 1994, and the City of Middleton, 1995 which more specifically define areas to be annexed to and developed within the City of Madison; and

WHEREAS the lands are currently located within the Verona School District and Middleton-Cross Plains School District and are proposed to be transferred to the Madison Metropolitan School District following annexation to the City of Madison in accordance with an executed agreement between the Madison Metropolitan School District and the Middleton-Cross Plains School District and in accordance with a draft agreement, yet to be executed, between the Madison Metropolitan School District and the Verona School District; and

WHEREAS a detailed neighborhood development plan has been prepared for the Mid-Town Amendment to the High Point-Raymond Neighborhood Development Plan which calls for the development of these lands for a residential/golf course community to be provided with the full range of urban services and in accordance with City of Madison's Development Standards; and

WHEREAS all of the land in the Mid-Town Amendment area is located outside of the Central Urban Service Area; and

WHEREAS the current City of Madison adopted Land Use Plan does not include detailed land use recommendations for the Mid-Town Amendment Area; and

WHEREAS the City of Madison Plan Commission has established procedures for the amendment of the City's Land Use Plan.

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

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

BE IT FINALLY RESOLVED that the City of Madison Plan Commission and Madison Common Council hereby authorize the City's request to amend the Dane County Regional Development Guide and the Dane County Water Quality Plan to include within the Central Urban Service Area land included within the Mid-Town Amendment Area in accordance with the recommendations contained in the plan.

**Amendments**  
**to the**  
**Midtown**  
**Neighborhood Development Plan**  
**Adopted since August 1999**

**Amendments Dated:**

**May 2001**  
**April 2004**  
**July 2004**

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

Copy Mailed to Alderperson \_\_\_\_\_

City of Madison, Wisconsin

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

Amending the High Point-Raymond Neighborhood Development Plan, an element of the City of Madison Master Plan, to incorporate additional lands adjacent to the Mid-Town Road Amendment Area, and authorizing the City's application to amend the Central Urban Service Area to include these lands.

Drafted By: Michael Waidelich  
Principal Planner

Date: March 16, 2001

Fiscal Note: Local Costs associated with urban development in this area will be included in future operating and capital budgets.

Sponsors: Alds. Judy Compton, Roberta Kiesow, Ken Golden (request of the Plan Commission) and Linda Bellman

PRESENTED April 3, 2001

REFERRED Plan Commission

REREFERRED \_\_\_\_\_

REPORTED BACK May 1, 2001

ADOPTED T POF \_\_\_\_\_

RULES SUSPENDED \_\_\_\_\_

PUBLIC HEARING \_\_\_\_\_

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

\_\_\_\_\_  
Comptroller's Office

RESOLUTION NUMBER 58312

ID NUMBER 29303

WHEREAS, on December 2, 1997 the City of Madison Common Council adopted the High Point-Raymond Neighborhood Development Plan; and

WHEREAS, on August 17, 1999 the Common Council adopted the Mid-Town Road amendment to the High Point-Raymond Neighborhood Development Plan to incorporate land use and development recommendations for approximately 574 acres on adjacent lands located west of County Trunk Highway "M" and north of Mid-Town Road; and

WHEREAS, the Mid-Town Road amendment also included a Potential Long Range Concept Plan covering the balance of the lands located north of the amendment area to Valley View Road and west of the amendment area to Meadow Road; and

WHEREAS, on January 16, 2001 the City of Madison Common Council adopted Ordinance, I.D. 12755 annexing approximately 35.5 acres of land north of the Mid-Town Road Amendment Area and west of Sugar Maple Lane to the City of Madison; and

WHEREAS, an amendment to the High Point-Raymond Neighborhood Development Plan has been prepared for the annexed lands recommending that the lands be developed primarily with residential uses and provided with the full range of urban services in accordance with the City of Madison's development standards; and

WHEREAS, City of Madison urban services provided to the adjacent Hawk's Landing development can be readily extended to also serve the amendment area; and

WHEREAS, the Planning Unit has prepared an analysis of the proposed amendment to the High Point-Raymond Neighborhood Development Plan; and

WHEREAS, the proposed amendment area is not currently within the Central Urban Service Area.

NOW, THEREFORE, BE IT RESOLVED, that the High Point-Raymond Neighborhood Development Plan and City of Madison Land Use Plan are hereby amended to include detailed land use and street plan recommendations for approximately 35.5 acres of land located west of Sugar Maple Lane; and

BE IT FURTHER RESOLVED, that the City of Madison Plan Commission and Madison Common Council hereby authorize the City's application to amend the Dane County Land Use and Transportation Plan and Dane County Water Quality Plan to include the amendment area within the Central Urban Service Area; and

BE IT FINALLY RESOLVED, that the Potential Long Range Concept Plan for lands located west of the Mid-Town Road amendment area to Meadow Road and north of the amendment area to Valley View Road is hereby revised to incorporate revisions made during preparation of the subject amendment.

## DRAFT

### Amendment to the High Point-Raymond Neighborhood Development Plan

Adopted May 1, 2001

The Hawks' Woods amendment to the High Point-Raymond Neighborhood Development Plan consists of an approximately 35.5 acre parcel of land located north of the Mid-Town Road Amendment Area (the Hawk's Landing golf course and residential development), on the west side of Sugar Maple Lane. These lands were annexed to the City of Madison on January 16, 2001.

The amended Land Use and Street Plan for the neighborhood recommends that the Hawks' Woods amendment area be developed primarily with low-density residential land uses, divided between single-family and condominium development, at an average net density of approximately 5.2 dwelling units per acre. The neighborhood park at the southern edge of the amendment area will be extended northward to provide additional parkland and frontage on a local residential street within the amendment area. In addition to the local streets, mid-block pathways are recommended to provide more direct pedestrian and bicycle connections from the residential blocks to the north, including the condominium site. The recommended street alignments and lot patterns within the amendment area have been planned to maximize the preservation of the high quality oak trees present on the southern portions of the property. It is recommended that additional protections for these trees, such as establishing building envelopes on individual lots, be included as conditions of future development approvals.

#### Hawks' Woods Amendment Area Proposed Land Uses (in acres)

Residential	25.37 acres
Low-Density Residential (Single-Family)	15.75 acres
Low-Density Residential (Condominium)	9.62 acres
Park and Open Space	4.61 acres
Park	2.76 acres
Walkways	0.12 acres
Stormwater Management	1.73 acres
Lift Station	0.48 acres
Rights-of-way	5.04 acres
<b>Total</b>	<b>35.50 acres</b>

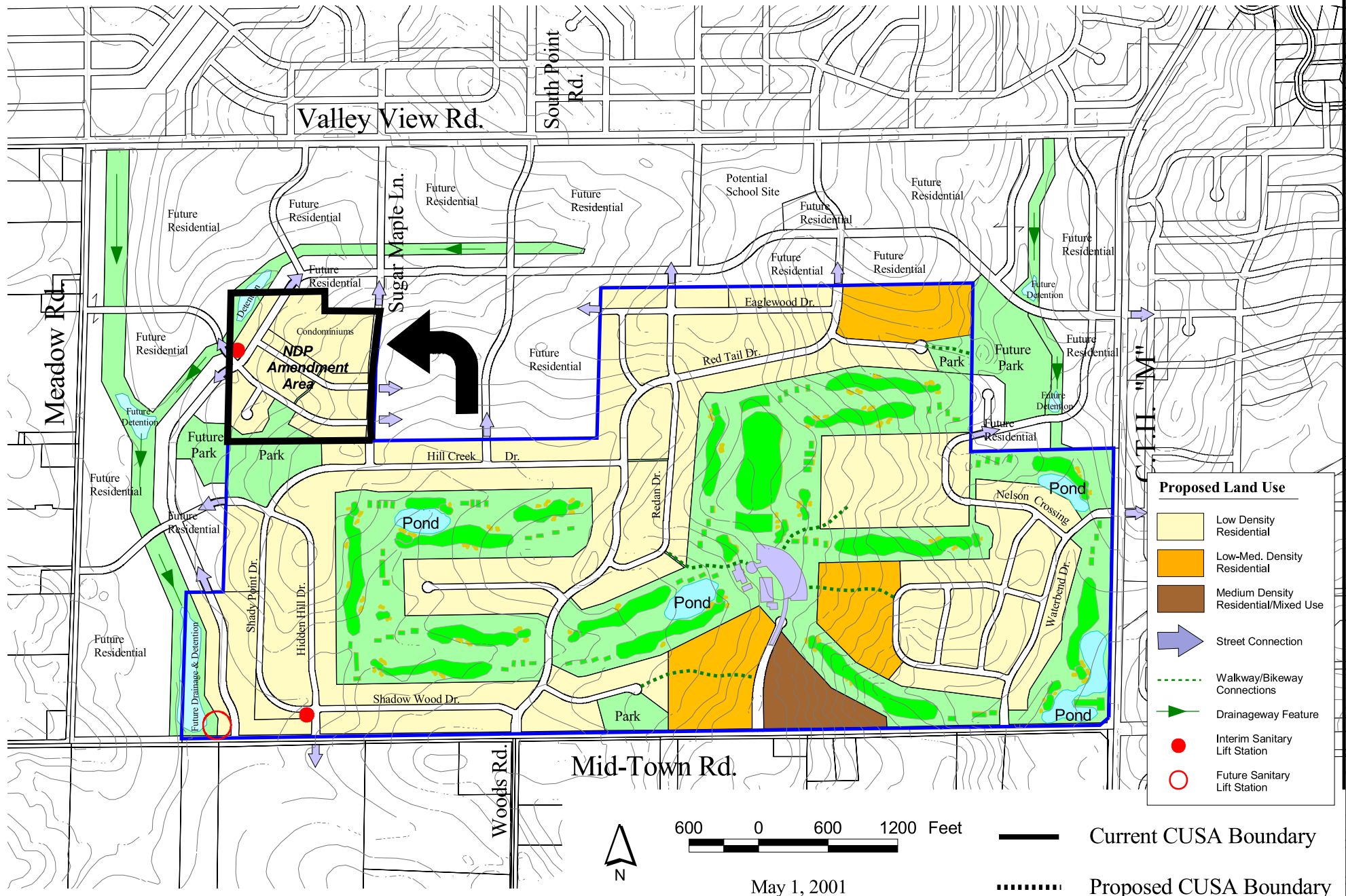
The Potential Long-Range Concept Plan for the Mid-Town Amendment Area included in the High Point-Raymond Neighborhood Development Plan is also amended to show additional details regarding primary street alignments and connections, and stormwater management facilities. Only the more important proposed streets are illustrated. As these lands are developed with urban uses, additional local streets will also be needed to provide access to future uses and provide enhanced neighborhood connectivity.

The area encompassed by the Potential Long-Range Concept Plan currently includes several very large rural home sites, some of which may not be further subdivided for many years, if ever. As additional land in this area is proposed for development, revisions to the street alignments shown in the Concept Plan may be needed in order to work around those parcels that will remain in their current use. The Concept Plan recommends key street connections that need to be provided as this area is developed more intensively and a more complete local street network is created.

The Potential Long-Range Concept Plan indicates a potential public school site south of Valley View Road. If this location is selected for a future school, the recommended park site shown on the Land Use and Street Plan north of Eaglewood Drive probably would be eliminated or moved to another location.

# Potential Long Range Concept Plan

## Mid-Town Road Amendment Area



## VII. Appendices

### A. Substitute Resolution Adopting the Plan

#### AN AMENDED SUBSTITUTE RESOLUTION

Adopting amendments to the West Side Neighborhood Development Plan to now be known as the Pioneer Neighborhood Development Plan and amendments to the Mid-Town Road Neighborhood Development Plan as elements of the Master Plan for the City of Madison to be used as a guide for community planning and development and amending the City of Madison Land Use Plan to incorporate the recommendations and authorizing the City's application to amend the Central Urban Service Area to include the lands within the plans.

Drafted By: Bradley J. Murphy, Planning Unit  
Director

Date: April 6, 2004

Fiscal Note: Local costs associated with development and the provision of urban services in this area will be included in future operating and Capital Budgets.

Sponsors: Ald. Paul Skidmore

PRESENTED: December 2, 2003

REFERRED: Plan Commission, Long-Range Transportation Planning Commission, Pedestrian Bicycle Motor Vehicle Commission, Transit and Parking Commission, Park Commission, and Economic Development Commission

REFERRED: Above & Citiarts Commission, Landmarks Commission (3-2-04)

REPORTED BACK: 3-2-04;4-20-04

ADOPTED: X POF: \_\_\_\_\_

RULES SUSPENDED \_\_\_\_\_

PUBLIC HEARING \_\_\_\_\_

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

Approved By

\_\_\_\_\_  
Comptroller's Office

AMENDED SUBSTITUTE

RESOLUTION NUMBER 61448

ID NUMBER 35179

WHEREAS in 1999, the City of Madison adopted the West Side Neighborhood Development Plan and the Mid-Town Road Amendment to the High Point-Raymond Neighborhood Development Plan to serve as a guide for community planning and development and the extension of urban services for the area west of County Trunk Highway "M" between Mineral Point Road and Mid-Town Road; and

WHEREAS in 2001, the City was approached by the University Research Park who requested that the City support the development of a new research park located west of County Trunk Highway "M" between Valley View Road and Mid-Town Road; and

WHEREAS the City has also been approached by other property owners within this area expressing an interest in developing their properties; and

WHEREAS the University Research Park has expressed an interest in developing a more urban research center which will meet the economic needs of rapidly growing science and technology companies and which can be integrated with a broader mix of uses utilizing a design which promotes multi-level development

oriented towards the public streets where shared parking is promoted and which provides a transit and pedestrian-friendly environment for employees and visitors; and

WHEREAS in order to fully address the changing conditions within these neighborhoods, the Department of Planning and Development contracted with the planning consulting firm of Vandewalle & Associates and Strand, Inc. to prepare amendments to these plans and to assess the transportation impacts of development within this area; and

WHEREAS during the preparation of the amendments to these plans, property owners, residents and others interested in the planning area were notified of the planning process and provided with opportunities to have input into the development of the plan recommendations and to review and comment on the draft plan including public meetings held in the neighborhood and a public hearing before the City's Plan Commission.

NOW THEREFORE BE IT RESOLVED that the amendments to the West Side Neighborhood Development Plan and the Mid-Town Road Amendment to the High Point-Raymond Neighborhood Development Plan are hereby adopted as the Pioneer Neighborhood Development Plan and the Mid-Town Road Neighborhood Development Plan to be used as a guide for community planning and development.

BE IT FURTHER RESOLVED that Planning Unit staff are directed to modify the plan text to incorporate: the technical comments noted in the Planning Unit Director's memoranda of March 10, 2004 and March 24, 2004, the revised plan map dated March 10, 2004, and Exhibit A which spells out the follow-up studies to be completed and the specific timeline.

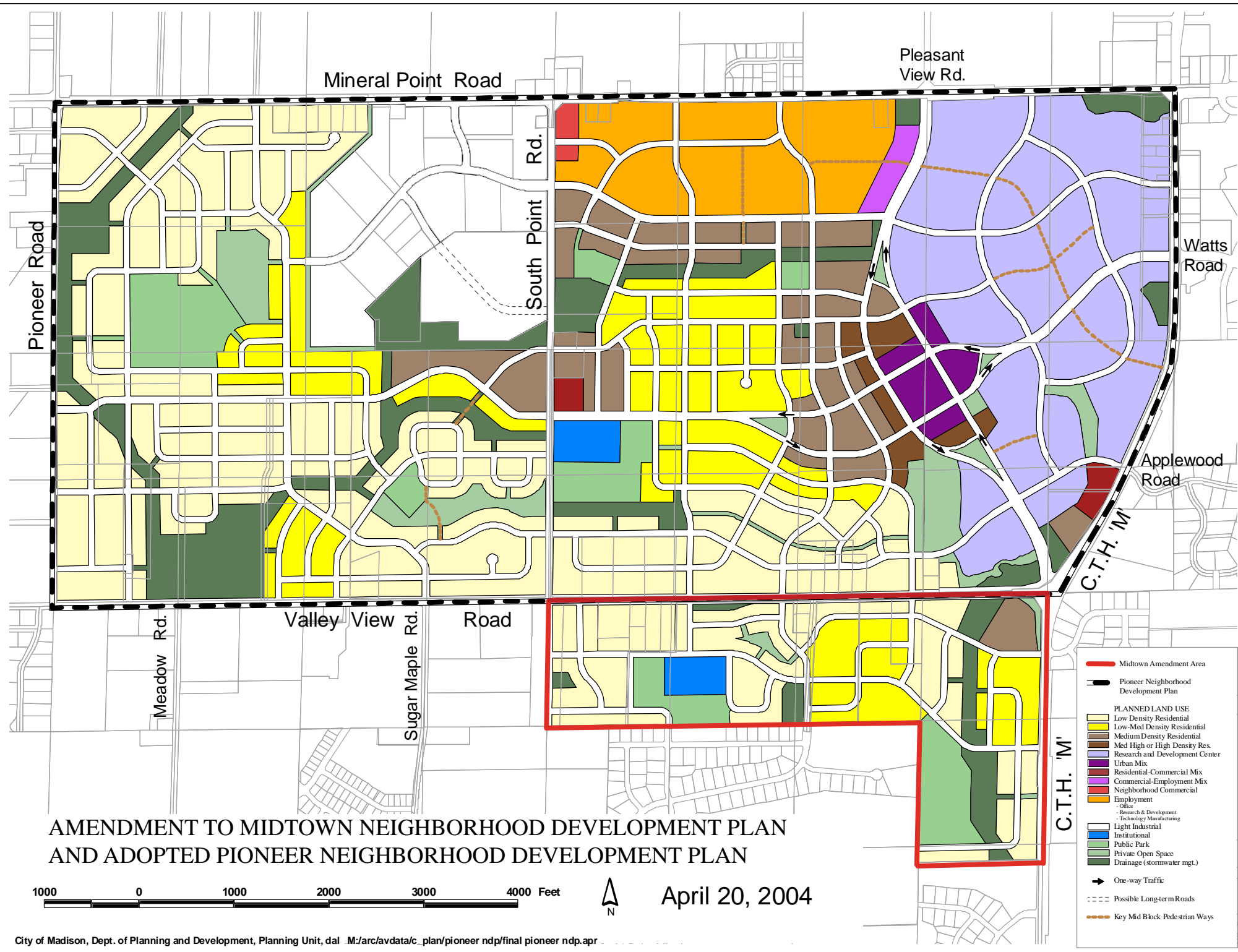
BE IT FURTHER RESOLVED that development within the neighborhood development plan will follow the phasing recommendations included in the plan on Map 8 and the timeline for the follow-up studies in Exhibit A, and that the final design of the extension of Pleasant View Road considers the importance of agriculture as a viable economic enterprise in the greater Madison Community.

BE IT FURTHER RESOLVED that the City of Madison Land Use Plan is hereby amended to incorporate the recommendations of the plans.

BE IT FINALLY RESOLVED that the City of Madison Plan Commission and Common Council hereby authorize the City's application to amend the Dane County Land Use and Transportation Plan and Dane County Water Quality Plan to include within the Central Urban Service Area all the land located within Phases A-C, with the exception of the Phase C area located west of South Point Road **and that the road's extension be located no more than 600 feet from the tower base.**

**BE IT FINALLY RESOLVED that action Item 8 in Exhibit A calling for an area-wide long-range regional study for Beltline interchanges and future arterials and collectors to serve development, specifically include the identification and evaluation of all alternatives needed to address the projected build-out traffic volumes on Mineral Point Road including alternatives needed to expanding Mineral Point Road to eight lanes between the Beltline and Junction Road.**

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CITY OF MADISON, WISCONSIN

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

Amending the Mid-Town Neighborhood Development Plan, an element of the City of Madison Master Plan, to encompass additional lands located south of Mid-Town Road and east of Woods Road, and authorizing the City's application to amend the Central Urban Service Area to include these lands.

PRESENTED July 6, 2004  
REFERRED Plan Commission

REREFERRED \_\_\_\_\_

REPORTED BACK 7-20-04

ADOPTED ☒ POF \_\_\_\_\_  
RULES SUSPENDED \_\_\_\_\_  
PUBLIC HEARING \_\_\_\_\_

Drafted by: Michael Waidelich  
Planning & Development

Date: June 23, 2004

Fiscal Note: Local costs associated with urban development and the provision of urban services in this area will be included in future operating and capital budgets.

<p>APPROVAL OF FISCAL NOTE IS NEEDED BY THE COMPTROLLER'S OFFICE</p> <p>Approved By _____</p> <p>Comptroller's Office</p>
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RESOLUTION NUMBER 61723  
ID NUMBER 36420

SPONSORS: Ald. Linda Bellman, District 1

WHEREAS the Mid-Town Neighborhood Development Plan (formerly known as the Mid-Town Road Amendment Area to the High Point-Raymond Neighborhood Development Plan) was adopted by the Madison Common Council on August 17, 1999 and amended on May 1, 2001; and

WHEREAS the Mid-Town Neighborhood is currently bounded by Meadow Road on the west, Valley View Road on the north, County Trunk Highway M on the east and Mid-Town Road on the south; and

WHEREAS several existing subdivisions within the Mid-Town Neighborhood located north of Mid-Town Road and extending from County Trunk Highway M west to a point approximately one-quarter mile east of Meadow Road are currently within the Central Urban Service Area, are zoned and platted for urban development, and residential development is now occurring in these areas guided by the recommendations of the adopted Neighborhood Development Plan; and

WHEREAS in August 2002 the Central Urban Service Area was amended to also include the University of Wisconsin-Madison University Ridge Golf Course lands located south of Mid-Town Road and west of County Trunk Highway M, with most of those lands designated as an Environmental Corridor to reflect the intended continued open space recreational uses; and

WHEREAS several smaller properties, comprising a total of 60.5 acres, located east of Woods Road, south of Mid-Town Road, and north and west of the University Ridge Golf Course are suitable for more intensive development and can efficiently be provided with City of Madison urban services already being extended to serve the development north of Mid-Town Road; and

WHEREAS these properties, as are large portions of the Blackhawk, Elderberry, Pioneer and Mid-Town neighborhoods, are primarily located within the W6 Transition Reserve District identified in the 1990 City of Madison Peripheral Area Development Plan as generally appropriate for eventual urban development,

with the timing of future development partly dependant on development trends in the surrounding area, more-detailed consideration of urban service extension efficiencies, and City of Madison objectives to maintain its long-term growth options; and

WHEREAS an ordinance annexing these lands to the City of Madison has been introduced to the Common Council and will be considered concurrently with this resolution in order to allow the future development of these lands with the full range of urban services provided by the City of Madison under the guidance of the City of Madison's planning policies and regulations; and

WHEREAS a proposed concept plan for the future development of these lands primarily with a mix of low and medium-density residential uses, with smaller areas designated for stormwater management facilities, has been reviewed by City agencies and the Madison City Plan Commission; and

WHEREAS a detailed land use and street plan amendment to the Mid-Town Neighborhood Development Plan has been prepared to include the subject lands and recommend that they be developed primarily with residential and uses generally consistent with the concept plan reviewed by City staff and the Madison City Plan Commission; and

WHEREAS an analysis of the proposed amendment to the Neighborhood Development Plan has been prepared by the Planning Unit; and

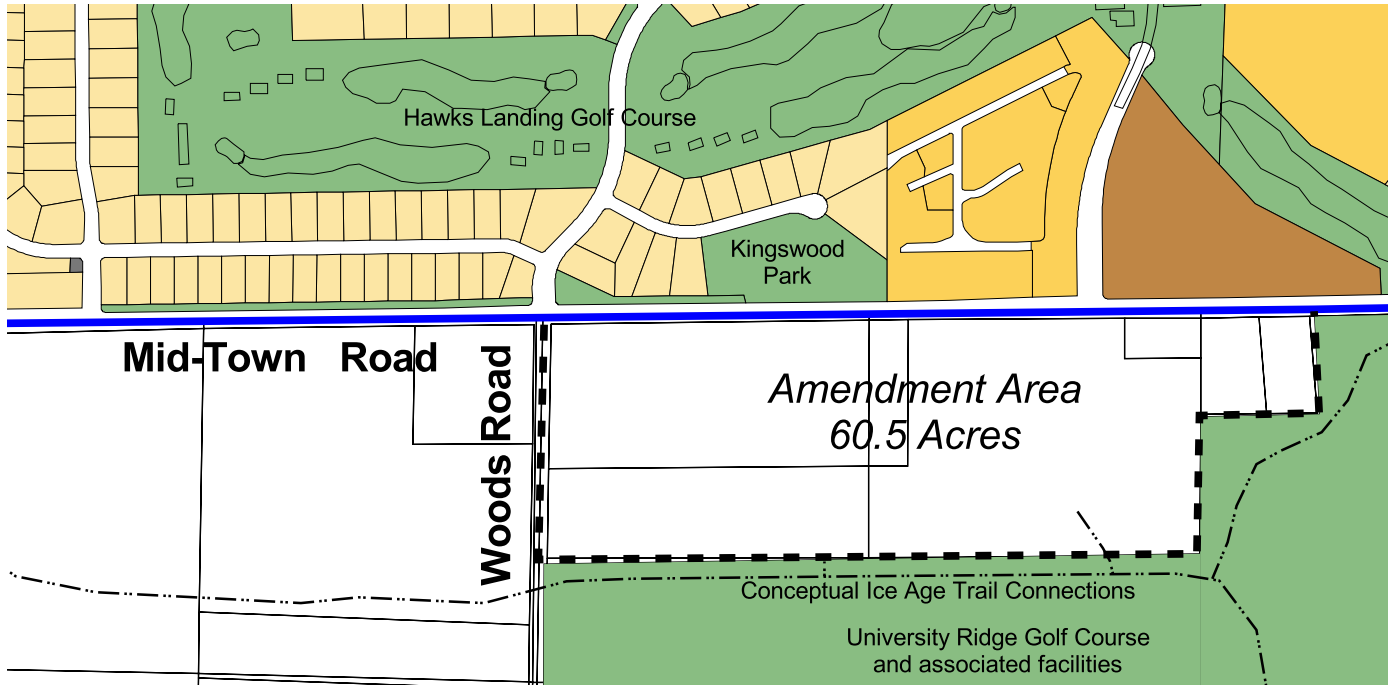
WHEREAS the Madison City Plan Commission has an established procedure for amending the Madison Land Use Plan.

NOW THEREFORE BE IT RESOLVED that the Mid-Town Neighborhood Development Plan and Madison Land Use Plan are hereby amended to include an additional 60.5 acres located south of Mid-Town Road and east of Woods Road recommended for future development with a mix of low and medium-density residential uses and open space intended for stormwater management; and

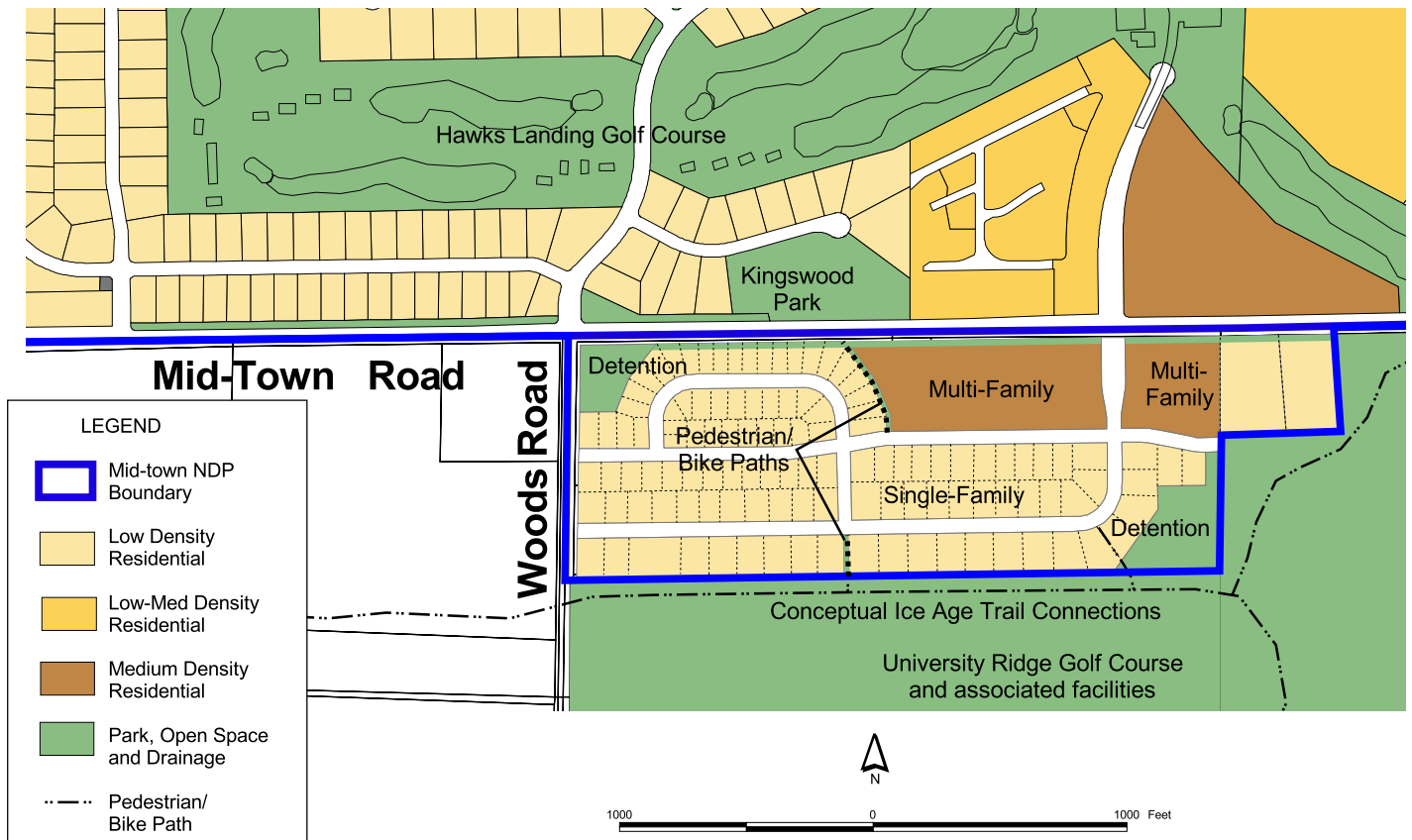
BE IT FURTHER RESOLVED that the Madison City Plan Commission and Madison Common Council hereby authorize the City's request to amend the Dane County Land Use and Transportation Plan and Dane County Water Quality Plan to include the amendment area within the Central Urban Service Area.

# AMENDMENT to the MID-TOWN NEIGHBORHOOD DEVELOPMENT PLAN Land Use and Street Plan

Mid-town Neighborhood Development Plan  
as adopted August 1999 and implemented through land subdivision and zoning approvals.



Mid-town Neighborhood Development Plan  
as Amended and Adopted by the Common Council July 20, 2004





## Legislation Details (With Text)

<b>File #:</b>	18538	<b>Version:</b>	1	<b>Name:</b>	Amending the Mid-Town NDP
<b>Type:</b>	Resolution	<b>Status:</b>	Passed		
<b>File created:</b>	5/14/2010	<b>In control:</b>	PLAN COMMISSION		
<b>On agenda:</b>	8/3/2010	<b>Final action:</b>	8/3/2010		
<b>Enactment date:</b>	8/4/2010	<b>Enactment #:</b>	RES-10-00697		
<b>Title:</b>	Amending the Mid-Town Neighborhood Development Plan, a supplement to the City of Madison Comprehensive Plan, to provide more detailed recommendations for the western part of the planning area and to include additional lands west of Meadow Road, and authorizing the City's applications to amend the Central Urban Service Area as required to implement the recommendations in the Plan.				
<b>Sponsors:</b>	Jed Sanborn				
<b>Indexes:</b>					
<b>Code sections:</b>					
<b>Attachments:</b>	1. Text and Maps 060810.pdf, 2. Memo 072110.pdf				

Date	Ver.	Action By	Action	Result
8/3/2010	1	COMMON COUNCIL	Adopt	Pass
7/26/2010	1	PLAN COMMISSION	RECOMMEND TO COUNCIL TO ADOPT - REPORT OF OFFICER	Pass
7/15/2010	1	LONG RANGE TRANSPORTATION PLANNING COMMITTEE (ended 6/2018)	Return to Lead with the Following Recommendation(s)	Pass
7/14/2010	1	BOARD OF PARK COMMISSIONERS	Return to Lead with the Recommendation for Approval	
6/16/2010	1	PLAN COMMISSION	Refer	
6/16/2010	1	PLAN COMMISSION	Refer	
6/15/2010	1	COMMON COUNCIL	Referred	
5/14/2010	1	Department of Planning and Community and Economic Development	Referred for Introduction	

City costs associated with urban development in this area will be included in future operating and capital budgets subject to Common Council approval.

Amending the Mid-Town Neighborhood Development Plan, a supplement to the City of Madison Comprehensive Plan, to provide more detailed recommendations for the western part of the planning area and to include additional lands west of Meadow Road, and authorizing the City's applications to amend the Central Urban Service Area as required to implement the recommendations in the Plan.

WHEREAS the Mid-Town Neighborhood Development Plan was adopted by the City of Madison Common Council on August 17, 1999 in response to specific development proposals; and

WHEREAS only very general land use recommendations were made for most of the Mid-Town Neighborhood planning area as part of the original planning process, and the Plan has been subsequently amended several times in response to specific development proposals; and

WHEREAS the City of Madison and Town of Middleton Cooperative Plan, approved on September 29, 2003, provides that lands within the amendment area located east of the future alignment of Meadow Road and

Pioneer Road will ultimately be attached to the City of Madison in February 2042, unless attachment is initiated by a property owner prior to that time; and

WHEREAS the current Mid-Town Neighborhood Development Plan does not include recommendations for a small area west of existing Meadow Road that will eventually be attached to the City of Madison as provided by the Cooperative Plan; and

WHEREAS several properties within the amendment area located adjacent to Sugar Maple Lane were recently attached to the City of Madison and there is interest in developing these properties with urban uses in the relatively near future; and

WHEREAS a public meeting on the Plan Amendment was held at Olson Elementary School on February 10, 2010 in which staff presented background information and a preliminary version of the proposed Plan Amendment; and

WHEREAS the land uses recommended in the proposed amendment are consistent with the broad recommendations for the amendment area contained in the City of Madison Comprehensive Plan.

NOW THEREFORE BE IT RESOLVED that the Mid-Town Neighborhood Development Plan, a supplement to the City of Madison Comprehensive Plan, is hereby amended to provide more detailed recommendations for the western part of the planning area and to include additional lands located west of Meadow Road, as illustrated on the attached maps and described in the attached narrative.

BE IT FURTHER RESOLVED that the Plan Commission and Common Council hereby authorize the City's applications to amend the Central Urban Service Area to include lands within the amendment area as required to implement the recommendations in the Plan.

# **AMENDMENT TO THE MID-TOWN NEIGHBORHOOD DEVELOPMENT PLAN**

**Recommendations for Land Use and Development**

**Adopted by the Madison Common Council  
August 3, 2010**

**Enactment Number: RES-10-00697  
Legislative File ID: 18538**

**City of Madison  
Department of Planning & Community & Economic Development  
Planning Division**

## **I. INTRODUCTION**

This amendment to the Mid-Town Neighborhood Development Plan (NDP) was prepared to guide future urban development within the western portion of the neighborhood. It updates the general “long range concept plan” recommendations for these lands that were included in the NDP as adopted in 1999. At the time this neighborhood plan was initially adopted, detailed land use recommendations were made only for the lands within the Hawks Landing development. The NDP was subsequently amended to also include more-detailed recommendations for the lands now encompassed in the Hawks Woods, Linden Park, and Pine Hill Farm developments. Several properties north and west of these subdivisions have recently been annexed to the City of Madison, and there is interest in also beginning development of these properties in the near to mid-term. It is timely, therefore, to prepare more-detailed recommendations for these lands as well. While only a few properties are being considered for development at this time, the amendment area covers the balance of the Mid-Town neighborhood west of Hawks Landing and Pine Hill Farm. This larger planning area provides the opportunity to address major stormwater management needs at the western edge of the neighborhood and to coordinate future developments to ensure that an interconnected street network is ultimately created as the area is built out.

To develop the recommendations for the amendment area, City of Madison staff met with neighborhood property owners, staff from the Town of Middleton, and other individuals and organizations. A project website was created for the amendment process where all background materials, plan drafts, and other information were available. A public meeting was held in February 2010 at Olson Elementary School to present and discuss the draft neighborhood development plan with area property owners and other interested parties. Final revisions to the amendment were made based on comments from this meeting and continued input from City agencies and others as the plan evolved.

The land use and transportation recommendations in this amendment to the Mid-Town Neighborhood Development Plan seek to balance the varied interests and objectives of all participants, while providing a comprehensive, long-range vision for future urban development in the amendment area. The amendment will be adopted as a supplement to the City of Madison Comprehensive Plan.

## **II. RECOMMENDED LAND USE**

The predominant recommended land uses within the amendment area are residential uses and open space uses—including parks, extensive stormwater management facilities, and other non-developable open space. Some commercial uses currently exist along Meadow Road, and these may continue indefinitely, but future commercial development locations are not identified within the amendment area. [See Table 1]

**Table 1: Recommended Land Use**

Land Use	Acres	Percent of Total	Density Range (DUs/acre)
Low Density Residential (Housing Mix 1)	149.0	38.7%	4-8
Low-Medium Density Residential (Housing Mix 2)	35.5	9.2%	8-15
Medium Density Residential (Housing Mix 3)	7.7	2.0%	16-25
Parks	13.4	3.5%	--
Other Open Space, Stormwater Management	89.2	23.2%	--
Utilities	0.1	0.0%	--
Street Right-of-Way	73.4	19.0%	--
Lands to Remain in the Town of Middleton	17.0	4.4%	--
<b>Total</b>	<b>385.3</b>	<b>100.0%</b>	--

**Low Density Residential (Housing Mix 1)**

The majority of the amendment area is recommended for a mix of relatively low density residential housing types with an average net density between 4 and 8 units per acre. While small areas of duplex or townhouse development may be appropriate within the recommended Housing Mix 1 area, the predominant housing type will be single-family houses with a range of individual lot sizes.

## Housing Types:

- Single-family detached houses with a wide range of house and lot sizes
- Duplexes
- Rowhouses
- Townhouses

## Density Range:

- 4-8 units per acre

**Low-Medium Density Residential (Housing Mix 2)**

Low-medium density residential housing with an average net density between 8 and 15 units per acre is recommended at selected locations adjacent to neighborhood focal points, such as parks, and adjacent to areas recommended for medium density residential development. While small-lot single-family houses may be part of Housing Mix 2 developments, duplexes and clustered housing forms such as townhouses and rowhouses are expected to be the predominant housing types. Housing Mix 2 is also recommended at locations where houses on individual lots may not be practical or efficient use of the land due to the configuration of the potential development area.

## Housing Types:

- Single-family detached houses at relatively high densities
- Duplexes
- Rowhouses
- Townhouses

## Density Range:

- 8-15 units per acre

### Medium Density Residential (Housing Mix 3)

An area of medium density residential uses is recommended along the northern end of Sugar Maple Lane to provide higher density housing choices and help frame a gateway into the neighborhood. Medium density residential uses include small or mid-size apartment and condominium buildings, as well as townhouses and rowhouses with an average net density range between 16 and 25 units per acre.

Housing Types:

- Rowhouses
- Townhouses
- Apartment and condominium buildings (2 or 3 stories)

Density Range:

- 16-25 units per acre

### Estimated Dwelling Units and Population

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 a total of 1,329 dwelling units and 3,057 residents assuming an average of 2.3 persons per dwelling unit. This is a general estimate for planning purposes. The actual number of future dwelling units and residents will depend on the amount of land developed with residential uses, the density of this development and the number of residents in each dwelling unit. [See Table 2]

**Table 2: Estimated Dwelling Units**

Proposed Land Use	Acres	Estimated Overall Density (DUs/acre)	Estimated Dwelling Units
Low Density Residential (Housing Mix 1)	149.0	5.5	820
Low-Medium Density Residential (Housing Mix 2)	35.5	10	355
Medium Density Residential (Housing Mix 3)	7.7	20	154
<b>Total</b>	<b>192.2</b>	<b>6.9</b>	<b>1,329</b>

### Existing Residential Development

The amendment area includes a limited amount of existing residential development, primarily consisting of single-family houses on relatively large lots. To the extent feasible, the recommended Land Use and Street Plan is configured to accommodate preservation of the existing development where it can be efficiently incorporated into a future more-intensive development pattern. In other cases, the Land Use and Street Plan presumes that the existing development will ultimately be removed at a future time when the property is developed more intensively. The decision whether or when to develop a particular property, or whether or not to “work around” existing development on that property when it is developed, rests with the property owner. If it is ultimately determined preferable to integrate an existing use on a specific property into a detailed development plan for the rest of the property, the street pattern can be modified accordingly. In some cases, however, development options may be limited, depending on the size of the property and the sequence and pattern of surrounding development.

## **Parks and Open Space**

It is recommended that the existing Hill Creek Park be expanded to the west as recommended in the original as-adopted NDP. A park expansion area of 5.5 acres is illustrated on the Land Use and Street Plan map, which would increase the total size of this Area Park to 16.2 acres. An expanded park could accommodate a second rectangular athletic field in addition to the previously planned field, as well as other potential amenities, such as tennis courts.

Three smaller Neighborhood Parks, ranging from approximately two to four acres in size, are recommended to provide convenient opportunities for active recreation at a smaller scale within residential sub-areas. These parks might include amenities such as a playground, multi-use court and open play areas. They are also intended to provide more passive open space enjoyment and serve as neighborhood focal points. An approximately 0.9-acre open space area is illustrated on the Oehler and La Fleur properties. Given the smaller size of this feature, it could potentially be developed privately but open to the public. Arrangements in regards to ownership and maintenance of this open space feature should be determined during the land subdivision processes for these properties.

## **Stormwater Management**

The plan for the amendment area includes a framework of stormwater management facilities focused on the extensive regional drainageway in the western portion of the neighborhood. It incorporates the recommendations of the *Lower Badger Mill Creek Stormwater Management Analyses*, which was completed in 2003 to better facilitate stormwater management planning in this watershed. The *Analyses* recommends several large regional detention basins along the Lower Badger Mill Creek corridor, an approximately 200-foot wide open drainageway for the Creek, and an approximately 100-foot wide secondary open drainageway running between the Creek and the planned southerly extension of South Point Road. These facilities will be implemented through future development approvals and the Lower Badger Mill Creek Impact Fee District which was adopted in 2009. Additional stormwater management facilities will also be required for individual properties. The Land Use and Street Plan 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.

## **Conceptual Boundaries of the Lower Badger Mill Creek Corridor**

The Land Use and Street Plan illustrates the general framework for the Lower Badger Mill Creek stormwater management corridor. However, the ultimate boundaries of the stormwater management corridor, and conversely the amount of adjacent area available for development, will be determined through more detailed development planning when more precise site information (such as floodplain elevations, wetland boundaries and soil suitability) is available. This more-detailed planning could indicate a need for a stormwater management area that is smaller or larger than illustrated on the Land Use and Street Plan.

The specific stormwater management requirements that are ultimately placed on future developments in the amendment area could also affect the size of the regional detention basins illustrated in this plan. The *Lower Badger Mill Creek Stormwater Management Analyses* was completed based on stormwater management standards and assumptions which are much different than the stormwater management requirements that have been placed on recent development by the Capital Area Regional Planning Commission (CARPC). Recent CARPC approvals have been conditioned on the application of more stringent on-site stormwater management requirements than the current Wisconsin Department of Natural Resources requirements. If these more stringent requirements are also applied to development areas upstream of the amendment area, the need for the large regional detention basins illustrated on the Land Use and Street Plan could decrease. More land could then

be available for development, although some of the land might remain constrained by soil conditions or other factors.

The proposed residential area along Shady Point Drive on the Dreger property is one example of an area where the amount of land available for development could differ from what is illustrated in the Land Use and Street Plan. The plan illustrates an area that could accommodate one row of lots along the west side of Shady Point Drive. If more of the area between Shady Point Drive and the Lower Badger Mill Creek drainageway turns out to be developable, however, then it might be possible to create a new street between Shady Point Drive and Mid-Town Road and have development on one or both sides of this additional street.

The limits of the proposed residential area along the east side of existing Meadow Road is another area that might be modified through more detailed development planning when more precise site information is available. Depending on the amount of developable area left between Meadow Road and the Lower Badger Mill Creek drainageway in the southern half of the amendment area, detailed planning might allow additional north-south local streets to be created to serve development in this area. A north-south street would also be indicated if new driveways are not allowed along Meadow Road, provided that the developable area was sufficient to accommodate this development pattern.

### **III. TRANSPORTATION RECOMMENDATIONS**

#### **Roadways**

The only planned arterial in the amendment area is Mid-Town Road, an existing roadway planned to eventually be a four-lane divided roadway in an approximately 108-foot right-of-way. The only planned collectors in the amendment area are also existing roadways, Valley View Road and Pioneer/Meadow Road. Both of these roads are recommended to be two-lane, undivided roadways in approximately 80-foot rights-of-way. Improvements to these arterial and collector roads will ultimately include marked bicycle lanes.

Other streets shown on the Land Use and Street Plan will be local streets with an approximately 60-foot right-of-way. Depending on the type of development along a local street, a narrower right-of-way and pavement width may be possible. Limited segments might also have slightly wider rights-of-way or pavement. All new and improved streets will include sidewalks, curb and gutter, except the western side of Pioneer/Meadow Road, as noted below. Bicycle lanes are recommended on future local streets in two locations—the southerly extension of South Point Road between Valley View Road and the east-west pedestrian-bicycle path, and the planned street between Meadow Road and Hill Creek Park. The exact alignment of local streets in future developments may vary somewhat from the alignments shown on the Land Use and Street Plan, but it is expected that the basic connectivity provided by the street network will be maintained, including the long, relatively direct east-west through streets.

#### **Future Alignment of Pioneer Road and Meadow Road**

Pursuant to the *City of Madison and Town of Middleton Cooperative Plan*, Pioneer Road and Meadow Road will be realigned and connected to create a continuous north-south road. The realigned road will become the ultimate boundary between the two municipalities. The east side of the roadway will be built to City of Madison standards with curb, gutter and sidewalks. The west side of the road will be built to Town of Middleton standards with a ditch adjacent to the roadway. The future alignment of Pioneer/Meadow Road shown on the Land Use and Street Plan reflects a subdivision plat that was approved by both the City of Madison and the Town of Middleton but not recorded.

### **Orientation of Development along Valley View Road and Pioneer/Meadow Road**

Over time, the traffic volumes on Valley View Road and Pioneer/Meadow Road will increase. According to projections made by the Madison Area Transportation Planning Board, the segment of Valley View immediately east of Pioneer/Meadow is anticipated to eventually have 3,800 average weekday trips (AWT), and the segment near South Point Road is anticipated to have between 9,000 and 11,600 AWT. On Pioneer/Meadow Road, the segment between Valley View and Mid-Town is anticipated to have between 7,300 and 9,200 AWT, and the segment north of Valley View is anticipated to have about 6,200 AWT.

These traffic volumes can be accommodated by the planned two-lane roads. However, whether or not development should take access directly from these roads should be given more consideration as these lands are planned for development. While there are positive neighborhood attributes from having development front on rather than back-up to a collector street, it also could be difficult for residents to get out of their driveways during the peak traffic times. The street layout shown on the Land Use and Street Plan is configured to have development front on and take driveway access from significant segments of Valley View and Pioneer/Meadow Road.

If fronting development along Valley View and Pioneer/Meadow Road is determined to be impractical, then the local street system should be modified so that development takes access from interior local streets. In this scenario, land uses adjacent to the collector road should maintain at least a secondary orientation to the collector road and not be “walled off” with high fences or present only the back sides of buildings to the street. Alternatives to consider include designing developments that front on the collector but have driveway access via an alley at the rear, or developments that effectively front on both the collector and on the interior street providing driveway access, and which have walkways and entryways to both streets.

### **Lower Badger Mill Creek Crossings**

The Land Use and Street Plan includes three new street crossings of the Lower Badger Mill Creek corridor. These crossings are located in areas where potential impacts on the natural features in the corridor would be minimal and where a crossing would greatly enhance neighborhood street connectivity. Wisconsin Department of Natural Resources staff have preliminarily reviewed the Land Use and Street Plan and feel that the proposed drainageway crossings are reasonable to consider at this point in the planning process. If more detailed information reveals that these locations are not acceptable, alternative alignments for the crossings should be pursued. A minimum of two crossings are recommended in order to provide adequate connections to the western portion of the neighborhood and Pioneer/Meadow Road. The northernmost crossing is considered a lower priority than the other two since it is located near the existing Valley View Road crossing.

### **Pedestrian-Bicycle Paths**

Three, or potentially four, off-street pedestrian-bicycle paths are recommended in the amendment area. One path travels the length of the amendment area along the Lower Badger Mill Creek corridor, generally following the route of a planned sanitary sewer interceptor. The path will be located closer to the edge of the future development area in locations where the interceptor route passes through areas with sensitive natural features. A second off-street pedestrian-bicycle path travels along the planned open drainageway between Lower Badger Mill Creek and the planned southerly extension of South Point Road. The third path is recommended through Hill Creek Park. Although located through a park, this path is recommended to be the typical pedestrian-bicycle path width. If the northernmost east-west street crossing Lower Badger Mill Creek south of Valley View Road is not feasible, then construction of at least a pedestrian-bicycle crossing in this location should be considered.

#### **IV. DEVELOPMENT PHASING**

Three development phasing areas are identified within the amendment area. The boundaries of the phasing areas should be considered approximate. The sequence of development will depend on a variety of factors including property owner interest, the development plans for adjacent properties, the budgeting and scheduling of public infrastructure and market conditions.

##### **Phasing Area A**

Phasing Area A comprises the eastern 147 acres of the amendment area. It consists of recommended residential uses and two parks to serve residents of the immediate area. It is recommended that the City request an amendment to the Central Urban Service Area to include all of Phasing Area A once this NDP Amendment is adopted.

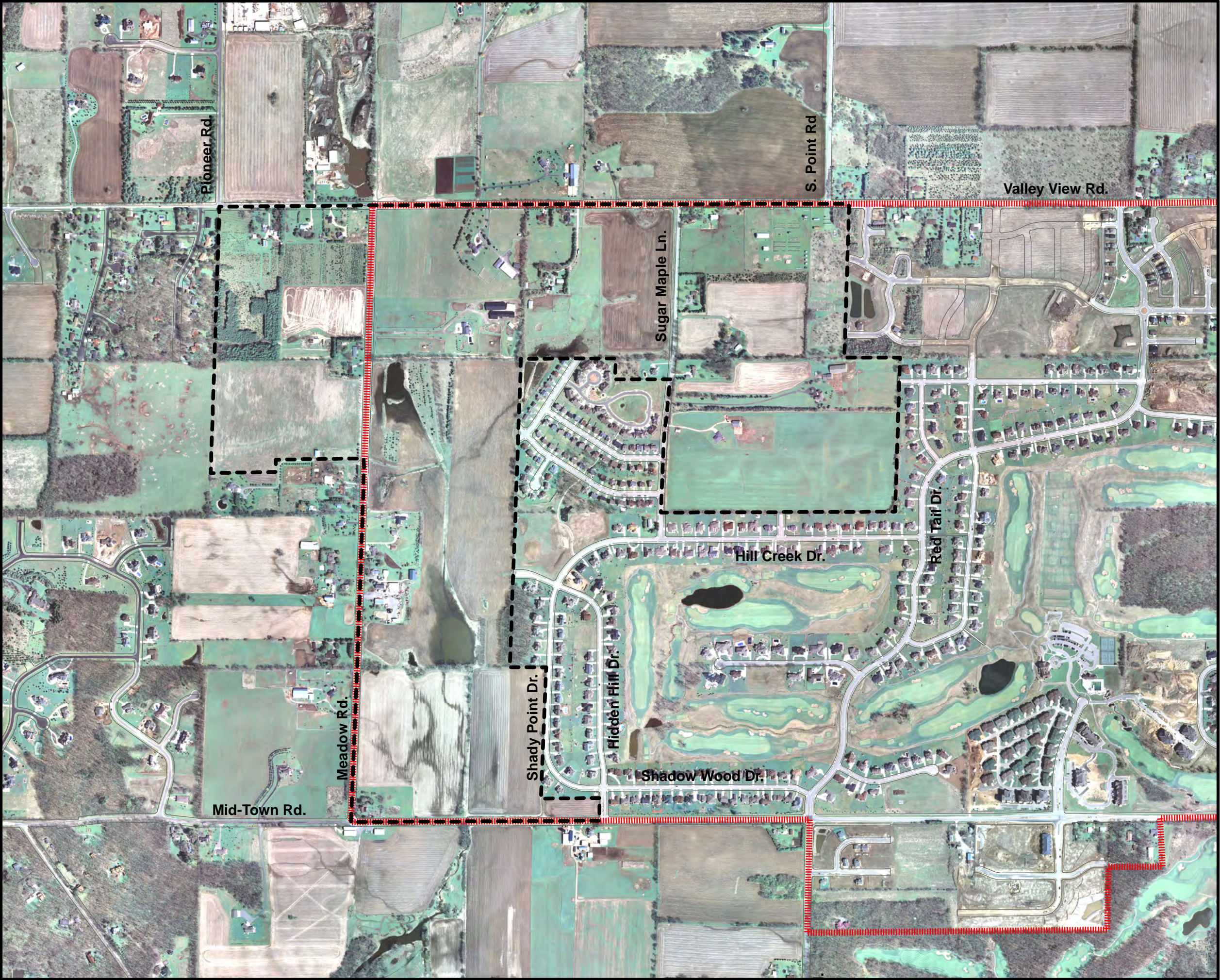
##### **Phasing Area B**

Phasing Area B contains 171 acres generally along the Lower Badger Mill Creek corridor. This phasing area consists of recommended residential uses, the Lower Badger Mill Creek stormwater management corridor, the expansion of Hill Creek Park and a smaller open space area.

##### **Phasing Area C**



Phasing Area C comprises 46 acres in the western portion of the amendment area that are east of the proposed alignment of Pioneer/Meadow Road. This phasing area includes recommended residential uses and a neighborhood park. The lands west of realigned Pioneer/Meadow Road will remain in the Town of Middleton.

The recommended phasing areas establish the general sequence for beginning development within the amendment area. It is not intended that the start of development in any phasing area necessarily be deferred until development within another phasing area extends to a particular point or reaches a certain percentage of build-out. Simultaneous development at multiple locations within the amendment area can be beneficial as it increases development opportunities and choices, facilitates completion of desirable street connections and improves accessibility.



# Map 1: Planning Area

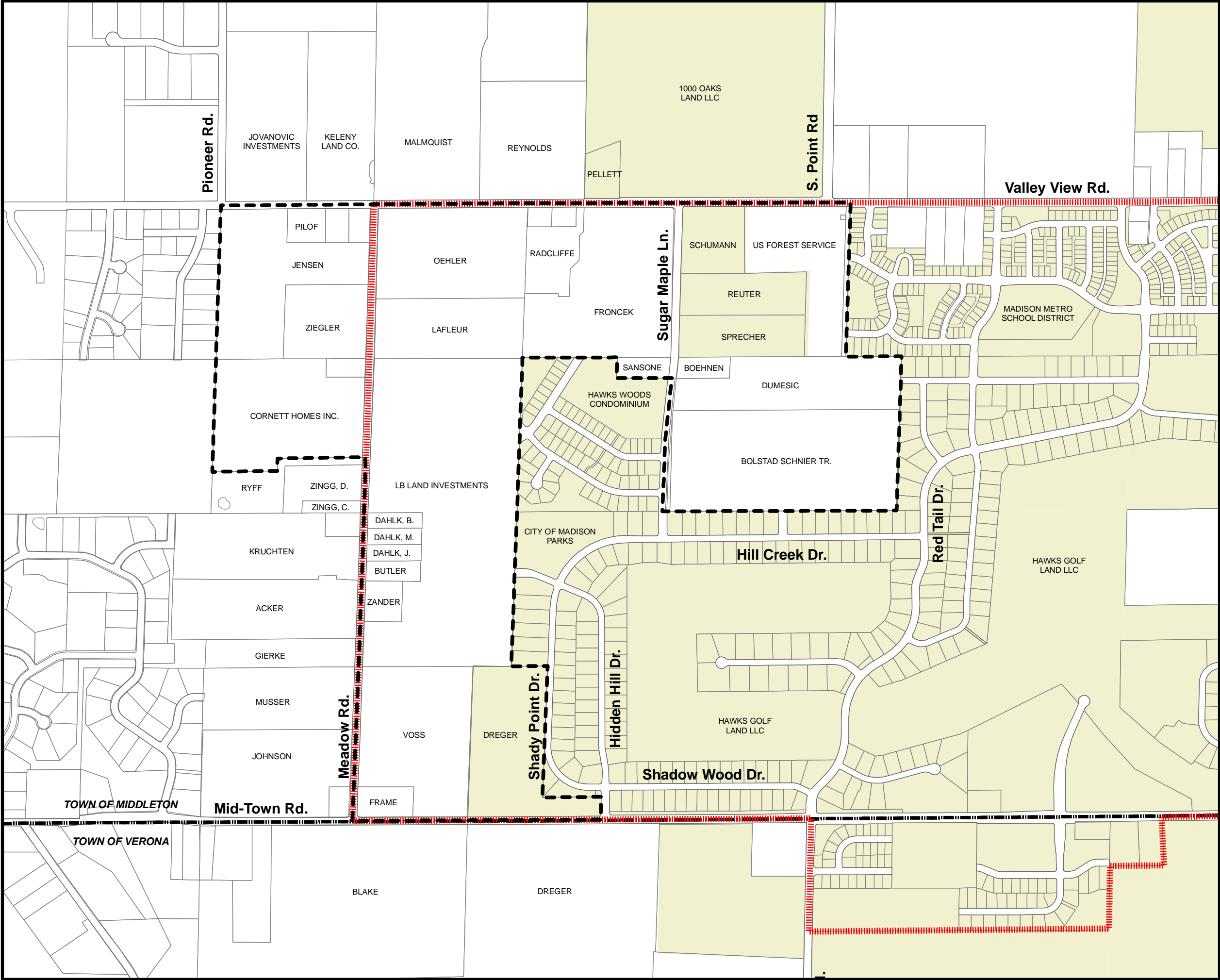
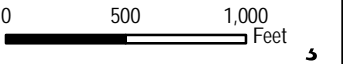
Amendment to the Mid-Town  
Neighborhood Development Plan  
August 2010

-  Mid-Town NDP Area
-  Amendment Area

# Map 2: Municipal Jurisdiction and Property Ownership













Amendment to the Mid-Town  
Neighborhood Development Plan  
August 2010

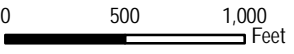
-  Mid-Town NDP Area
-  Amendment Area
-  Township Boundary
-  City of Madison
-  Unincorporated Jurisdictions



# Map 3: Natural Features










Amendment to the Mid-Town  
Neighborhood Development Plan  
August 2010

-  Mid-Town NDP Area
-  Amendment Area
-  Minor Ridgeline
-  4 Foot Contour
-  20' Interval
-  Surface Water
-  Intermittent Stream
-  Hydric Soils
-  Soils with Hydric Inclusions
-  100-Year Floodplain
-  Slopes 12% or Greater
-  Woodland

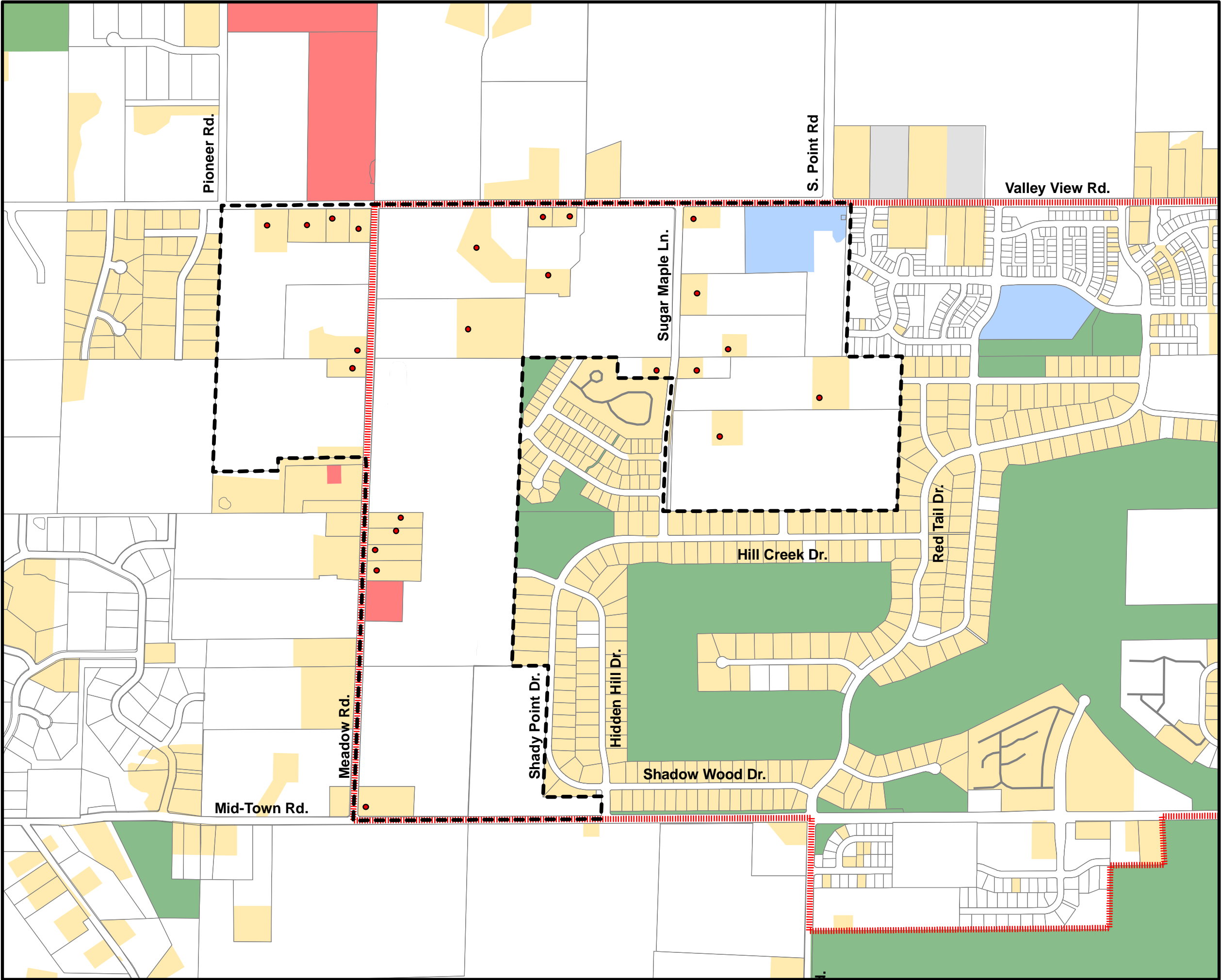


# Map 4: Existing Land Use

Amendment to the Mid-Town  
Neighborhood Development Plan  
August 2010




-  Mid-Town NDP Area
-  Amendment Area
-  Residential
-  Dwelling Unit
-  Commercial
-  Utilities
-  Institutional
-  Parks and Open Space
-  Agriculture/Vacant

0 500 1,000  
Feet










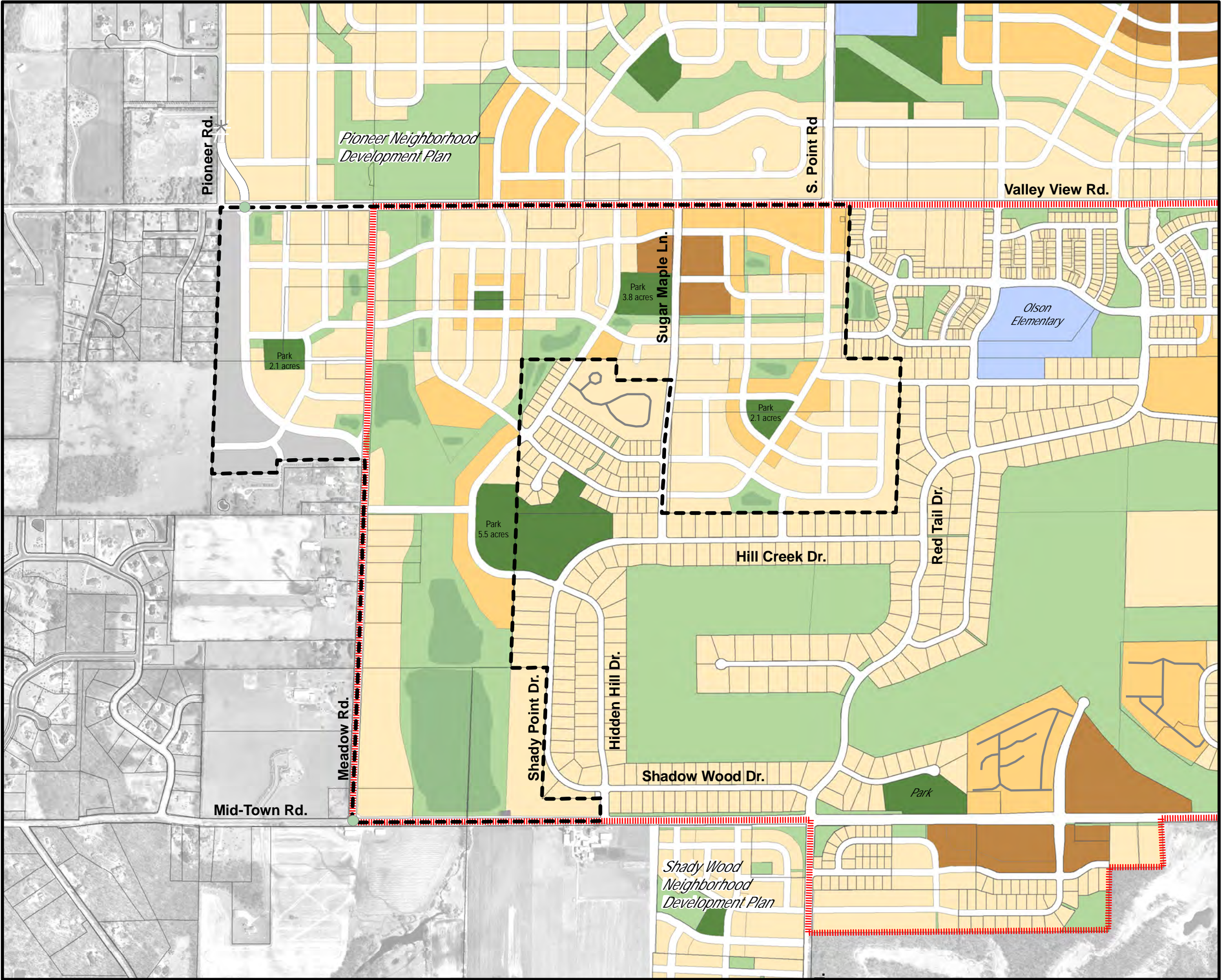
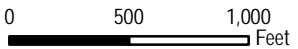
# Map 5: Land Use and Street Plan

Amendment to the Mid-Town  
Neighborhood Development Plan  
August 2010

-  Mid-Town NDP Area
-  Amendment Area
-  Lands to Remain in the Town of Middleton


## Recommended Land Use

-  Low Density Residential (Housing Mix 1) (4-8 units/acre)
-  Low-Medium Density Res. (Housing Mix 2) (8-15 units/acre)
-  Medium Density Res. (Housing Mix 3) (16-25 units/acre)
-  Utilities
-  Parks
-  Other Open Space and Stormwater Management
-  Conceptual Stormwater Detention Location



Map 6:  
Pedestrian-Bicycle  
Facilities

Amendment to the Mid-Town  
Neighborhood Development Plan  
August 2010

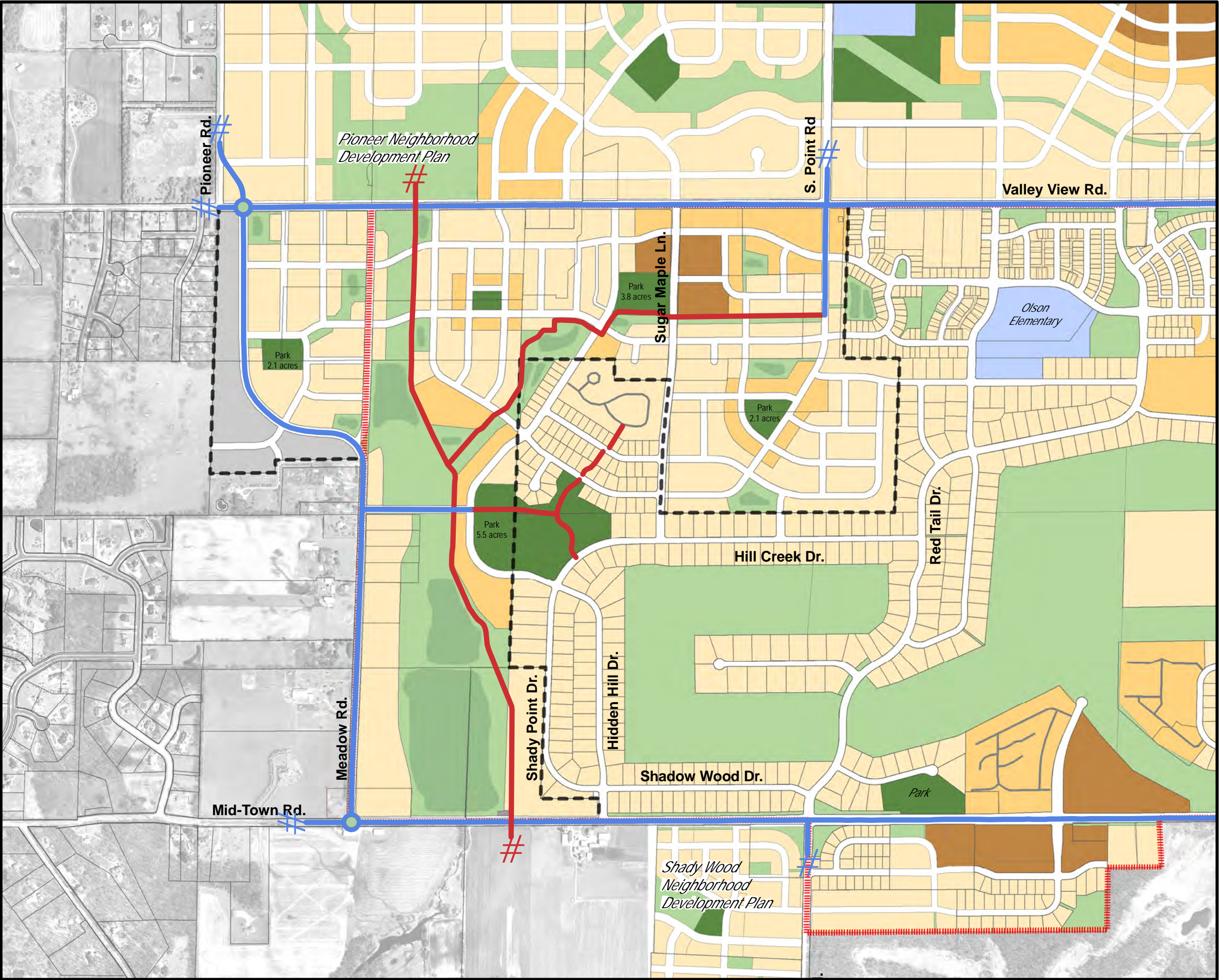
 Mid-Town NDP Area

 Amendment Area

Recommended Pedestrian-Bicycle Facilities

 On-Street Bicycle Lane

 Off-Street Path



0 500 1,000  
Feet

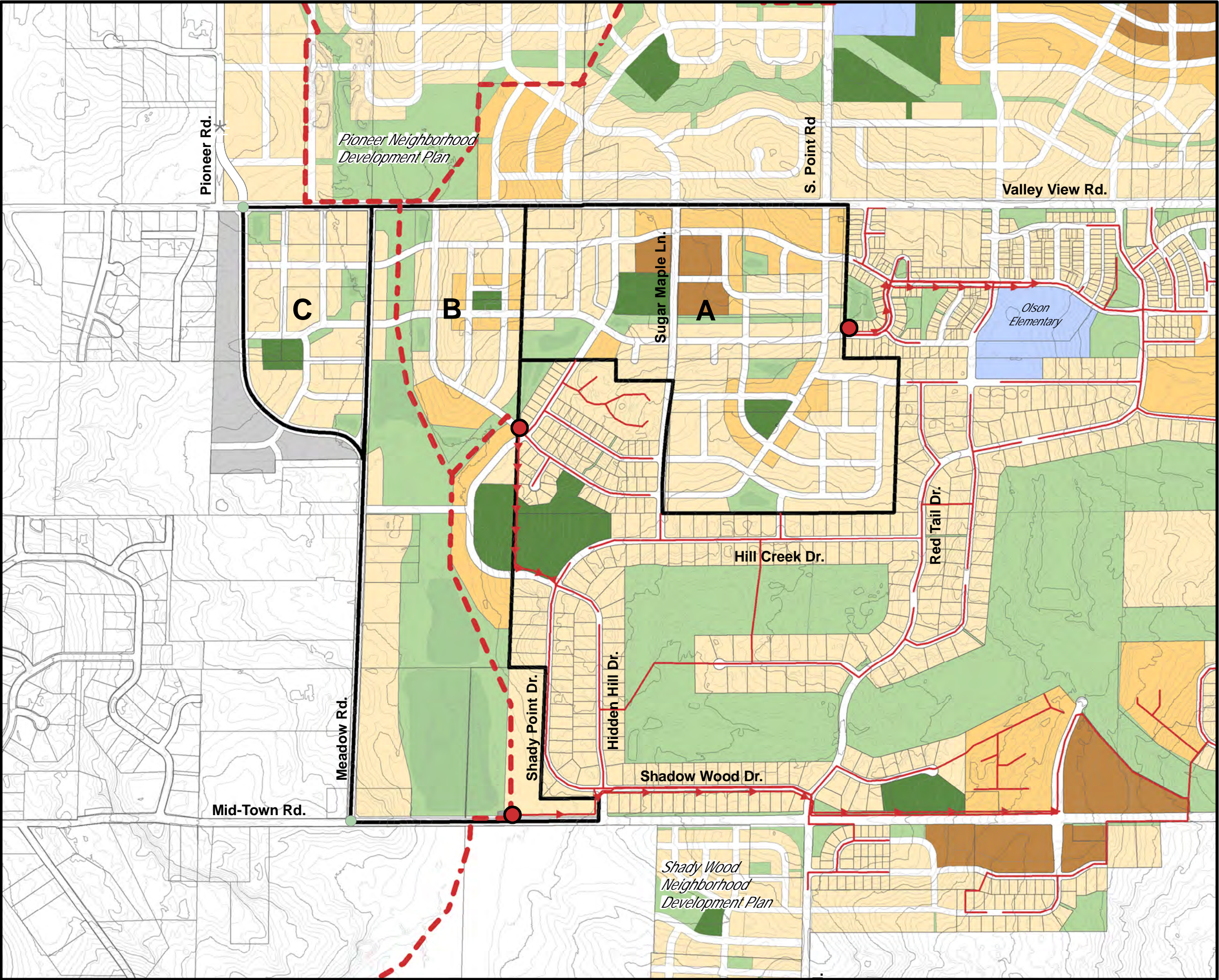
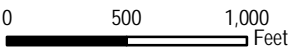
Map 7:  
Utilities and  
Development Phasing

Amendment to the Mid-Town  
Neighborhood Development Plan  
August 2010

- Existing Utilities
- Sanitary - Gravity Main
  - Sanitary - Force Main
  - Sanitary Lift Station

- Proposed Utilities
- Sanitary - Gravity Main

- Development Phasing Area
- 4 Foot Contour
- 20 Foot Interval
- Lands to Remain in the Town of Middleton





## Legislation Details (With Text)

<b>File #:</b>	24017	<b>Version:</b>	1	<b>Name:</b>	Mid-Town Neigh Dev Plan Amendment 9-26-11
<b>Type:</b>	Resolution	<b>Status:</b>		<b>Status:</b>	Passed
<b>File created:</b>	9/26/2011	<b>In control:</b>		<b>In control:</b>	LONG RANGE TRANSPORTATION PLANNING COMMITTEE (ended 6/2018)
<b>On agenda:</b>	10/4/2011	<b>Final action:</b>		<b>Final action:</b>	11/29/2011
<b>Enactment date:</b>	12/2/2011	<b>Enactment #:</b>		<b>Enactment #:</b>	RES-11-00977
<b>Title:</b>	Amending the Mid-Town Neighborhood Development Plan to revise the land use recommendations for lands located in the northeastern portion of the neighborhood from residential and open space uses to employment and open space uses.				
<b>Sponsors:</b>	Lisa Subeck				
<b>Indexes:</b>					
<b>Code sections:</b>					
<b>Attachments:</b>	1. Mid-Town Amendment Text and Maps_09-26-11.pdf, 2. Staff Comments re LRTPC rec_11-03-11, 3. Vetter maps.pdf, 4. Sawyer comments_08-30-11.pdf, 5. Hall comments_09-06-11.pdf, 6. Hall correspondence_11-07-11.pdf, 7. Sawyer comments_11-07-11.pdf, 8. Vetter site photos_11-07-11.pdf, 9. Webber comment-Mid Town NDP_11-07-11.pdf, 10. Rev Mid-Town Amend Text and Maps 112111.pdf, 11. Reg. forms from 11.29.2011 Common Council meeting				

Date	Ver.	Action By	Action	Result
11/29/2011	1	COMMON COUNCIL	Adopt with the Recommendation(s)	Pass
11/7/2011	1	PLAN COMMISSION	RECOMMEND TO COUNCIL TO ADOPT WITH CONDITIONS - REPORT OF OFFICER	Pass
10/20/2011	1	LONG RANGE TRANSPORTATION PLANNING COMMITTEE (ended 6/2018)		
10/4/2011	1	PLAN COMMISSION	Refer	
10/4/2011	1	COMMON COUNCIL	Referred	
9/26/2011	1	Planning and Development Department	Referred for Introduction	

City costs associated with urban development and the provision of urban services in this area will be included in future operating and capital budgets subject to Common Council approval.

Amending the Mid-Town Neighborhood Development Plan to revise the land use recommendations for lands located in the northeastern portion of the neighborhood from residential and open space uses to employment and open space uses.

WHEREAS the Mid-Town Neighborhood Development Plan was adopted by the Madison Common Council on August 17, 1999 in response to a specific development proposal; and

WHEREAS only very general land use recommendations were made for most of the Mid-Town Neighborhood planning area as part of the original planning process, and the Plan has been amended several times since then in response to development proposals and to incorporate the recommendations of subsequent more-detailed public planning activities; and

WHEREAS University Research Park, Inc., which is affiliated with the University of Wisconsin-Madison, recently received an opportunity to acquire the Vetter property in the northeastern portion of the Mid-Town

Neighborhood for an addition to the planned University Research Park 2 campus located in the Pioneer Neighborhood north of Valley View Road; and

WHEREAS these lands are currently recommended for low, low-medium and medium density residential uses and park and open space uses in the Mid-Town Neighborhood Development Plan as amended in April 2004, and are recommended for these same uses in the City of Madison Comprehensive Plan adopted in January 2006; and

WHEREAS on March 1, 2011, as part of the 2010-2011 Comprehensive Plan evaluation and amendment process, University Research Park formally requested consideration of an amendment to the City of Madison Comprehensive Plan to allow future development of the Vetter property with employment uses as a part of University Research Park 2; and

WHEREAS an amendment to the Mid-Town Neighborhood Development Plan would also be required for the proposed Research Park uses to be consistent with the land use recommendations in that plan; and

WHEREAS a proposed concept plan prepared by University Research Park for the future development of the Vetter property primarily with employment uses as part of University Research Park 2, with smaller areas designated for permanent open space preservation and stormwater management facilities, has been reviewed by City agencies; and the modifications recommended by City staff have been incorporated into a revised concept plan for the future development of this property; and

WHEREAS a detailed amendment to the Mid-Town Neighborhood Development Plan Land Use and Street Plan has been prepared to recommend that the subject lands be developed with employment and open space uses generally consistent with the concept plan reviewed by City staff; and

WHEREAS a public meeting on the proposed Neighborhood Development Plan amendment was held at Blackhawk Church on September 8, 2011 to present information, answer questions, and hear comments on the proposed amendment; and

WHEREAS City agencies have reviewed the proposed amendment to the Neighborhood Development Plan and provided comments and recommendations for Plan Commission and Common Council consideration.

NOW THEREFORE BE IT RESOLVED that the Mid-Town Neighborhood Development Plan, a supplement to the City of Madison Comprehensive Plan, is hereby amended to revise the land use recommendations for about 104 acres located generally south of Valley View Road and west of County Highway M in the northeastern portion of the neighborhood from residential and open space uses to employment and open space uses as shown in the amended Land Use and Street Plan.

# AMENDMENT TO THE MID-TOWN NEIGHBORHOOD DEVELOPMENT PLAN FOR THE VETTER PROPERTY

## I. INTRODUCTION

This amendment to the Mid-Town Neighborhood Development Plan was prepared to guide future urban development on the Vetter property lands in the northeastern portion of the neighborhood, located generally south of Valley View Road and west of County Highway M. The amendment changes the land use recommendations for the Vetter property from a mix of low, low-medium, and medium density residential uses and park and open space uses, to a mix of employment and open space uses. The amendment process was initiated at the request of University Research Park, which received an opportunity to acquire the property and develop it as an expansion of the planned University Research Park 2 development north of Valley View Road in the adjacent Pioneer Neighborhood.

The recommendations for the amendment area were developed by City of Madison staff working with University Research Park representatives and consultants. The planning process also included meetings between Research Park representatives and neighborhood property owners and residents; creation of a project website where all background materials, plan drafts, and other information related to the amendment were available; and a public meeting held in September 2011 at Blackhawk Church to present the draft amendment, answer questions, and hear comments about the proposal. Revisions to the draft amendment were made as required based on the input received from the public, City agencies and others as the plan evolved.

## II. RECOMMENDED LAND USE

The predominant development use recommended within the amendment area is employment, comprising about one-half the total amendment area. Most of the remaining land within the amendment area is recommended for a variety of open space uses—including an existing wooded area to be preserved, landscape buffers, lands located within ATC transmission line easements, and lands required for stormwater management facilities. About seven acres within the planning area consist of existing or proposed street rights-of-way. [See Table 1]

**Table 1: Recommended Land Use**

Land Use	Acres	Percent of Total
Employment (Research and Development)	48.9	46.9%
Open Space - Conservation and Buffer Areas	38.6	37.1%
Open Space - Stormwater Management	9.7	9.3%
Street Rights-of-Way	7.0	6.7%
<b>Total</b>	<b>104.2</b>	<b>100.0%</b>

## **Employment**

Other than open space, the principal recommended land use for the amendment area is employment, and particularly research and development uses, including offices, business incubators, testing facilities, and certain specialized non-nuisance manufacturing activities. University Research Park, Inc., which is affiliated with the University of Wisconsin-Madison, will develop the property as an extension of University Research Park 2 already planned north of Valley View Road in the Pioneer Neighborhood. The development lots will be arranged along a new north-south street through the main portion of the property, and it is currently anticipated that about 15 lots may be created. The development standards applied to the property will be similar to the standards established for the Research Park campus north of Valley View Road, and are detailed in the Research and Development Center District zoning regulations that will be applied to the site. The objective of the standards is to create an attractive, relatively compact, walkable employment setting that emphasizes buildings oriented to the street with parking located on the street or to the sides and behind the buildings. Additional standards cover landscaping and site design, storage areas and lighting. While intended primarily as an employment district, a limited amount of employment-serving support uses would also be consistent with the land use recommendation.

## **Open Space - Conservation and Buffer Areas**

No public park space is proposed within the amendment area, but University Research Park intends to preserve the existing 25-acre woods on the property as a natural wooded area, and to provide some level of public access to this amenity. A management plan for the woods has not been developed at this time.

A substantial landscaped buffer area is recommended along the western edge of the amendment area to provide visual screening between the planned research park and the residential uses to the west. Significant tree cover is currently present along this boundary, and existing high-quality trees should be preserved and additional plantings added as appropriate. The addition of evergreen species, for example, would provide improved screening during winter months. The minimum recommended width of the western landscaped buffer area is 100 feet.

Open space buffers are also provided along the northern and eastern edges of the amendment area, where an easement is established for the existing high-voltage electric transmission lines. It is recommended that approvals be obtained as required to allow the placement of suitable landscaping within this easement area to further enhance the research park development and soften the visual impact of the adjacent highways. The width of these buffers is about 75 feet.

## **Open Space - Stormwater Management**

The existing north-south stormwater drainage corridor through the amendment area will be maintained, and additional stormwater treatment areas will be established as needed to meet the stormwater management requirements of the City of Madison, Dane County, the Wisconsin Department of Natural Resources and the Capital Area Regional Planning Commission. The exact location, sizes and alignment of necessary stormwater management facilities will be determined as part of the more-detailed planning and engineering that will occur prior to the land's development, and may vary to an extent from the facilities illustrated in the Land Use and Street Plan.

### **III. TRANSPORTATION RECOMMENDATIONS**

#### **Streets and Highways**

The only planned arterial street within the amendment area is County Highway M (CTH M), an existing roadway which forms its eastern boundary. CTH M is planned eventually to be a four-lane divided roadway in an approximately 150-foot right-of-way. Valley View Road, an existing roadway which forms the northern boundary of the amendment area, is its only planned collector street. Valley View is recommended to be two-lane, undivided roadway in an approximately 80-foot right-of-way. A large roundabout was recently constructed at the intersection of Valley View Road and CTH M. Improvements to both of these roadways will ultimately include marked bicycle lanes.

Other streets shown on the Land Use and Street Plan will be local streets. A new north-south street running through the amendment area between Valley View Road and CTH M will provide primary access into the development. The recommended right-of-way for this street is 72 feet along the north-south segment, and 80 feet along the east-west segment to CTH M. It is recommended that the southern cul-de-sac off this road be developed as a private street. The Valley View intersection with the new north-south street is recommended as a full intersection, but will not be signalized due to its proximity to the roundabout. The intersection at CTH M will also be a full intersection and may be signalized at a future time. Existing Ancient Oak Lane will be extended eastward into the amendment area to connect to the new north-south street. The northward bend in the Ancient Oak extension segment adds interest to the street and helps indicate that this is not intended to be a through street for non-local traffic. It is also recommended that the feasibility and potential benefits of providing an additional street connection between the proposed new north-south street and CTH M be evaluated and considered at the time this property is platted. If provided, this potential future street should be located generally between Valley View Road and the future intersection of the north-south street with CTH M, and may not necessarily be an extension of Ancient Oak Lane as illustrated. It is not expected that this potential street would be a full intersection or extend east of CTH M.

All development within the amendment area will take access from local interior streets, and no direct access to Valley View Road or to CTH M is intended. As a result of changes to the recommended land use and street plan within the amendment area, existing Silkwood Trail will become a dead-end street without a cul-de-sac bulb; and existing Nelson Crossing will become a dead-end street with a cul-de-sac bulb.

As lands within the amendment area are developed, the exact street alignments or street widths may vary from the alignments and widths shown on the Land Use and Street Plan in response to specific conditions and further analysis; but any modifications are expected to be relatively minor. The recommended alignments of proposed future streets in the currently-undeveloped portions of the High Point-Raymond neighborhood located east of CTH M will also be modified as required to provide the recommended full intersections with CTH M and maintain good street and pedestrian-bicycle connectivity and continuity between the two areas.

#### **Greenway Crossings**

The large stormwater greenway through the amendment area is located between the planned north-south street and the development lots west of the greenway. In order to minimize the number of driveways across the greenway, properties west of the greenway should share access or take alternative access from the Ancient Oak Lane extension to the extent practical, as shown on the Land Use and Street Plan.

### **Pedestrian-Bicycle Facilities**

Recommended bicycle facilities within the amendment area include several off-street pedestrian-bicycle paths. The primary recommended path through the amendment area is located within the north-south greenway, primarily located over the existing sanitary sewer main. At the southern end of the amendment area, the path will swing east and continue south parallel to the CTH M right-of-way. This path will be part of a planned regional pedestrian-bicycle path system that extends far beyond the amendment area. The path should be a minimum of ten feet wide with two-foot grass shoulders, and be a minimum of three feet from the lot lines west of the greenway. Private driveways serving the lots west of the greenway should include public easements for bicycles and pedestrians to provide connections between the bicycle path and the street located east of the greenway.

A pedestrian-bicycle path is also recommended to connect Greenside Park with the cul-de-sac at Nelson Crossing, as well as a path connection eastward from Greenside Park to the north-south path and across the greenway to the proposed new north-south street. Both the street and the associated bicycle facility are planned to cross CTH M at this intersection and connect to streets and bicycle facilities in the High Point-Raymond Neighborhood east of the highway.

A pedestrian bicycle path is also recommended between the eastern end of Ancient Oak Lane and CTH M. This path should extend across CTH M to connect with future pedestrian-bicycle facilities that will be developed in the High Point-Raymond Neighborhood to the east. If an additional street connection to CTH M is provided in this area as discussed above, the need for a separate pedestrian-bicycle path may be re-evaluated. However, the recommended pedestrian-bicycle link across CTH M should be provided in either case.

In addition to the recommended off-street paths, future improvements to Valley View Road and CTH M will include marked bicycle lanes within the roadway. The need for marked bicycle lanes on the new north-south local street is undetermined at this time, but the recommended right-of-way is sufficient to accommodate this option if desired.

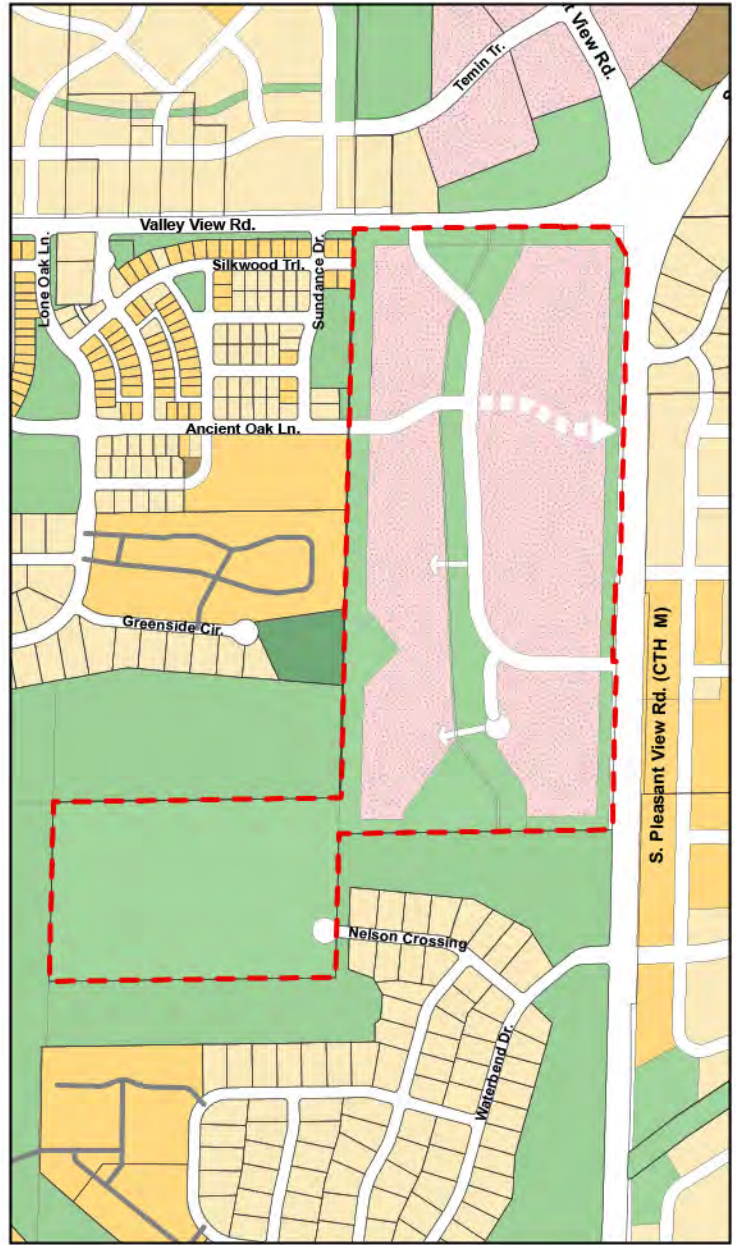
As with the proposed streets, the exact alignments of future pedestrian-bicycle connections within the amendment area may vary slightly from the alignments shown on the Pedestrian-Bicycle Facilities map in response to specific conditions and further analysis.

# Amendment to the MID-TOWN NEIGHBORHOOD DEVELOPMENT PLAN Land Use and Street Plan

Mid-Town Neighborhood Development Plan  
as Adopted and Implemented through land  
subdivision and zoning approvals.



Mid-Town Neighborhood  
Development Plan Amendment  
as Adopted November 2011



## Recommended Land Use

 Low Density Residential	 Research and Development
 Low-Medium Density Residential	 Park
 Medium Density Residential	 Other Open Space and Stormwater Management

0 250 500  
Feet



City of Madison Planning Division  
November 21, 2011



# Pedestrian-Bicycle Facilities

Amendment to the Mid-Town Neighborhood Development Plan as adopted November, 2011

City of Madison Planning Division

- Bike Lane
- Pedestrian/Bicycle Path
- Pedestrian/Bicycle Path or Street Connection

Note:  
Proposed pedestrian/bicycle paths and street alignments are conceptual and may be modified at the time of development.