

Amendment to the Pioneer Neighborhood Development Plan

Recommendations for Land Use, Transportation and Development

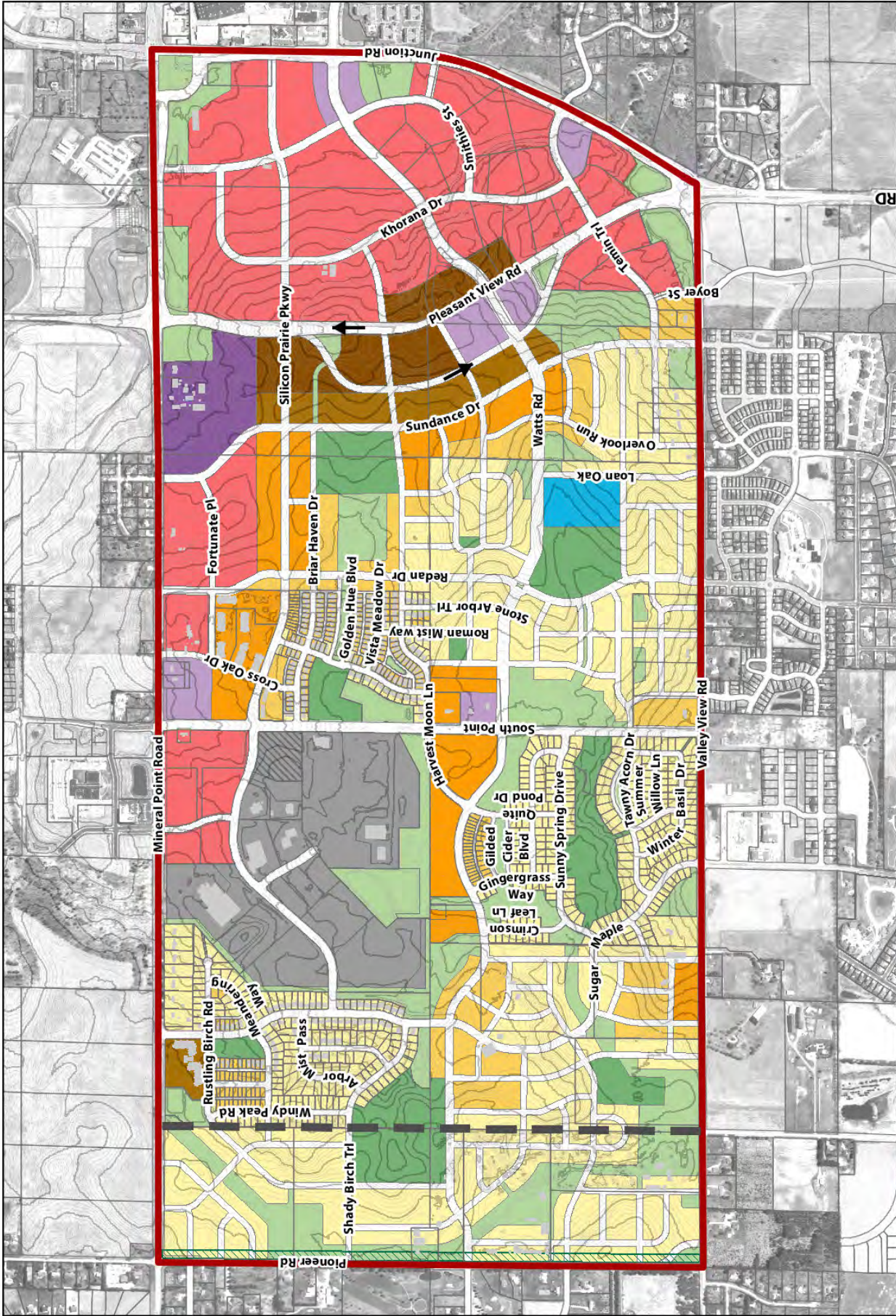
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Map 27: Future Land Use and Street Plan
Houser Neighborhood Development Plan Amendment
July 2018
City of Madison Planning Division
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Scale: 1" = 100'

North Arrow

DATE PREPARED: 7/20/2018

<p> Planning Area</p> <p> 80' Landscape Buffer</p> <p> Transition Area Boundary (4 du/ac net max west of line)</p>	<p> Housing Mix 1 (< 8 du/ac)</p> <p> Housing Mix 2 (8-20 du/ac)</p> <p> Housing Mix 3 (20-40 du/ac)</p> <p> Housing Mix 4 (40-70 du/ac)</p>	<p> Housing Mix 5 (70-100 du/ac)</p> <p> Community Mixed Use</p> <p> Neighborhood Mixed Use</p> <p> Employment</p>	<p> Institutional</p> <p> Industrial</p> <p> Industrial Overlay</p> <p> Park</p> <p> Other Open Space and Stormwater Management</p>
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INTRODUCTION

The *Pioneer Neighborhood Development Plan* (NDP) was adopted on April 20, 2004 and was prepared to guide the future growth and development of a new neighborhood located on the City of Madison's west side.

Much has changed in the neighborhood since plan adoption in 2004. 703 acres of new development has been approved or constructed within the 1,403 acre Pioneer Neighborhood. Demographic and economic shifts have resulted in changes in the housing market, with people desiring greater demand for walkable, amenity-rich neighborhoods with a greater diversity of housing types than were built in previous decades. Amending the *Pioneer Neighborhood Development Plan* facilitates an improved physical form of future neighborhoods on Madison's west side, updating and coordinating land use and transportation patterns to be consistent with City policies and efficiently utilizing infrastructure. Further, the amended plan better guides future growth on the west side of Madison by coordinating land use, transportation networks, infrastructure and parks and open space.

The *Pioneer Neighborhood Development Plan* designates the types, locations, and amounts of land recommended for the different types of land use (such as residential, employment, and parks and open space) and provides for the compact, logical, efficient expansion of the City. It provides a general description of the expected character of the neighborhood once it is developed and recommends implementation measures to help achieve that character. The plan establishes the parameters of acceptable development. Once adopted, the plan update will serve as a document against which future development proposals are evaluated.

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

EXISTING CONDITIONS

The Pioneer Neighborhood Planning Area

The Pioneer Neighborhood planning area is bounded by Mineral Point Road on the north, Pioneer Road on the west, Valley View Road on the south and Junction Road on the east. **See Map 1: Planning Area.**

Municipal Jurisdiction and Property Ownership

The planning area is partly in the City of Madison and partly in the Town of Middleton, the City's acreage is 1,160 acres and the Town's area comprises 243 acres. The planning area as a whole comprises 1,403 acres and is partially developed. Large property holdings in the neighborhood are listed in **Table 1** and shown on **Map 2: Municipal Jurisdiction and Property Ownership.**

Table 1: Property Ownership

Property Ownership	Acres
University of Wisconsin Regents	226
Theis	218
Chang	75
Olson Toon	25
Taylor	23
Moore	22
Reynolds	21
Keleny	19
Carlson	9
Polich	9
Grams	5
Chen	5

Natural Features

The natural character of the area is defined by rolling hills with limited areas of steep slopes (12% or greater). A few high quality wooded areas exist in the southeast and western portions of the planning area. A ridgeline runs north – south in the eastern portion of the planning area, just south of the Mineral Point Road and Pleasant View Road intersection. This ridgeline offers views of the State Capitol and Lake Mendota. See **Map 3: Natural Features**.

Stormwater Drainage

The Pioneer Neighborhood is located in two watersheds. The western part of the neighborhood lies within the Upper Sugar River Watershed and the Six Mile- Pheasant Branch Creek Watershed includes the eastern part of the neighborhood. Natural drainage within the neighborhood is generally southwest.

Existing Land Use

Several residential subdivisions are located in the Pioneer Neighborhood. These City subdivisions are Birchwood Point, Cardinal Glen, and 1000 Oaks. In addition to residential subdivisions, the Silicon Prairie Business Park is located within the neighborhood. The University Research Park 2 is platted in the southeastern portion of the neighborhood. A telecommunication tower is located on the northwest corner of the land owned by the University of Wisconsin Regents. See **Table 2** and **Map 5: Existing Land Use**.

Table 2: Existing Land Use

Land Use	Acres	Percent of Total
Agriculture/vacant	845	60%
Residential	184	13%
Commercial/Employment	72	5%
Institutional	34	3%
Parks and Open Space	194	14%
Right-of-Way	74	5%
Total	1,403	100%

Existing Zoning

The planning area includes lands in the City of Madison and the Town of Middleton. Lands within the City of Madison are subject to the City of Madison Zoning Code and lands within the Town are governed by the Dane Code Zoning Ordinance. City of Madison residential zoning districts in the planning area are TR-U1, TR-C3, SR-V2, and TR-P. Agriculture comprises 845 acres. Planned Development zoning totals 20 acres. The total acreage of City-zoned parcels is 1,160 acres. Lands in the Town of Middleton total approximately 243 acres. See **Map 6: Existing Zoning**.

City of Madison and Town of Middleton Cooperative Plan

In 2003, the City of Madison and the Town of Middleton entered into a *Cooperative Plan* that extends to 2042. The plan is intended to assure orderly development of the City and the Town. A Boundary Adjustment Area (east of Pioneer Road and south of a portion of Old Sauk Road) was created to allow the area to be attached to and developed to City standards served by the full range of City services and facilities. Lands within the Boundary Adjustment Area east of Pioneer Road that have not been previously attached to the City of Madison; will be attached to the City in 2042.

All development as defined in the *Cooperative Plan*, requires the approval of the City and the Town. Lands within the Boundary Adjustment Area may be attached to the City of Madison using the procedures for attachment as specified in the *Cooperative Plan*.

The *Cooperative Plan* includes Transition Area Development Standards that limits residential densities to four units per net acre of development within the ¼-mile transition area east of Pioneer Road. The number of units in attached multi-family residential structures is limited to four. For any land division in the Transition Area, both east and west of the boundary line, an 80-foot wide landscaped building setback is required.

School Districts

The planning area is located within the Madison Metropolitan School District and Middleton-Cross Plains Area School District. Olson Elementary School, Jefferson Middle School, and Memorial High School serve the Madison Metropolitan School District areas. West Middleton Elementary School, Glacier Creek Middle School and Middleton-Cross Plains High School serve areas in the Middleton-Cross Plains Area School District.

RECOMMENDED LAND USES

General Development Concept

The general development concept for the planning area envisions a vibrant, sustainable series of sub-neighborhoods characterized by a wide variety of housing choices, well-located public parks, mixed-use districts, employment areas, institutional uses and open space areas. The highest densities are located close to non-residential uses or parks and open spaces. This land use pattern places the highest concentration of residents within the closest distances to primary destinations, improving the walkability of the neighborhood. It also helps reduce vehicular traffic on interior streets since the higher-density uses are generally closer to major streets providing access to the neighborhood. The boundaries between the five Residential Housing Mix Districts (described below) are shown on **Map 7: Future Land Use and Street Plan**. These areas are conceptual. Modifications may be considered as specific developments are proposed, provided that the general land use pattern is consistent with the neighborhood development plan's concept. It is not intended that the start of development in any phase necessarily should be deferred until development within the preceding phase extends to a particular location, or reaches a certain percentage of full build-out.

Table 3: Recommended Land Use

Land Use	Acres	Percent of Total
Housing Mix 1	303	21.6%
Housing Mix 2	75	5.3%
Housing Mix 3	64	4.6%
Housing Mix 4	23	1.6%
Housing Mix 5	28	2.0%
Community Mixed-Use	22	1.6%
Neighborhood Mixed-Use	26	1.9%
Employment	215	15.3%
Industrial	95	6.8%
Institutional	8	0.6%
Parks	59	4.2%
Other Open Space, Stormwater Management	176	12.5%
Street Right-of-Way	309	22.0%
Total	1,403	100%

Detailed Site and Building Design Standards

Figure 1 provides detailed site and building design standards for five of the most complex land use districts. These standards are as critical as the locational land use recommendations in **Map 7**. Careful adherence to these detailed site and building design standards will assure that:

- The desired character of the Pioneer Neighborhood can be achieved;
- Sufficient densities to maximize transit potential, and walkability will be achieved; and
- Locations for on-site expansion will be built into initial site plans.

These site and building design standards should be refined and used as components of new and/or revised zoning districts, planned unit development text, development agreements, urban design review guidelines, and/or private covenants to regulate development within the Pioneer Neighborhood.

Employment (see Figure 1 & 2)

Employment uses are recommended along Mineral Point Road and between South Pleasant View Road and South Junction Road on land owned by the University of Wisconsin. The recommended Employment District is 215 acres in size.

There are distinct differences between the recommended employment along Mineral Point Road and the employment recommended east of Pleasant View Road. See **Figure 1** and the following text for additional detail.

Employment (east of South Pleasant View Road)

The Employment District located on the University of Wisconsin's properties between South Pleasant View Road and South Junction Road will develop similarly as the existing University Research Park along Mineral Point Road and Whitney Way. The primary mission is to develop businesses that are spun-off from research occurring at the University of Wisconsin. These types of start-up companies generally require affordable office and incubator space. The location adjacent to the West Madison Agricultural Research Station creates opportunities to develop agriculture-related technology businesses, with testing plots and ideas in close proximity. Moreover, the west central portion of the district is located on a high point, affording views of the Wisconsin State Capitol building. Sight lines should be optimized during final design and construction.

Primary uses within this area include high-technology research, development, testing, professional offices, and business incubators. To accommodate the potential for high-capacity transit, a location for a transit center along Watts Road near the transition area between the Employment District and the Neighborhood Mixed-Use District and sufficient public ways for the route/line should be reserved.

Commercial "support" or hospitality services should be provided for employees of the district, with possible locations within and adjacent to the Employment District. These may include coffee shops, delis, day care facilities, or hotels.

While the uses within the Employment District will resemble those in the existing UW Research Park, the character will be noticeably different.

The District emphasizes:

- Achieving a minimum development density;
- Buildings that are oriented towards the street, with parking behind;
- Underground and/or structured parking in strategic locations;
- Planning for on-site building expansion at the time of site plan approval;
- More street and sidewalk connections to the rest of the neighborhood and within the district;
- Smaller blocks and lots than the existing UW Research Park;
- Commercial support services to meet the needs of district employees and tenants (deli, day care facility, hotel); and
- Urban, usable open spaces.

Building heights within the Employment District will range from two to six stories in areas near the Neighborhood Mixed-Use District, and from one to four stories in other areas. A minimum of two story buildings are encouraged. One-story buildings are discouraged. Certain types of research and development uses may require one-story buildings because of specific structural or ventilation needs. These one-story buildings would be most appropriately located near the eastern edges of the district.

The Employment District should include at least one shared parking structure during an early phase of development. Bike parking facilities will also be provided. All development in the Employment District will be expected to prepare a Transportation Demand Management Plan and to participate in a Transportation Management Association.

It will be important to incorporate existing woodlots within the site design of individual lots. Existing natural features provide an opportunity for an internal path system, and sidewalks will be required on both sides of all streets. Although topography in the district is hilly, the streets are still connected to each other and to others in the neighborhood. Long views of the Capitol, Lake Mendota, and the cityscape should also be preserved.

The Employment District will be developed in two main phases. The portion of the district located south of the western extension of Watts Road is expected to develop over the coming years. The portion located north of Watts Road is not expected to develop until the southern phase is approaching build-out. Most of this northern area will not be able to develop until the communications tower is removed. The proposed development plan for the northern section, as depicted in **Map 7**, is conceptual and should be revisited during final site planning and platting.

Employment (along Mineral Point Road)

The Employment District is located along Mineral Point Road, between the Pleasant View Road and Veritas Drive extended. Primary uses within the Employment District will be professional offices; research, development, and testing; technology manufacturing and processing; and/or light industrial uses.

This district will be closely linked to the Employment District (east of Pleasant View) and Light Industrial District to the west. There will be the physical link of adjacency and the recommended Silicon Parkway extension connecting all three districts. Relationships between various businesses in the three districts should also be fostered.

An urban form will be emphasized in the Employment District. Buildings within the Employment District will range from one to four stories, with building entrances oriented toward the street. Buildings located along Mineral Point Road will be designed with similar architectural style and materials on all sides of the building. It will be important to pay special attention to building and site design for buildings along the eastern extension of Silicon Parkway in order to seamlessly transition into the Medium Density Residential uses on the south side of the road.

Within the Employment District, on-street parking will be available on all streets, except Mineral Point Road and two-way portions of Pleasant View Road. Employee parking and loading areas will be located either behind or alongside the buildings. Small visitor parking areas will be allowed in front of the building. Underground, structured, and shared parking will be encouraged. Bike parking facilities will also be provided. All development will be expected to prepare Transportation Demand Management Plans and to participate in a transportation management association.

The planned Employment District will support businesses that:

- Are in keeping with the goal of creating a distinct neighborhood with a strong sense of place;
- Promote more economic development opportunities and a more diverse, robust tax base;
- Provide potentially higher employee wages and benefits;
- Are typically locally owned and operated, resulting in a greater effect on the local economy;
- Occupy buildings that are more conducive to re-use and lots with more pervious cover;
- Generate comparatively lower auto traffic; and
- Could better support high capacity transit service.

Light Industrial

The Light Industrial District is located west of South Point Road at its intersection with Silicon Prairie Parkway. This location provides good physical access to the regional transportation network.

Much of the Light Industrial District has developed or is under construction as the Silicon Prairie Business Park. The lots are zoned SM-Specific Manufacturing District, established to accommodate “clean” light-industrial uses focused on production, assemblage, and light processing. All activities, except loading, must take place within enclosed buildings. The Silicon Prairie Business Park is also subject to protective covenants, which place use restrictions and building, landscaping, and other design requirements on the development.

An industrial overlay district is recommended at the southwest corner of the intersection of Silicon Prairie Parkway and South Point Road. This parcel is approximately 6.3 acres and light industrial uses are desirable and allowable but not required. For this parcel, if light industrial proves to not be feasible at the time of development, the area could develop as employment. For this reason, this district is designated an overlay district which provides land use flexibility over time.

Neighborhood Mixed-Use (see Figure 1 & 3)

The Neighborhood Mixed-Use District includes the areas at the intersection of South Point Road and Mineral Point Road, South Point Road and Watts Road, Watts Road and South Pleasant View Road, Watts Road and South Junction Road, and South Junction Road and Temin Trail.

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

Residential uses are encouraged and anticipated as part of the Neighborhood Mixed-Use District. Residential uses add vibrancy to these districts, especially in the evenings and on weekends when some non-residential uses are not in operation. Residential uses above ground floor storefronts are particularly encouraged at appropriate locations. Exclusive residential buildings are allowable in less prominent locations such as on local street frontages or within interior courtyards, for example. Buildings heights between 2 and 4 stories are recommended, with the taller buildings in very select locations. Development densities and intensities will need to be carefully considered in order to achieve a development pattern that successfully blends residential and non-residential uses.

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

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

Figure 4: Neighborhood Mixed-Use/Couplet Illustration shows a conceptual development concept for the Neighborhood Mixed-Use District at Watts Road and Pleasant View Road. The concept shows potential street, block and lot patterns, building placement, and streetscape treatments overlaid on the recommended **Map 7 Future Land Use and Street Plan**. The concept illustrates how the area could be developed to create a compact, mixed-use development area. Buildings are placed close to tree-lined streets to create a feeling of spatial enclosure, which fosters pedestrian activity and helps establish a unique sense of place. Commercial uses on the ground floor of mixed-use buildings create visual interest and generate pedestrian activity. It may be appropriate for the Neighborhood Mixed-Use area within the couplet to have increased density and building height similar to Housing Mix 5 give the adjacency to Housing Mix 5.

Community Mixed-Use (see also Figure 1)

The Community Mixed-Use District comprising approximately 22 acres is recommended for the intersection of Mineral Point Road and South Pleasant View Road. The District is planned to be a high-density mix of residential, commercial, service, office, institutional, urban open space and civic uses in a compact, highly defined urban form.

Mixed-use, multi-story buildings are envisioned in this District. These buildings should front on and be placed close to streets to create a compact development pattern that is attractive to pedestrians and creates a sense of place. High quality architectural design, building materials, landscaping and other urban amenities such as plazas and squares, decorative furniture, fountains and lighting will be required in this District. The District is planned to be the primary activity center for the entire planning area. The Community Mixed-Use District should be developed using transit-oriented development standards.

High traffic volumes are expected on Mineral Point Road and Pleasant View Road as the far-west side of Madison continues to develop. This increasing traffic will strengthen the viability of this area as a primary activity center for the planning area. The District is well positioned to benefit from the visibility and accessibility that Mineral Point Road and Pleasant View Road provide as well as the increasing population base in the planning area.

The District is located adjacent to recommended Employment and Residential Districts along Mineral Point Road and Pleasant View Road. The District is intended to serve the adjacent neighborhoods as well as the larger planning area. The neighborhoods will provide an important market area for the District's non-residential uses. The planned street network, land use pattern and block configuration are designed to maximize interaction between the district and adjacent lands, providing convenient access to and from the district by foot, bicycle, transit or motor vehicle.

The Community Mixed-Use District will provide numerous amenities for persons working in the Employment District. For example, Employment District workers and visitors will be able to dine, shop, or relax in an urban plaza or other open space.

Recommended Uses

Recommended commercial uses in this District include retail, service, financial, lodging, and entertainment. Development in this District should be compact and urban in character. This District is intended to be a focal point for the entire planning area, providing a wider range of goods, services and activities than are recommended in the Neighborhood Mixed-Use District. Big box retail development and strip commercial development are not recommended in this District. Mid-size retail buildings such as a grocery store, may be allowed, provided they are part of an integrated urban development project that is highly connected with other non-residential and residential uses. Such buildings should be lined with retail, service, office and residential uses in order to create a more attractive and pedestrian friendly environment.

The Metro Market grocery store in the Grandview Commons Neighborhood is one example of how a mid-size grocery store might be designed as part of a mixed-use development. Large surface parking lots are not recommended in this District.

It is recommended that relatively high-density residential uses be developed within the District. Residential uses would add vibrancy to the District, especially in the evenings and on weekends when some non-residential uses are not in operation. Residential dwellings could be part of exclusively residential buildings or located within mixed-use buildings with ground floor retail, service, or office uses and upper floor residential uses.

Housing Types

- Same as Housing Mix 4 housing types

Density Range/Building Height

- ≤130 units per acre
- Building height of 2-6 stories

Design Recommendations

High quality architectural and urban design is a critical component of mixed-use development. Design-oriented zoning standards and deed and plat restrictions are important tools in achieving a successful project. The design recommendations for the Community Mixed-Use District are similar to those in the Neighborhood Mixed-Use District. However, the Community Mixed-Use District is intended to be larger and have a higher density and intensity than the Neighborhood Mixed-Use District. Development in this District should meet the design recommendations for the Neighborhood Mixed-Use District as well as the standards listed below:

- In general, when designing the Community Mixed-Use District, the design emphasis should be on “place making” which is creating an identity and focal point for the area. This can be achieved by high quality architectural designs, and building materials; building placements and street designs that create a strong sense of spatial enclosure, urban landscaping, comfortable public gathering spaces, and visually interesting, lively, pedestrian-oriented streets and pathways, among others.
- Creation of a strong “sense of place” in the early stages of the project is essential to the success of this District. Two sided streets and enclosed public spaces should be completed in the first phase of the development to establish a sense of place.
- The District should have a center of gravity. This may be a main street, fountain, plaza, village green, clock tower or some other place to which people are drawn.

- A strong emphasis should be placed on creating interesting, diverse community gathering places that provide areas for meeting, mingling, relaxing and conversing.
- The design of the District should enhance the gateway to Madison via Mineral Point Road. High quality architecture, strategic building placement and superior site design can help achieve this recommendation.
- Underground and structured parking is encouraged.
- Wide sidewalks are recommended.

Figure 5: Community Mixed-Use Center Illustration shows a conceptual development concept for the Community Mixed-Use District. The concept shows potential street, block and lot patterns, building placement, streetscape treatments, and public and private greenspaces overlaid on the recommended **Map 7 Future Land Use and Street Plan**. The concept illustrates how the area could be developed to create a compact, mixed-use development area. Buildings are placed close to tree-lined streets to create a feeling of spatial enclosure, which fosters pedestrian activity and helps establish a unique sense of place. Commercial uses on the ground floor of mixed-use buildings create visual interest and generate pedestrian activity.

Residential Uses

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

Variety of Housing Types

A variety of housing types and densities is expected to be developed at appropriate locations within each of the five Residential Housing Mix Districts. For this reason, specific locations for each of the individual building types (i.e. single family home, duplexes, townhouses, etc.) recommended within a Residential Housing Mix District are not identified on **Map 7: Future Land Use and Street Plan**. This approach provides developers with reasonable flexibility and opportunities to be creative and innovative in advancing the recommendations of the neighborhood development plan.

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

Residential Housing Mix 1

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

Housing Types

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

Net Density Ranges

- Individual developments: less than 8 dwelling units per net acre
- Transition Area: 4 dwelling units per acre maximum

It is specifically recommended that single-family housing developments include a range of house types and lot sizes. Duplexes, four units and townhouses provide higher-density housing options that can be appropriate at some limited locations. In general, larger groupings of these housing types should be located closer to the Residential Housing Mix 2 or

Residential Housing Mix 3 districts, where they will help provide a transition to the higher densities found in those areas. Individual duplexes or small groups of townhouses might be interlaced within areas primarily comprised of single-family homes, but careful site and building design is important in order to maintain compatibility and consistency with the character of surrounding development.

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

Residential Housing Mix 2

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

Housing Types

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

Net Density Ranges

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

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

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

Residential Housing Mix 3

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

Housing Types

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

Net Density Ranges

- Individual development: 20-40 dwelling units per acre

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

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

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

Residential Housing Mix 4 (see Figure 1)

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

Housing Types

- Townhouses at relatively high densities
- Multi-unit apartment buildings
- Larger building forms
- Limited side yards when buildings are located along standard streets
- Buildings may include front plazas or be grouped around central courtyards to create defined space
- Limited on-site open space. May include more formal entry plazas, patios, roof gardens and balconies
- Buildings 2-5 stories in height

Net Density Range

- Individual developments: 40-70 dwelling units per acre

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

Residential Housing Mix 5 (see Figure 1)

Residential Housing Mix 5 is primarily located near larger mixed-use nodes and transit corridors. Building types within this category will be multi-unit apartment buildings.

Housing Types

- Multi-unit apartment buildings
- Larger building forms
- Limited side yards when buildings are located along standard streets
- Buildings may include front plazas or be grouped around central courtyards to create defined space
- Limited on-site open space. May include more formal entry plazas, patios, roof gardens and balconies
- Buildings 4-8 stories in height

Net Density Range

- Individual developments: 70-100 dwelling units per acre

Locating Residential Housing Mix 5 near mixed-use areas will help support the development of neighborhood-oriented businesses that will create an engaging focal point for neighborhood activity and convenience shopping. Apartment buildings will be the predominant housing type in this district, and could include larger buildings a minimum height of four stories and up to eight stories in height with relatively high lot coverage. Multi-unit developments should be a mix of unit sizes, including larger two and three bedroom units suitable for families with children. Buildings should be located and oriented to the street.

Estimated Amount of Future Residential Development

If all lands in the Pioneer Neighborhood recommended for residential and mixed-use development were built out at densities estimated in the neighborhood development plan, the total future number of dwelling units of all types in the neighborhood would be 7,970 units. This is a general estimate for planning purposes and the number of future dwelling units could be outside this number, depending on the amount of land developed with residential use and the actual density of individual projects.

Table 4: Estimated Dwelling Units

Land Use	Existing Units	Acres Undeveloped	Density (units/acre)	Additional Units	Total Units
Housing Mix 1 Transition Area	0	93	4	372	372
Housing Mix 1	679	54	6	324	1,003
Housing Mix 2	24	50	12	600	624
Housing Mix 3	397	34	25	850	1,247
Housing Mix 4	234	18	50	900	1,134
Housing Mix 5	0	28	80	2,240	2,240
Neighborhood Mixed-Use	0	23	30	690	690
Community Mixed-Use	0	22	30	660	660
Total	1,334	322		6,636	7,970

Parks

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

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

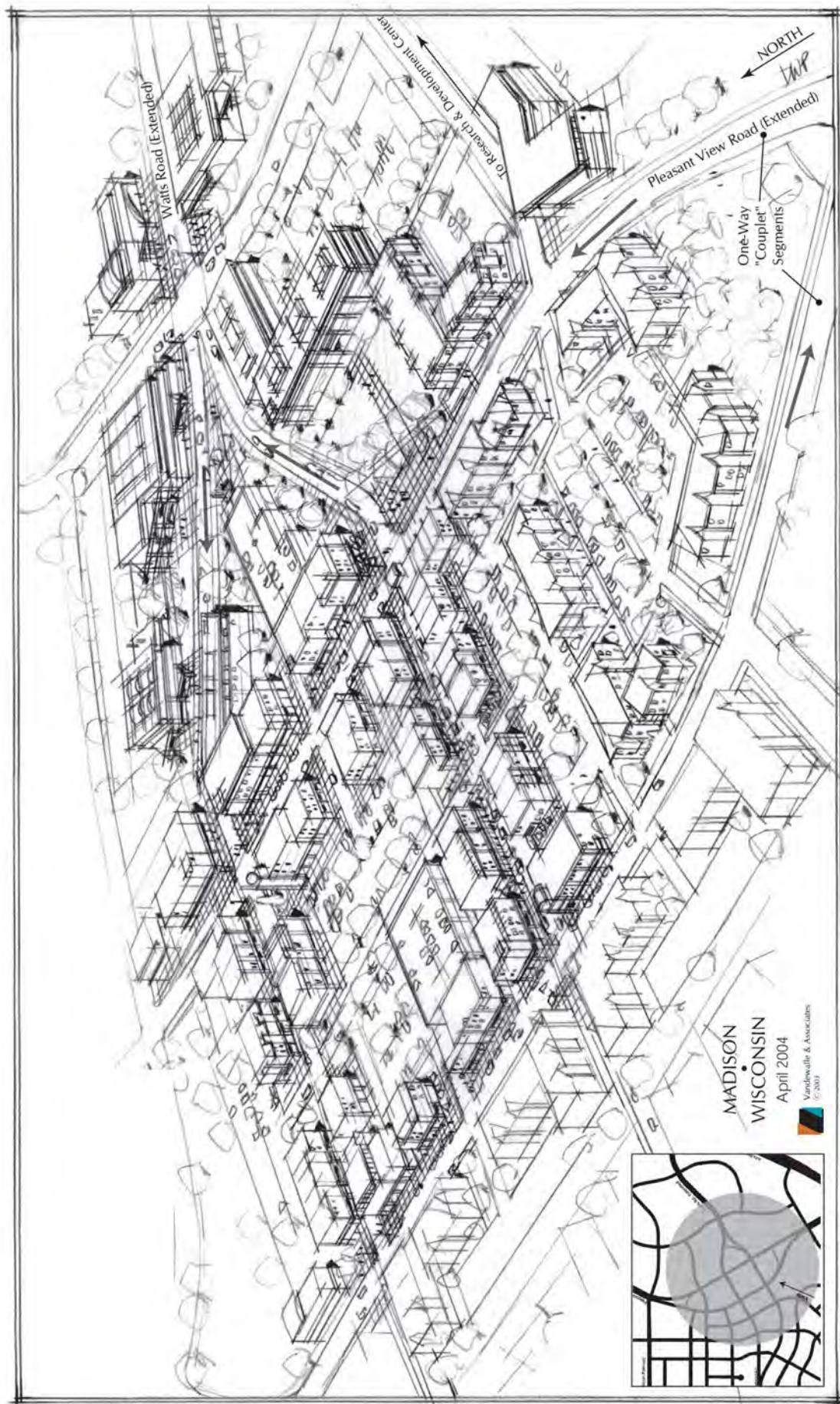
Figure 1 Land Use Matrix

District	Employment (East of Pleasant View Rd)	Employment	Neighborhood Mixed-Use	Community Mixed-Use	Housing Mix 4	Housing Mix 5
Allowable Use Categories	<ul style="list-style-type: none"> Research, development, and testing Professional offices Business incubators Support uses (daycare, health club, bank, clinic, deli, restaurant without drive-thru) Public uses (park, trails, utilities) Transit center Structured parking 	<ul style="list-style-type: none"> Professional offices Research, development, and testing Technology manufacturing and processing Light industrial Public and recreational uses 	<ul style="list-style-type: none"> Multi-story, mixed-use building Ground floor: neighborhood retail, offices, services Upper floors: residential, offices, lodging Live-work unit potential Neighborhood-scale grocery Underground parking, with first floor retail if on street frontage No auto-oriented commercial uses 	<ul style="list-style-type: none"> Multi-story, mixed-use building: services, lodging Upper floors: residential, offices, lodging Auto-oriented uses as one component of a mixed-use building with separated leasable spaces No single use buildings with drive-through lane 	<ul style="list-style-type: none"> Multi-family housing: including townhouses, rowhouses, and apartments, along with affordable owner and renter occupied options Auxiliary recreational facilities, community space, and services serving residents of the plan district 	<ul style="list-style-type: none"> Multi-family housing: including apartments, along with affordable owner and renter occupied options Auxiliary recreational facilities, community space, and services serving residents of the plan district
Development Intensity			<ul style="list-style-type: none"> ≤ 70 units per net acre 	<ul style="list-style-type: none"> ≤ 130 units per net acre 	<ul style="list-style-type: none"> 40 to 70 units per net acre 	<ul style="list-style-type: none"> 70 to 100 units per net acre
Urban Design Features	<ul style="list-style-type: none"> Urban, walkable job center Buildings oriented & connected to street Local business service uses along street facade (coffee, fitness, office shop) Focus on usable green space & trail system Sidewalks on all streets; mid-block walkways Preserved woods when sites developed Relationships/connections to nearby districts 4-sided buildings on double frontage lots 	<ul style="list-style-type: none"> Compact, walkable job center Building & entries oriented to street Special attention to building and site design along Silicon Prairie Parkway extension 4-sided buildings along Mineral Point Road Sidewalks on both sides of all streets Physical and programmatic links to Research Center and Light Industrial Districts (daycare, meeting centers) 	<ul style="list-style-type: none"> Building entries oriented and connected to street Buildings cohesive with neighborhood fabric, scale, setting, and design character Building designs not specific to any tenant or use Sidewalks on both sides of all streets Seamless transitions to nearby plan districts 	<ul style="list-style-type: none"> Focus on design, density, and access Buildings along streets and urban open spaces Setback building facades above 3rd story Urban open spaces and street furniture Seamless transitions to nearby plan districts Sidewalks on both sides of street 	<ul style="list-style-type: none"> Urban neighborhood building arrangement Avoid "super-blocks" of nearly identical building sizes, placements, and designs Buildings and entries oriented and connected to street Setback building facades above 3rd story On-site recreation spaces (rooftops, porches, balconies) Connections to jobs, shopping, parks, and schools Seamless transitions to adjacent plan districts 	<ul style="list-style-type: none"> Urban neighborhood building arrangement Avoid "super-blocks" of nearly identical building sizes, placements, and designs Buildings and entries oriented and connected to street Setback building facades above 3rd story On-site recreation spaces (rooftops, porches, balconies) Connections to jobs, shopping, parks, and schools Seamless transitions to adjacent plan districts
Principal Building Setbacks	<ul style="list-style-type: none"> Minimum of 50% of front building wall at 10' to 30' from street right-of-way Common wall buildings or 20' spacing between buildings Setbacks for additional buildings on multi-building sites may vary 	<ul style="list-style-type: none"> Minimum of 50% of front building wall 20' to 35' from street right-of-way Common wall buildings or 20' spacing between buildings 	<ul style="list-style-type: none"> Minimum building and parking setback of 15' Promote green space between building and walk Maximum of a single parking row plus driveway in front of building Common wall buildings or 20' spacing between buildings 	<ul style="list-style-type: none"> Minimum of 75% of front building wall 0' to 15' from Pleasant View Road right-of-way Minimum of 50% of building wall 10' to 25' from local street right-of-way Use common walls to minimize spacing between buildings 	<ul style="list-style-type: none"> Minimum of 50% of front building wall 20' to 35' from street right-of-way Minimum 20' spacing between buildings 	<ul style="list-style-type: none"> Minimum of 50% of front building wall 10' to 25' from street right-of-way Common wall buildings or 10' spacing between buildings
Building Height	<ul style="list-style-type: none"> 1 to 4 stories near edge 2 to 6 stories near Neighborhood Mixed Use District 	<ul style="list-style-type: none"> 1 to 4 stories near edge 2 to 6 stories fronting on Silicon Prairie Parkway and Mineral Point Road 	<ul style="list-style-type: none"> 2 to 4 stories 	<ul style="list-style-type: none"> 2 to 6 stories 	<ul style="list-style-type: none"> 2 to 5 stories 	<ul style="list-style-type: none"> 4 to 8 stories
Parking Standards	<ul style="list-style-type: none"> Parking on all internal streets Employee parking/loading to side or rear yard Maximum 10 visitor parking spaces in front Underbuilding, structured, shared parking Break up parking lots into pods <50 spaces Bike parking facilities Mandatory Transportation Demand Management 	<ul style="list-style-type: none"> Parking on all streets, except Mineral Point Road Employee parking/loading to side or rear Maximum 10 visitor parking spaces in front Encourage underbuilding, structured, and shared parking Break up parking lots in pods <50 spaces Bike parking facilities Mandatory Transportation Demand Management 	<ul style="list-style-type: none"> Minimum % of parking spaces and all loading areas to side and/or rear of building Maximum single parking row plus driveway in front Minimize visibility of parking Organize and manage all parking for shared use Bike parking facilities 	<ul style="list-style-type: none"> Surface parking to rear of buildings with limited side yard parking Encourage underground, structured, and shared parking Bike parking facilities 	<ul style="list-style-type: none"> Parking on all streets Parking on side or rear of building and/or underground Structured or underground parking required in Housing Mix 5 District Bike parking facilities 	<ul style="list-style-type: none"> Parking on all streets Parking on side or rear of building and/or underground Structured or underground parking required in Housing Mix 5 District Bike parking facilities
Stormwater Principals	<ul style="list-style-type: none"> Maximize on-site water quality & infiltration, including from parking lots and rooftops On-site and regional management approaches 	<ul style="list-style-type: none"> Maximize on-site water quality & infiltration, including from parking lots and rooftops On-site and regional management approaches 	<ul style="list-style-type: none"> Maximize on-site water quality & infiltration, including from parking lots and rooftops On-site and regional management approaches 	<ul style="list-style-type: none"> Maximize on-site water quality & infiltration, including from parking lots and rooftops On-site and regional management approaches 	<ul style="list-style-type: none"> Maximize on-site water quality & infiltration, including from parking lots and rooftops On-site and regional management approaches 	<ul style="list-style-type: none"> Maximize on-site water quality & infiltration, including from parking lots and rooftops On-site and regional management approaches
Signs	<ul style="list-style-type: none"> Entry signs/features at main entrances Monument and first floor business signs only 	<ul style="list-style-type: none"> Monument and first floor signs only 	<ul style="list-style-type: none"> Monument and first floor signs only 	<ul style="list-style-type: none"> Monument, on building, and first floor signs only 	<ul style="list-style-type: none"> Monument signs only 	<ul style="list-style-type: none"> Monument signs only

Figure 2 Employment Illustration



Figure 3 Neighborhood Mixed-Use Illustration



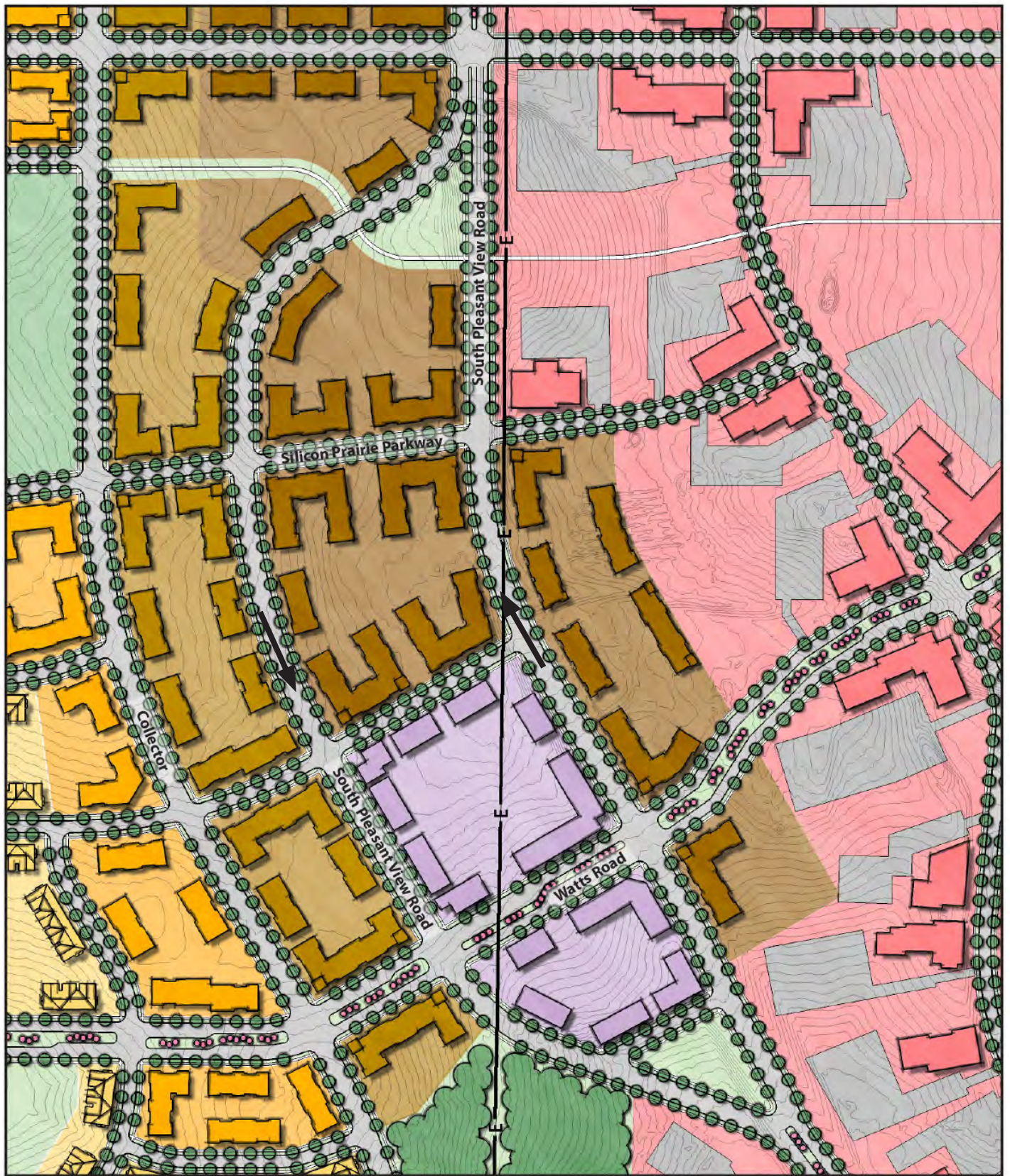


Figure 4:
Neighborhood
Mixed-Use /
Couplet

Pioneer Neighborhood
Development Plan
Amendment
City of Madison Planning Division

- Housing Mix 2
- Housing Mix 3
- Housing Mix 4
- Housing Mix 5

- Neighborhood Mixed-Use
- Employment
- Park
- Other Open Space and Stormwater Management

—E— Electrical Transmission Line



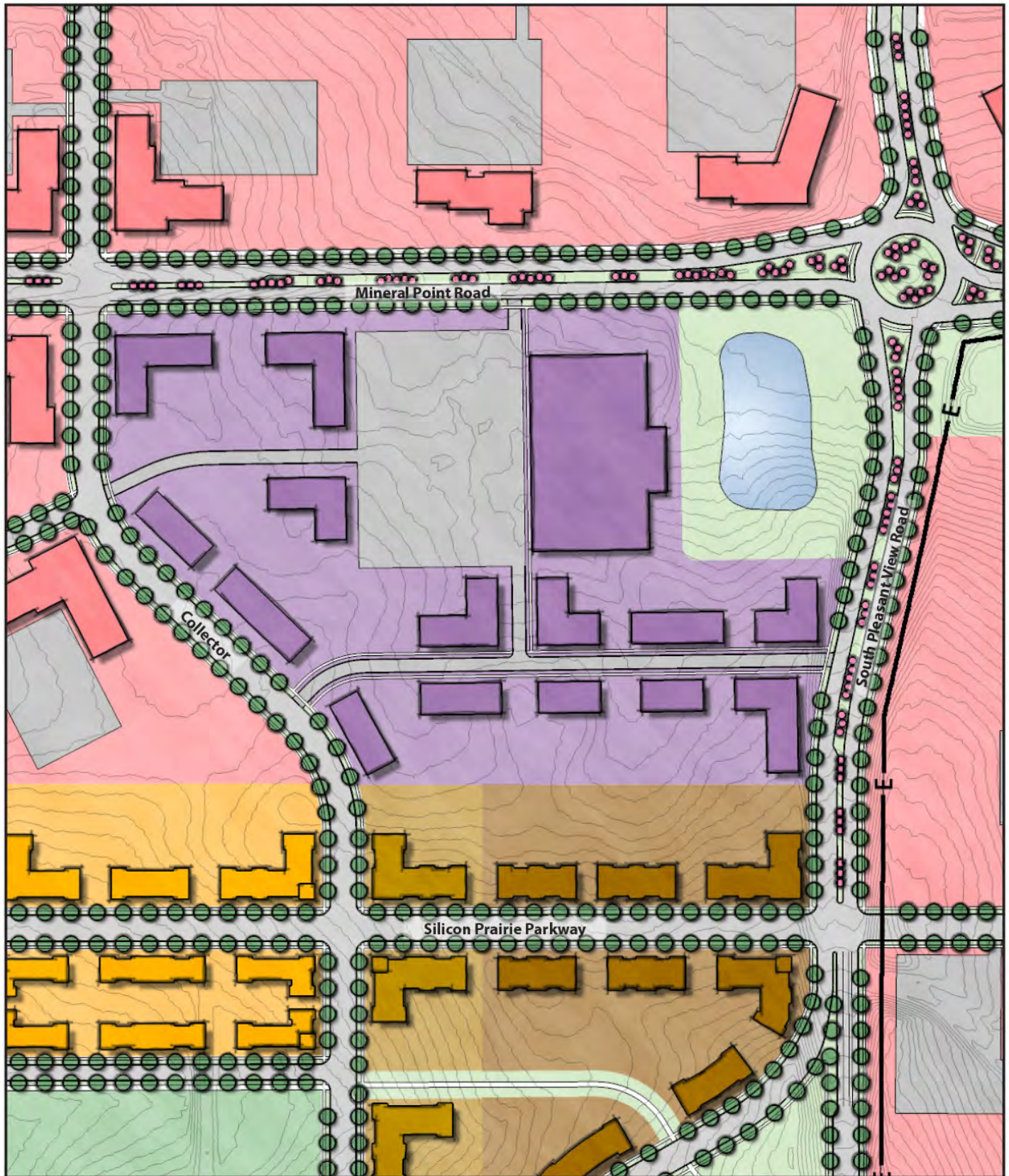


Figure 5:
Community
Mixed-Use Center

Pioneer Neighborhood
Development Plan
Amendment
City of Madison Planning Division

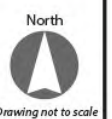
- Housing Mix 3
- Housing Mix 4
- Housing Mix 5
- Community Mixed-Use

Employment

Park

Other Open Space and Stormwater Management

—E— Electrical Transmission Line



The different scales of parks will include different features. Smaller community and neighborhood parks will include features typically found in parks, such as playground equipment. As individual properties develop and additional parkland is dedicated, the Parks Department will proceed with a detailed park development plan for each park. It is recommended that this process engage existing residents to better understand local park preferences and desired features.

Institutional

The Pioneer Neighborhood is currently located within two school districts—the Madison Metropolitan School District and the Middleton-Cross Plains Area School District. The districts have agreed to transfer the residential portions of the neighborhood to the Madison Metropolitan School District (see **Appendix Map 3**). The Madison Metropolitan School District has indicated a need to locate a new elementary within the planning area. Approximately eight acres near the future intersection of Watts Road and Lone Oak Lane is recommended as a school site.

TRANSPORTATION

Transit, walking, and bicycling are the backbone of the transportation system in this neighborhood. The *Plan* calls for the neighborhood to be built at densities to support transit, and for facilities and patterns to facilitate bicycle and pedestrian traffic within the neighborhood and between the neighborhood and surrounding areas. It also outlines strategies for mixed-use districts where people can live and work within a short distance, thereby reducing the vehicle miles traveled. There are also provisions to require Transportation Demand Management (TDM) programs to encourage alternative commuting patterns that reduce reliance on the single-occupancy vehicle.

Improvements to the roadway system will be required. A system of arterial, collector, and local streets is recommended to provide external access and internal circulation within the Pioneer Neighborhood.

Roadways

Arterial streets include Pleasant View Road, Mineral Point Road, Watts Road (east of couplet), and Junction Road. Collector streets include Pioneer Road, Sugar Maple Lane, South Point Road, Redan Drive (extended), Sundance Drive (extended), Silicon Prairie Parkway, Watts Road (west of couplet), and Valley View Road. The planning area will include a variety of roadway cross sections. See **Figure 6**.

Couplet

Street design and access standards will vary where arterial streets become part of the couplet. The goal of the couplet is to provide an intimate, pedestrian feeling while allowing for smooth traffic flow. The key to accomplishing this will be to use the following design ideas, and those depicted in **Figures 4 and 6**, for the couplet:

- Right-of-way width of 70 feet;
- On-street, parallel parking spaces;
- Travel lanes of modest width and speed limits of no more than 35 miles per hour;
- Pavement changes at crosswalks (concrete turns to pavers or colored concrete) to signal vehicles are entering a pedestrian-centered area;
- Bulb-outs/narrowing of street width at intersections;
- Entrance signs or special treatments at the beginnings of the couplet segments to make drivers aware they are entering a pedestrian-centered area; and
- Street trees and buildings designed to provide a sense of enclosure.

Other streets in the planning area will be local streets with two travel lanes and on-street parking on two sides. The local street network is intended to connect to arterials and collectors where possible to improve neighborhood connectivity. See **Map 9: Transportation Plan: Roadways**.

Transportation Demand Management

Continually adding travel lanes to the existing transportation system for more vehicles is not only expensive, but cannot be continued forever due to land use constraints and “downstream” impacts. Transportation Demand Management (TDM) strategies provide a community with another alternative. TDM strategies include alternative work schedules,

such as flextime, compressed workweeks, staggered shifts, and telework; ridesharing and carsharing programs; transit, rideshare, cycling, and walking benefits and amenities; guaranteed ride home programs; and potentially restricted or for-fee motor vehicle parking. The goal of TDM programs is to lessen the impact on the local roadway system by reducing employee trips and vehicle miles traveled (VMT).

The Employment Districts will generate a considerable number of vehicle trips per day. To reduce and rearrange the number of trips, especially at the peak morning and evening rush hours, the City will require management entities and individual businesses to prepare and implement TDM programs as part of development approvals and require individual businesses to join a transportation management association to jointly implement TDM programs. The City could create an ongoing assessment district that would assess larger businesses (employing more than 50 people in one location, for example) to help fund these programs. The funds would be based on the number of employees expected at the proposed facility and could be used to pay for advertising and incentives to reduce VMT. A potential component of a TDM program is an alternative commute coordinator, employed by the district or larger businesses. These coordinators have proven to be an essential link in actually implementing the programs once established. The City may choose to link the ability to achieve the maximum permitted densities suggested to more aggressive TDM strategies.

Pedestrian and Bicycle Facilities

All City of Madison streets will have public sidewalks and are designed to accommodate bicycle travel. On-street bike lane facilities would utilize the modified grid system within the neighborhood to provide bikers and pedestrians multiple alternative parallel routes on the planned arterial and collector street system. Dedicated bicycle lanes of no less than five feet are recommended for arterial and collector streets. With the expected increases in traffic along Mineral Point Road, especially near the interchange, the bike lanes along Watts Road across Junction Road provides an important entrance and exit point of the neighborhood that cyclists might otherwise avoid due to safety concerns. This link provides a convenient and usable bike connection back toward central Madison from the Pioneer Neighborhood.

In addition to on-road facilities, the interconnected park and greenway system provides an opportunity to include direct, convenient connections throughout the neighborhood via off-street bike and pedestrian paths. Share-use paths would connect to regional facilities, such as the Ice Age Trail, Elver Park, and the Middleton trail system. These paved paths would be no less than ten feet in width and would be open to the public. The two main planned segments of this system are:

- An east-west path at the southern edge of the neighborhood, running along the drainage easements and park areas, connects to the Ice Age Trail and Elver Park on the east and the Middleton regional trail system on the west; and
- A north-south connection, running along drainage easements on the far western boundary of the neighborhood.

Planned bike and pedestrian facilities are shown on **Map 10: Pedestrian and Bicycle Plan**.

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

Metro Transit

The closest bus stops with regularly scheduled transit service through most of the day are located along Junction Road (between Mineral Point Road and Watts Road). Future Madison Metro service to the area would come through an extension of current routes in the area, or through the creation of new transit routes to serve development on the City's west side. See **Map 11: Future Transit Plan**. A regional transit authority or other jurisdictional funding source would likely be needed to provide service to the development area. Future transit routes within the neighborhood would most likely travel along the Mineral Point Road, Watts Road, South Point Road, and South Pleasant View Road. Potential Bus Rapid Transit (BRT) is planned to service Mineral Point Road and South Pleasant View Road with a potential BRT station located in the southern portion of the Pleasant View Road couplet. Ridership potential will remain relatively low until substantial additional development has occurred. It is recommended that other transportation options, such as vanpools or rideshare programs, be pursued both before and after transit service is provided to the planning area.

UTILITIES

The full range of City of Madison urban services, including public sewer and water are provided to much of the neighborhood. See **Map 12: Utilities, Urban Service Area**. Future utility extensions will be constructed to serve new development as the area continues to grow. It is not intended that the start of development in any phase necessarily should be deferred until development within the preceding phase extends to a particular location, or reaches a certain percentage of full build-out.

Public Water Service

Public water service to the Pioneer NDP area will be provided by the Madison Water Utility through the extension of water mains within Pressure Zones 10 and 11. As development occurs, larger water mains will be extended along the primary roads, with smaller water distribution mains constructed along local streets developed within the planning area.

New municipal wells will be required to ensure a reliable supply as the greater west side develops. Growth and expansion of the water system is guided by the *Water Utility Master Plan*. The *Water Utility Master Plan* includes a conceptual location for a future Well 32 on City-owned property on South Point Road between Mineral Point Road and Valley View Road.

Additional supply capacity is required for the future development. Increase in supply capacity to the far western area is planned for and is included in long-range budgeting.

Stormwater Management

In 2003, the *Lower Badger Mill Creek Stormwater Management Analyses* was completed to facilitate better stormwater management planning within the watershed, which was beginning to experience rapid urban development. The project modeled the watershed under existing conditions and under anticipated post-development conditions and recommended strategies to mitigate potential adverse impacts of development on the watershed. The recommendations of the report were adopted into ordinance by the City of Madison. Subsequent to this report, however, stormwater management standards of the State, City and Dane County have tightened. As a result, the stormwater recommendations for the sites within the plan area exceed the recommendations in the original report, in terms of infiltration, thermal and detention requirements.

Within the Pioneer neighborhood, the watershed master plan recommends a regional detention basin along the Lower Badger Mill Creek corridor near the intersection of Valley View Road and Meadow Road. North of this facility, the report proposes a 75-foot wide drainage way going north to Mineral Point Road. These facilities will be implemented through future development approvals and the *Lower Badger Mill Creek Impact Fee District* that was adopted in 2009.

The neighborhood plan includes anticipated locations for stormwater retention/infiltration facilities. These facilities will, at a minimum, be designed to meet the City of Madison and Dane County infiltration requirements that require providing 90% of the pre-development infiltration volume. When development proceeds in an order such that the City does not have the right, such as an easement or ownership, to increase flows to a downstream channel, infiltration shall be required such that the runoff-volume pre-development to post-development is matched during a 10-year design event. It is required that peak flow rates are matched for the 1, 2, 10 and 100-year storm events.

It is anticipated that infiltration will occur in all new developments within the planning area. Once constructed, infiltration areas will be dedicated to the public. The larger treatment areas proposed as part of the watershed master plan, most notably the detention pond just north of Valley View Road, will primarily be permanently wet ponds as they are in areas that receive too much direct runoff to sustain infiltration. Additionally, these areas are typically the lowest in the watershed with the least favorable soils for infiltration. These proposed large treatment areas will also be dedicated to the public.

Service Utilities

A major overhead electrical transmission line owned by American Transmission Company (ATC) traverses north-south through the planning area. This line follows Pleasant View Road south from Mineral Point Road to Valley View Road and connects the CTH PD substation with the Pleasant View Road substation.

The current location of this line may provide localized conflicts with development goals and objectives. Alternate overhead and/or underground routes for this facility are feasible but may be costly. As development occurs in accordance with this *Plan*, the City should participate in discussions concerning the feasibility and costs of relocating or burying these facilities.

PLAN IMPLEMENTATION

Attachments

The majority of the land within the Pioneer Neighborhood is currently within the City of Madison. The orderly development of lands within the neighborhood will require extension of public utilities and improvements and provision of urban services. The City's policy is to provide such services only to lands within the City limits.

Urban development should not occur on lands currently outside the City until these lands are attached. Further, the City should not approve any subdivision unless there is assurance that the full range of urban services will be provided at the time of such approval. This attachment and service policy is consistent with the 2002 intergovernmental agreement between the City of Madison and Town of Middleton that has been formalized through a cooperative boundary plan under Wisconsin Statutes.

Zoning Map Amendments

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

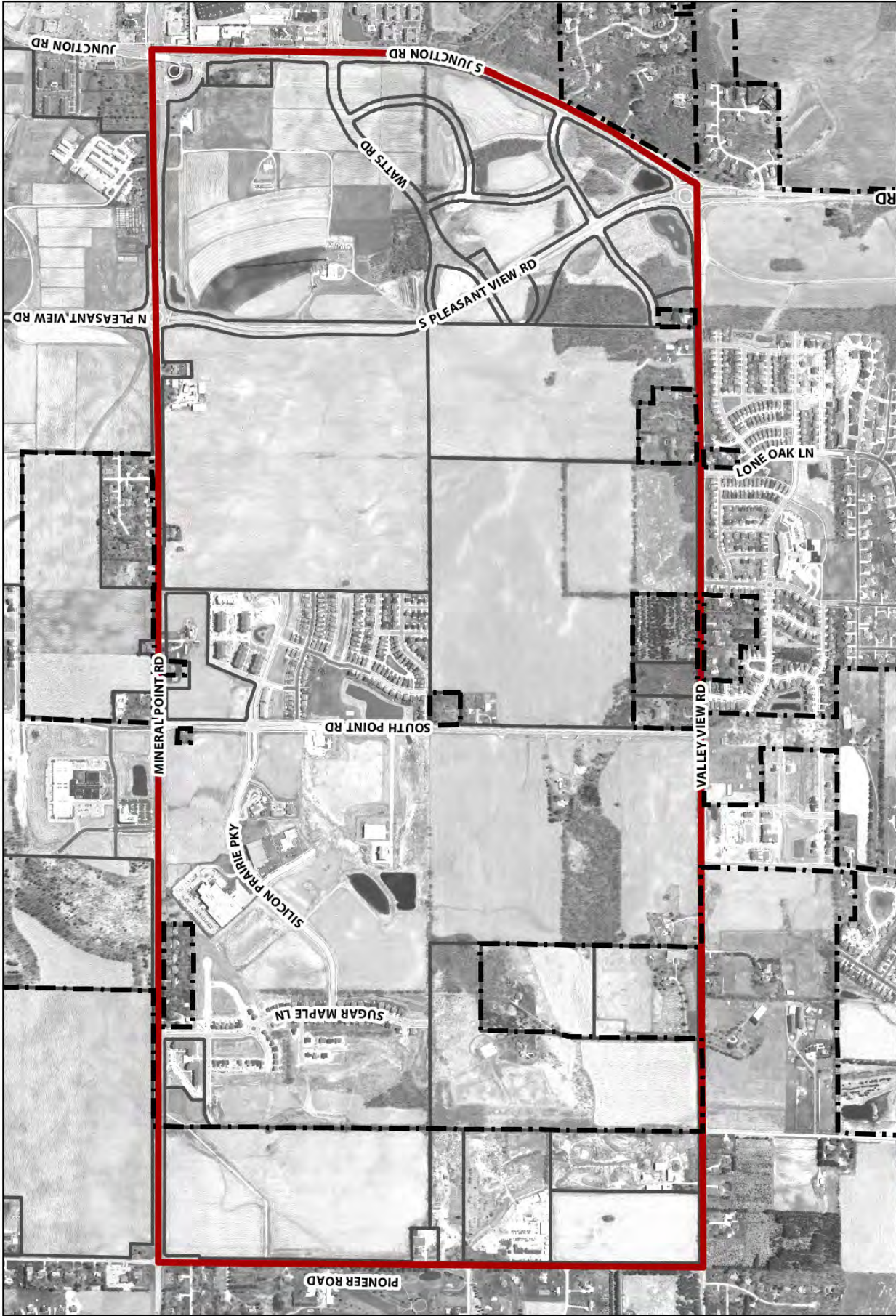
Land Subdivision Regulations

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

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

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

Tree preservation should be considered when development proposals are reviewed.



Map 1:
Planning Area

Pioneer Neighborhood
Development Plan Amendment
July 2018
City of Madison Planning Division
Author: [illegible]

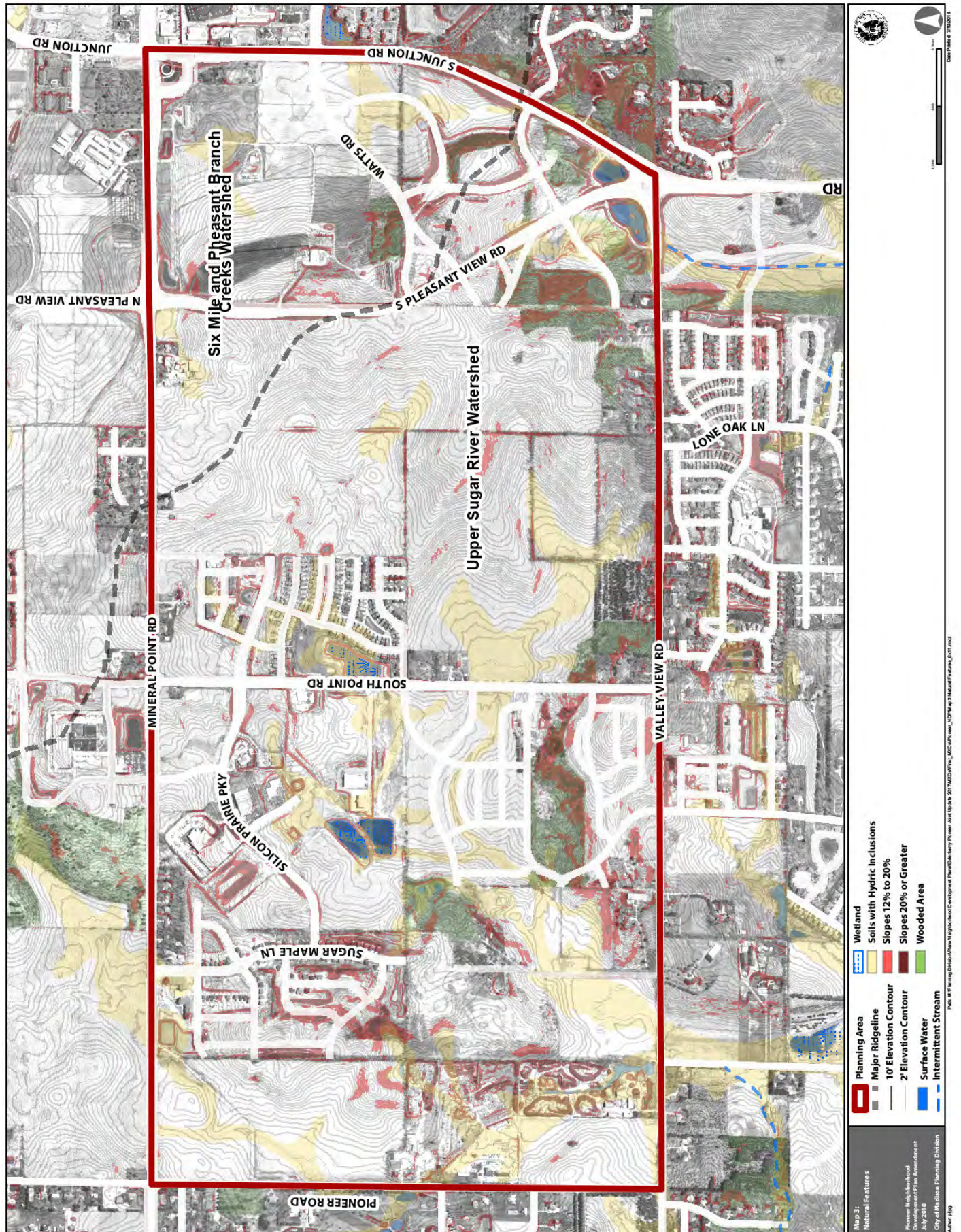
Planning Area

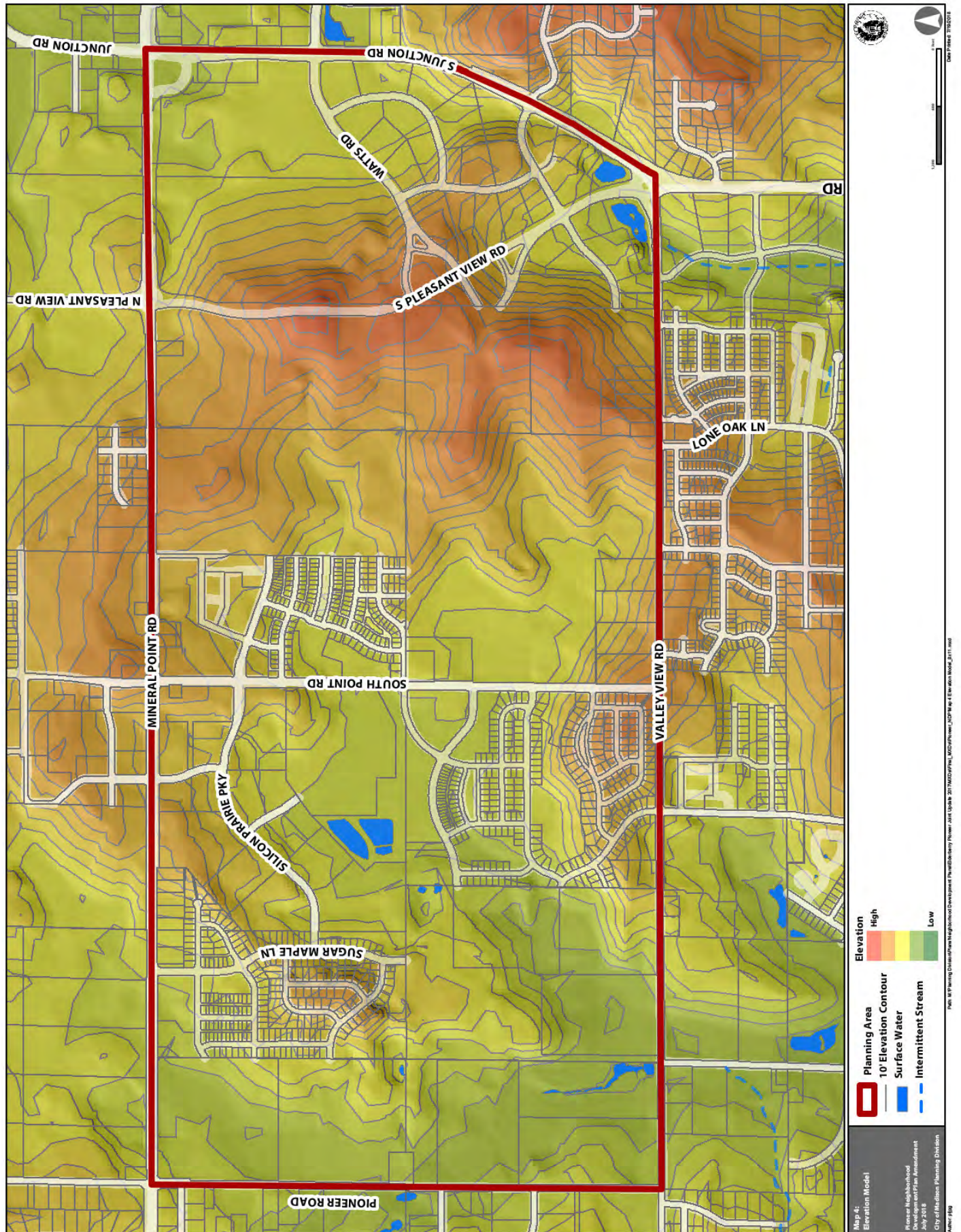
City of Madison Boundary

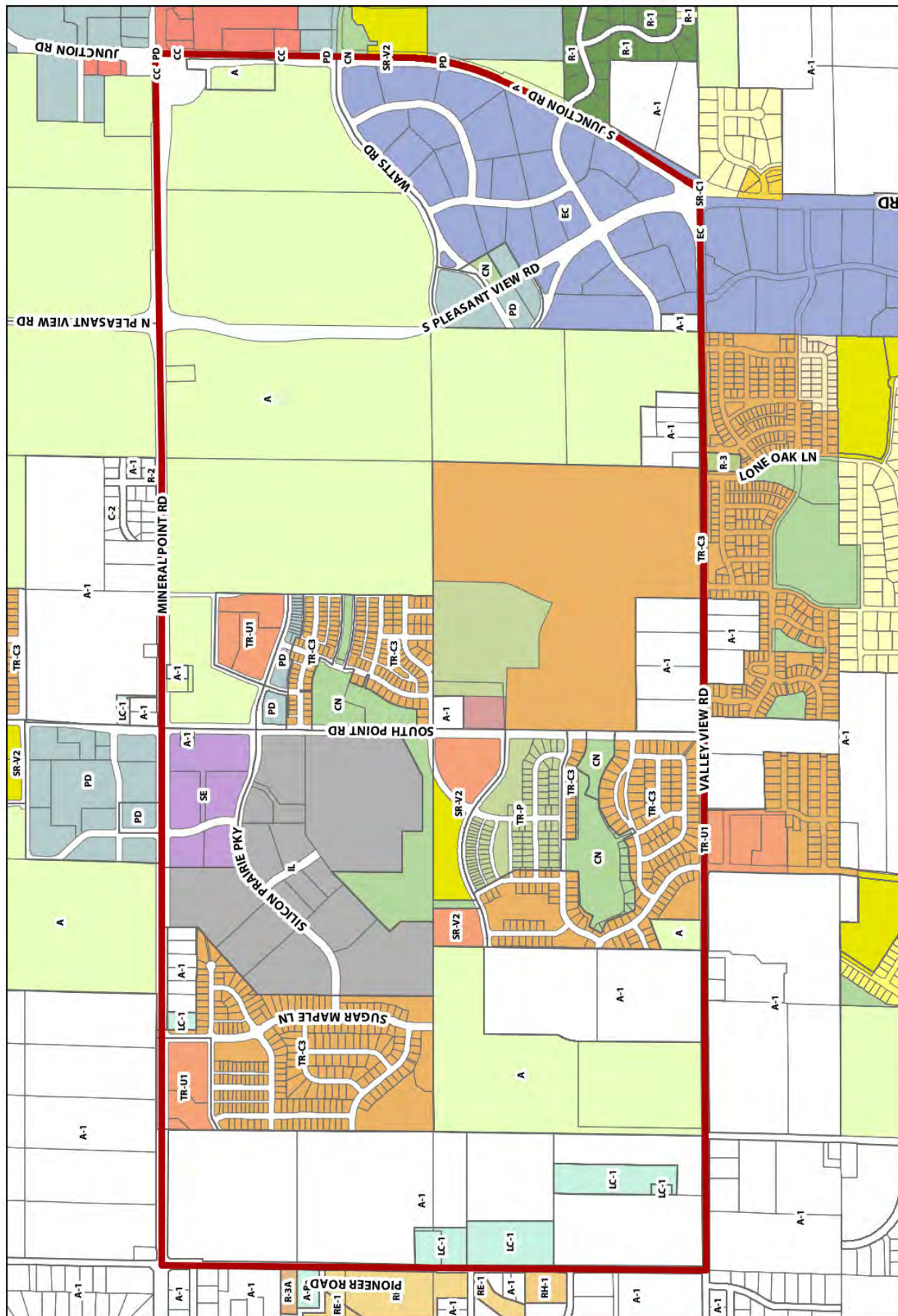
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North Arrow

DATE PREPARED: 7/26/2018







Map 6:
Existing Zoning

House Neighborhood
Development Plan Amendment
July 2018

City of Madison Planning Division
Author: JRM

Planning Area

Dane County Districts

Residential Districts
R-1, R-1A, R-3, R-3A, R-4
Rural Homes District
RH-1, RH-2, RH-3, RH-4
Commercial Districts
C-2, CO-1

Recreation District
RE-1
Agricultural Districts
A-1, A-2(T), A-3

Madison Districts

Residential Districts
SR-C1, SR-C2, SR-C3, SR-V1, SR-V2, TR-C1, TR-C3
Commercial Districts
CC, CC-T, MNX
Employment Districts
EC, SE

Planning Area

Dane County Districts

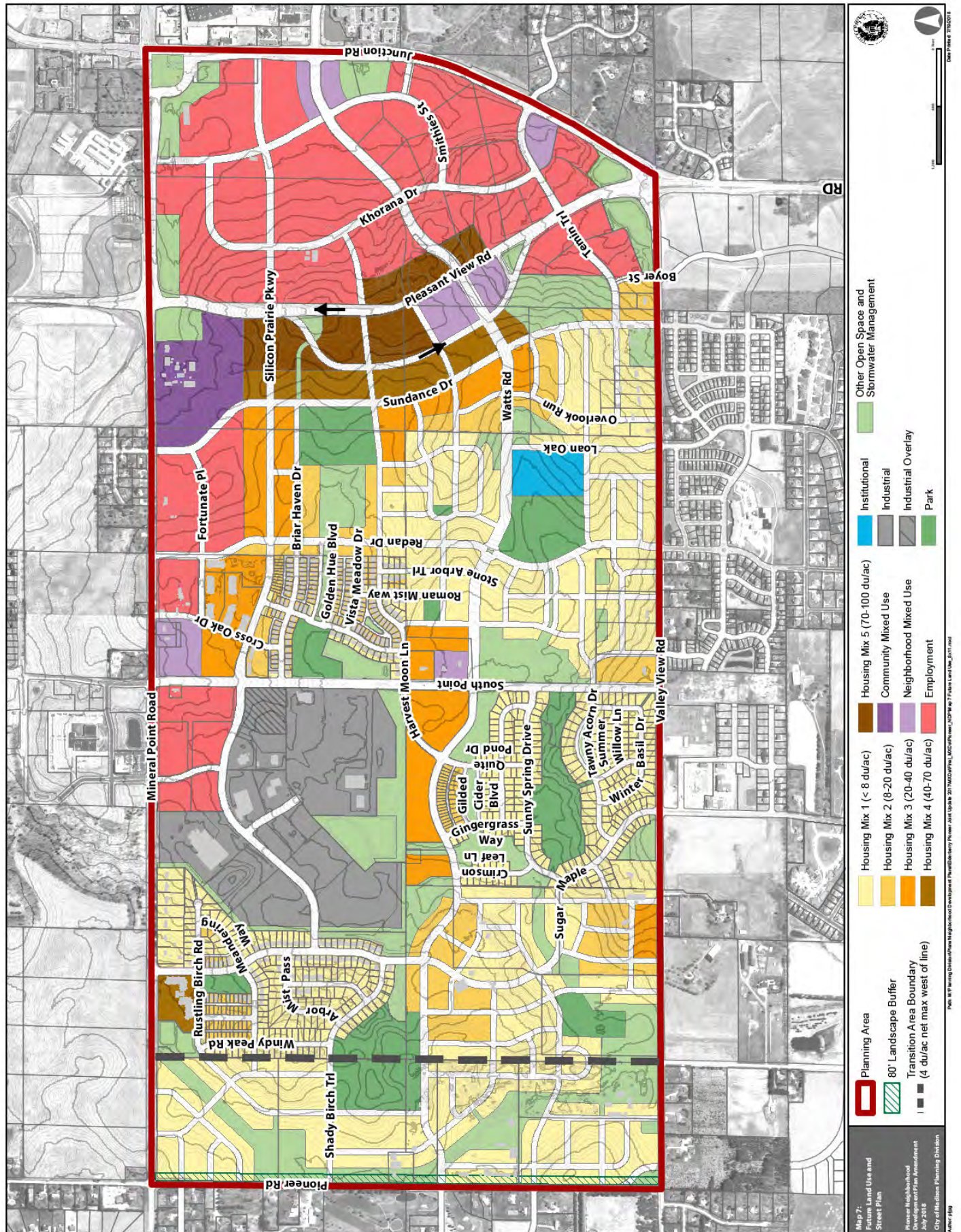
Residential Districts
R-1, R-1A, R-3, R-3A, R-4
Rural Homes District
RH-1, RH-2, RH-3, RH-4
Commercial Districts
C-2, CO-1

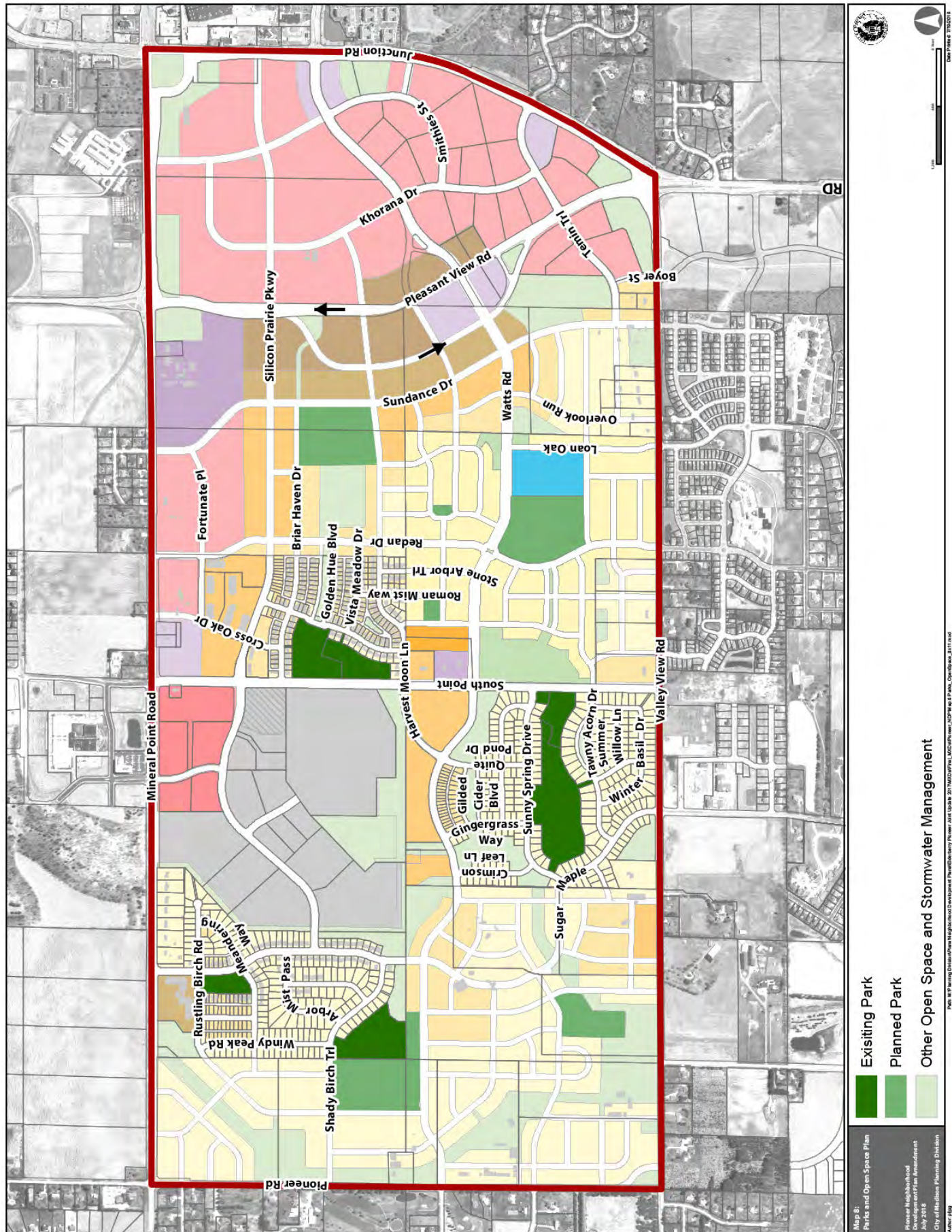
Recreation District
RE-1
Agricultural Districts
A-1, A-2(T), A-3

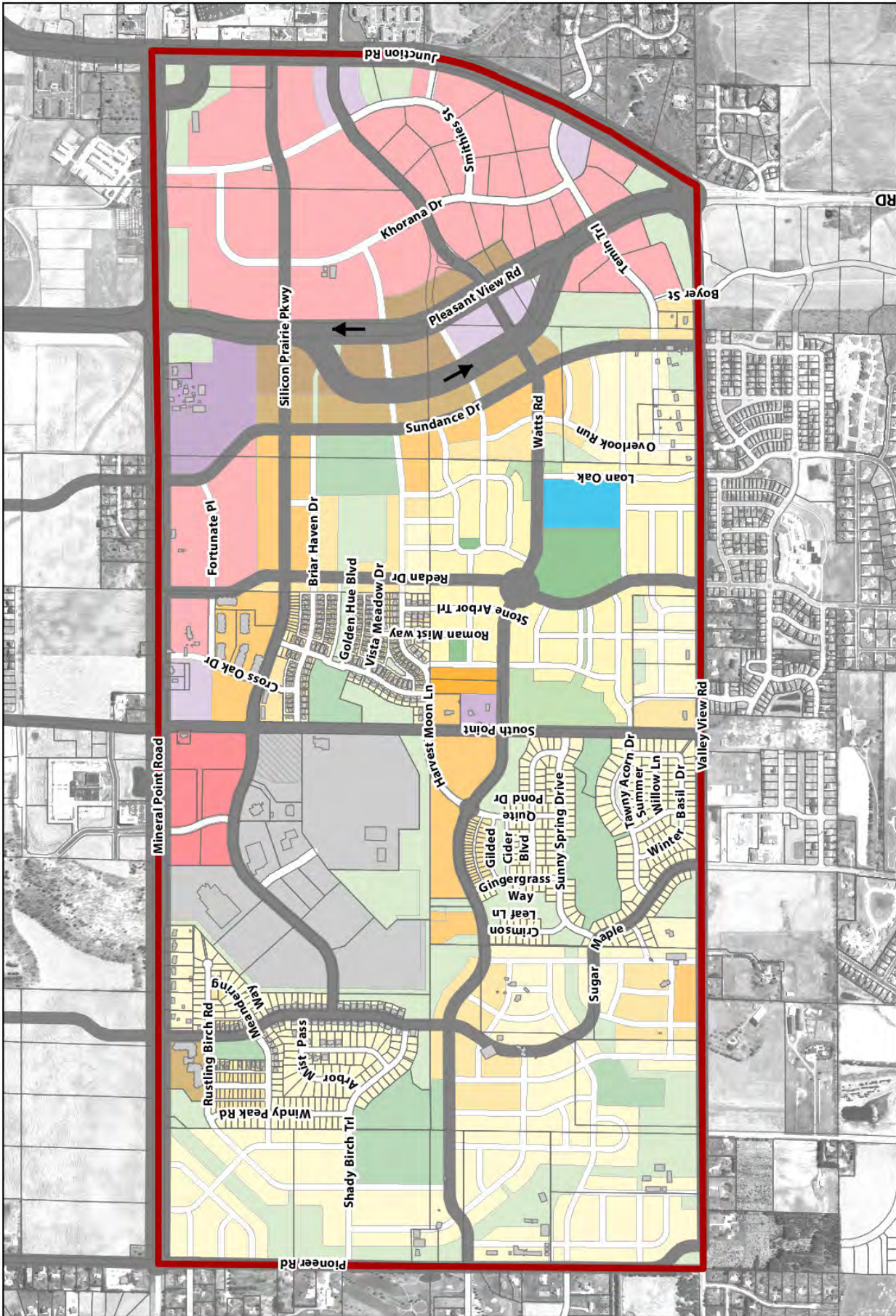
North Arrow

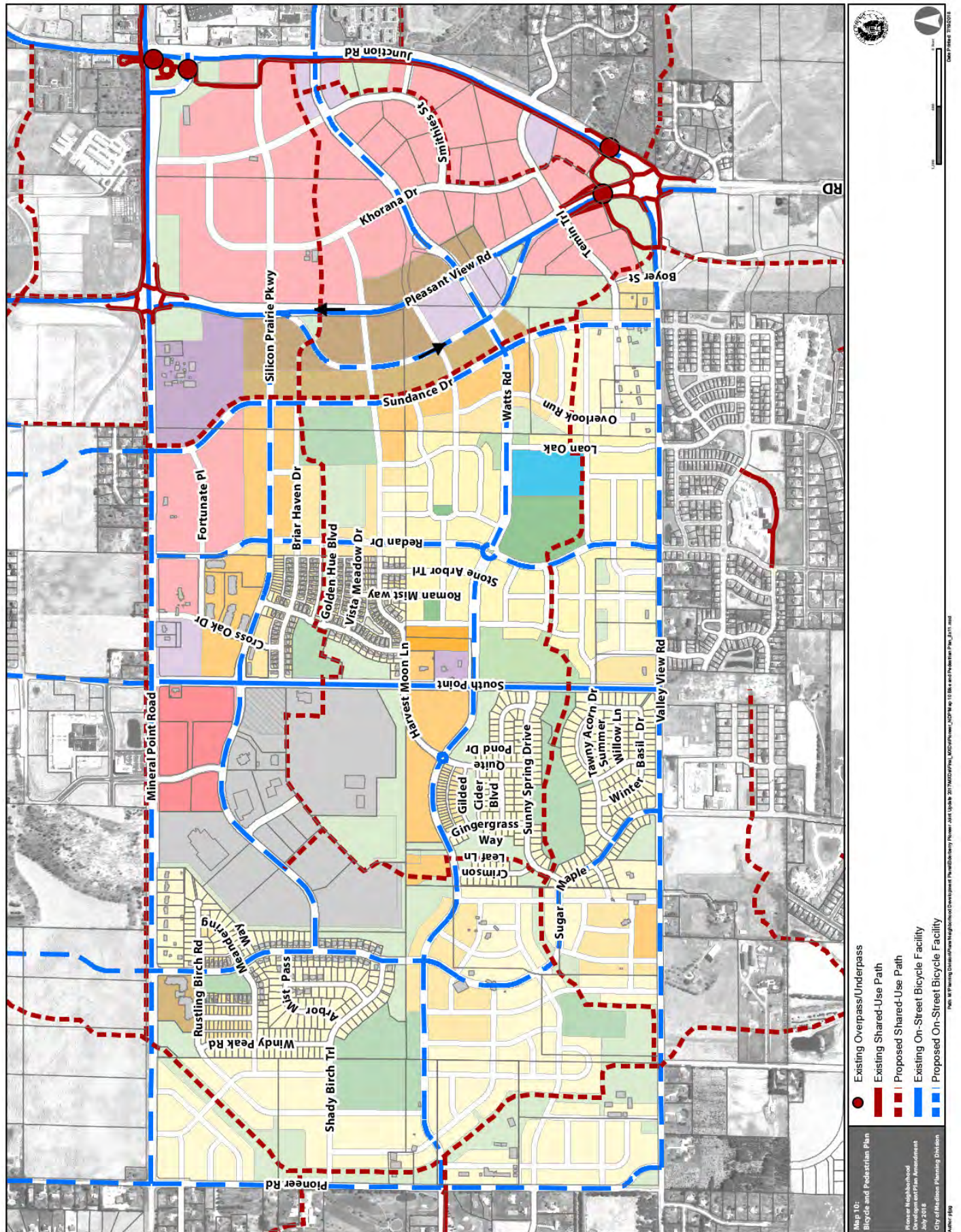
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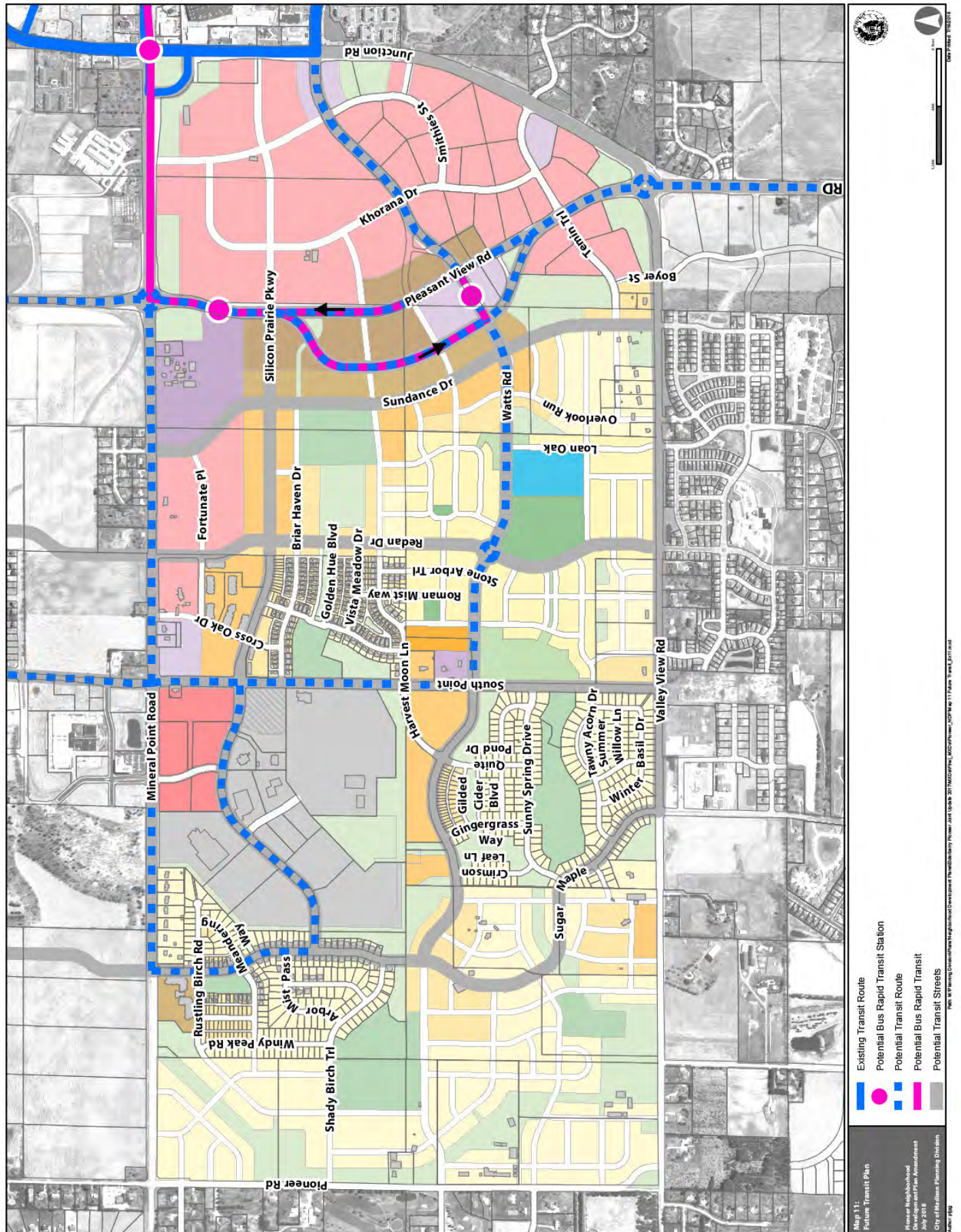
Map 6: Existing Zoning

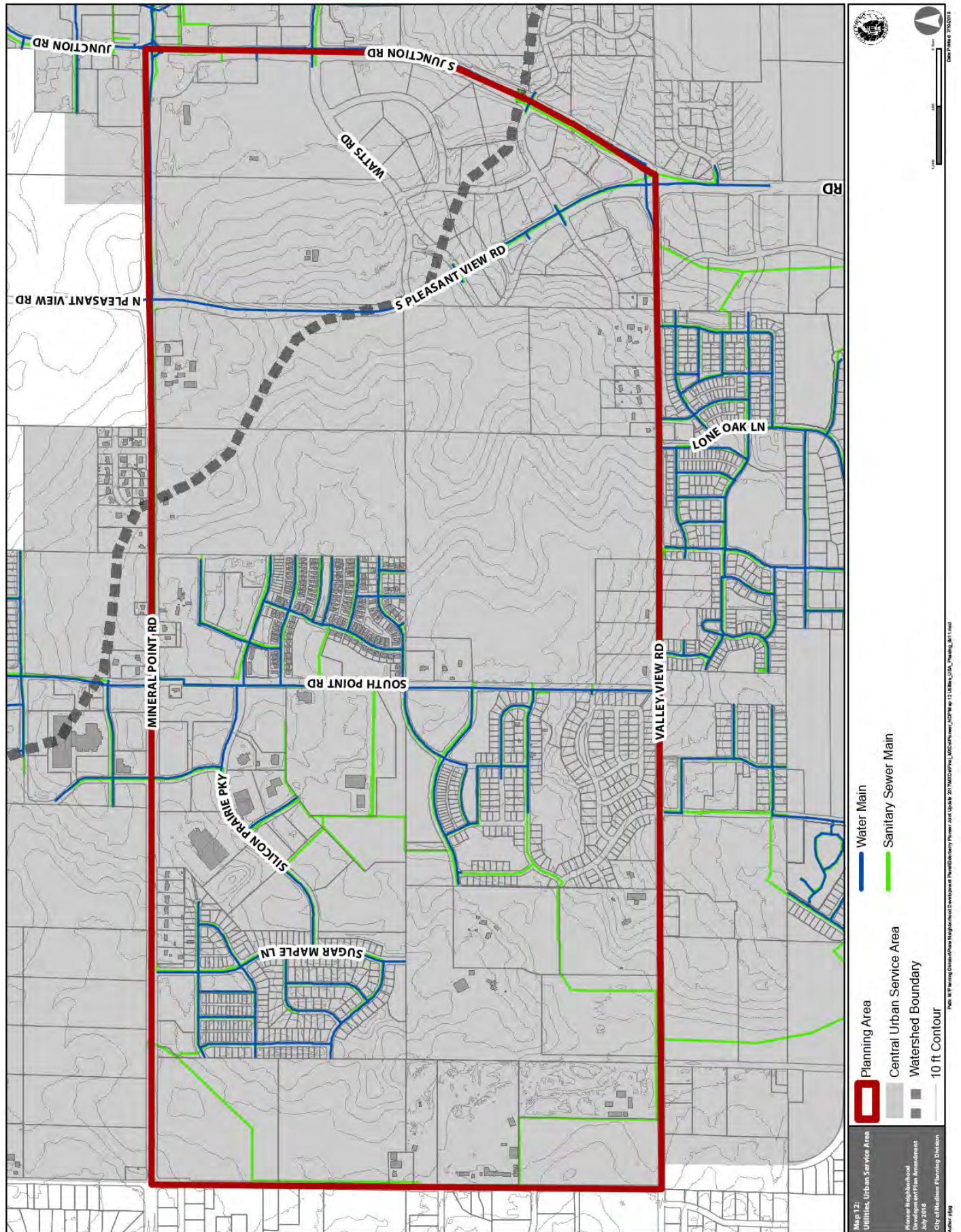


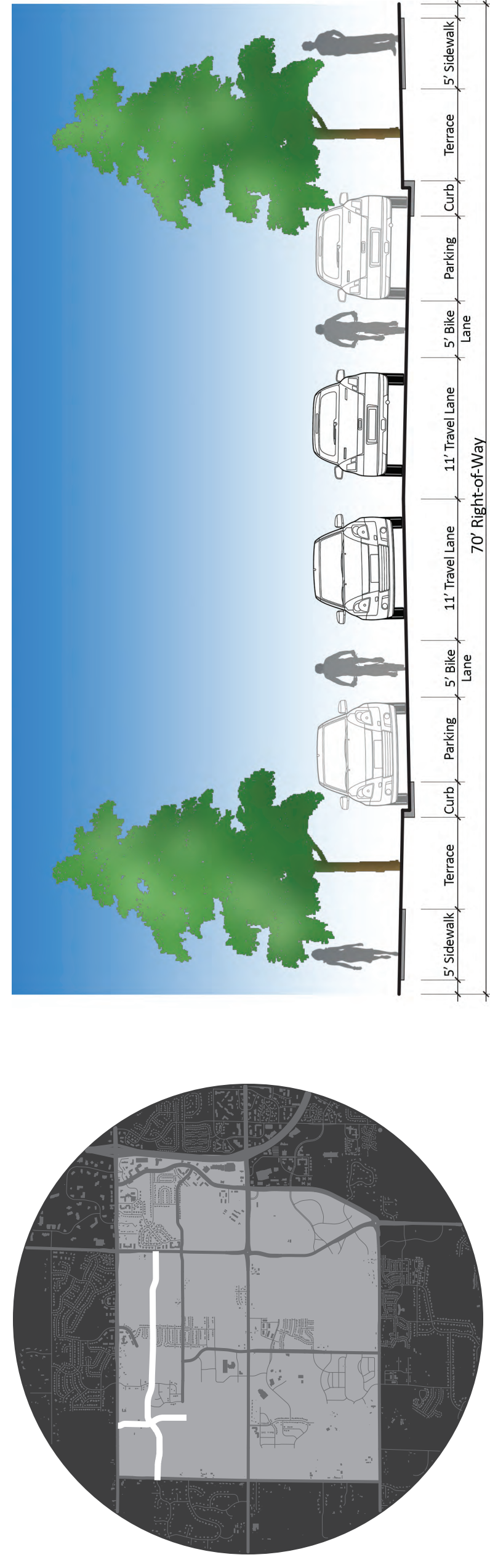








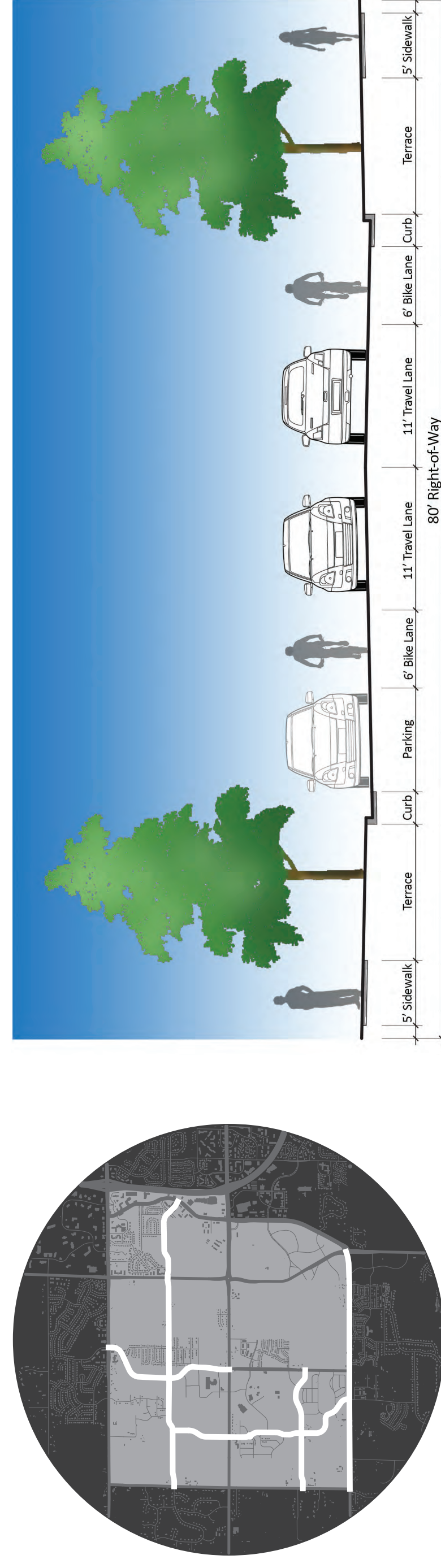




70' Right-of-Way - Sugar Maple Lane



80' Right-of-Way - Pioneer Road



80' Right-of-Way - Valley View Road (no parking), Watts Road



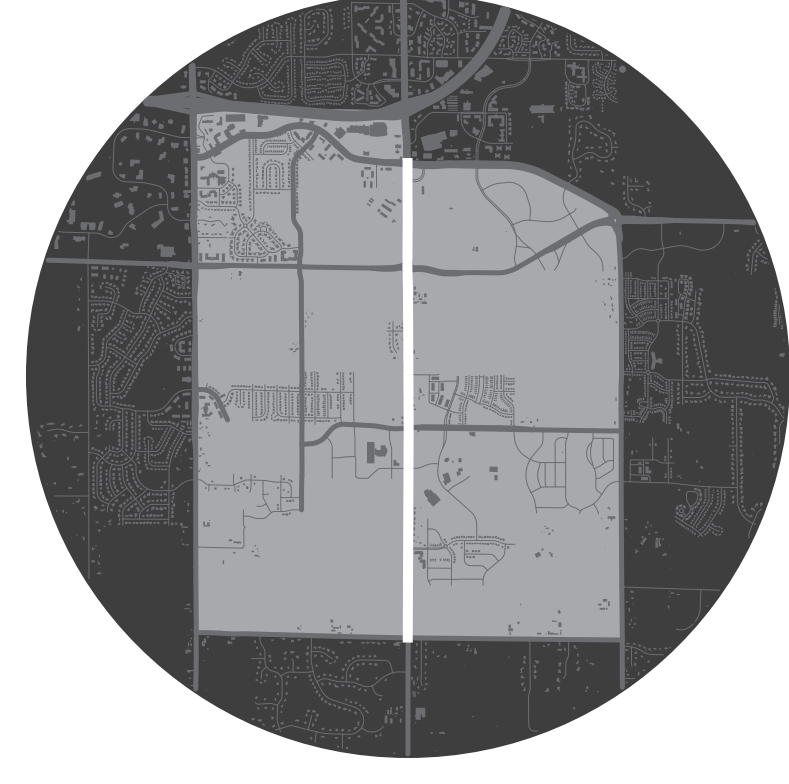
108' Right-of-Way - Pleasant View Road



108' Right-of-Way - South Point Road



110' Right-of-Way - Watts Road east of Pleasant View Road



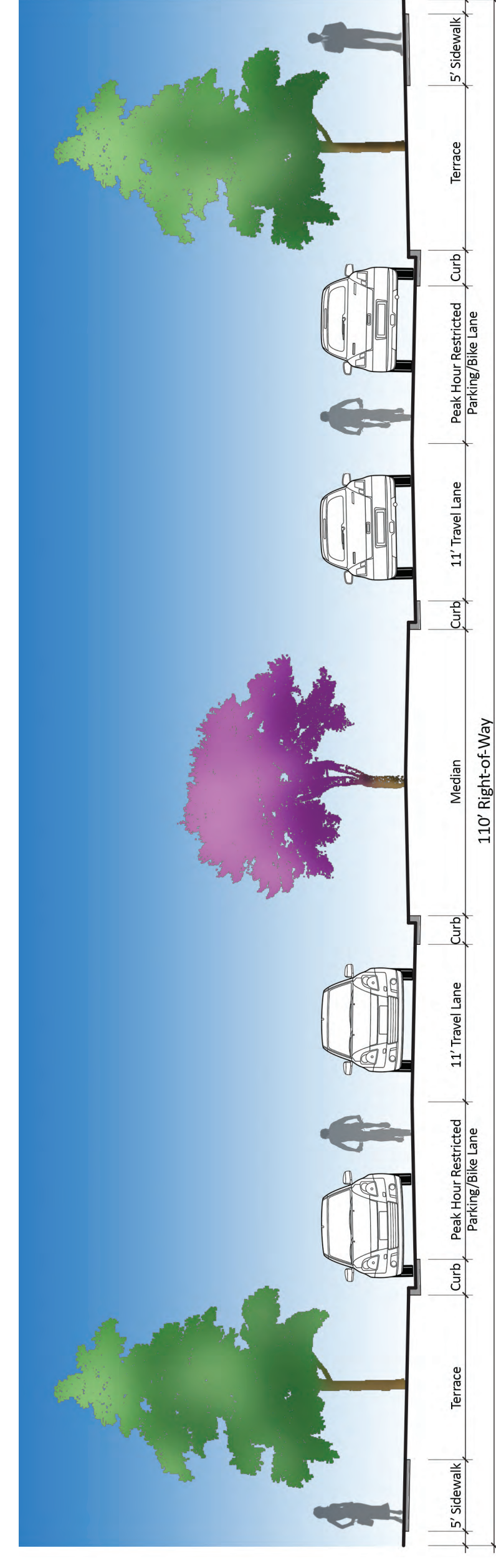
120' Right-of-Way - Mineral Point Road



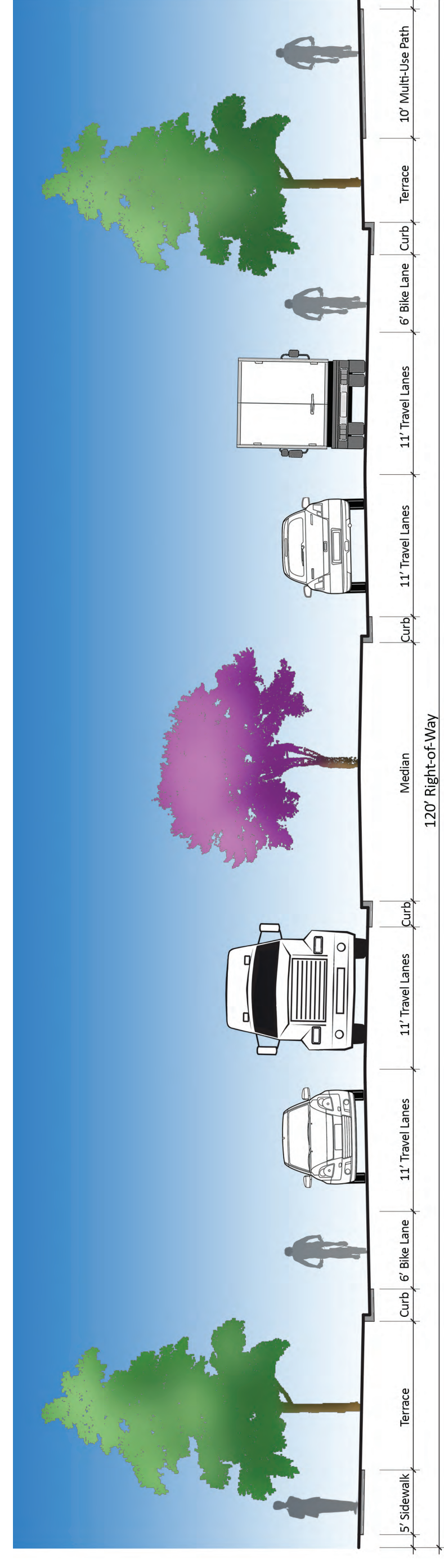
120' Right-of-Way - Watts Road east of South Point Road



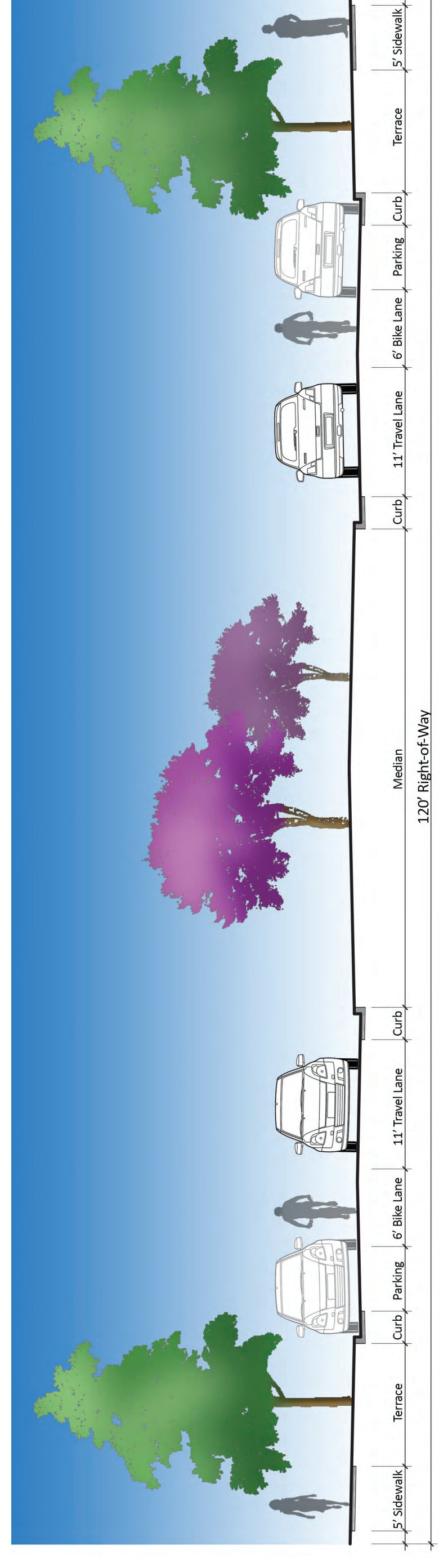
80' Right-of-Way - Pleasant View Road Couplet Section



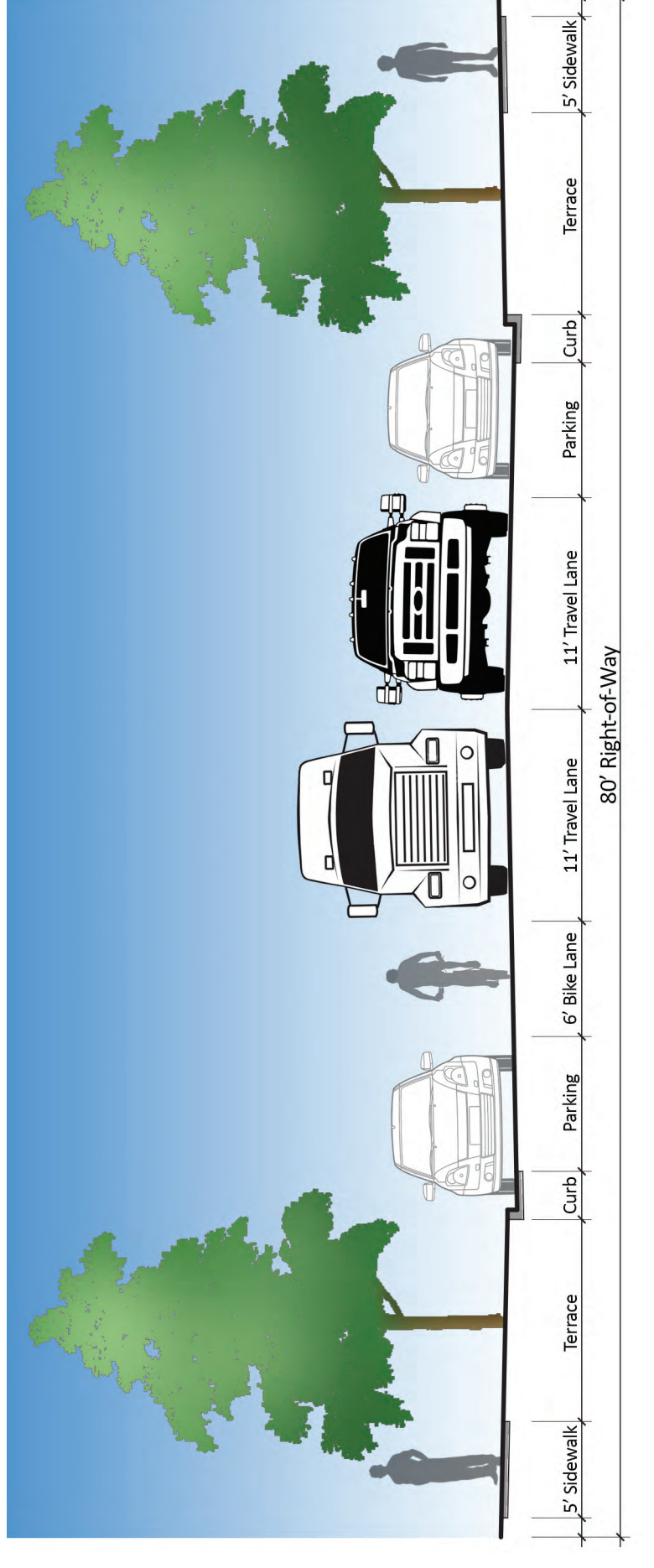
110' Right-of-Way - Watts Road east of Pleasant View Road



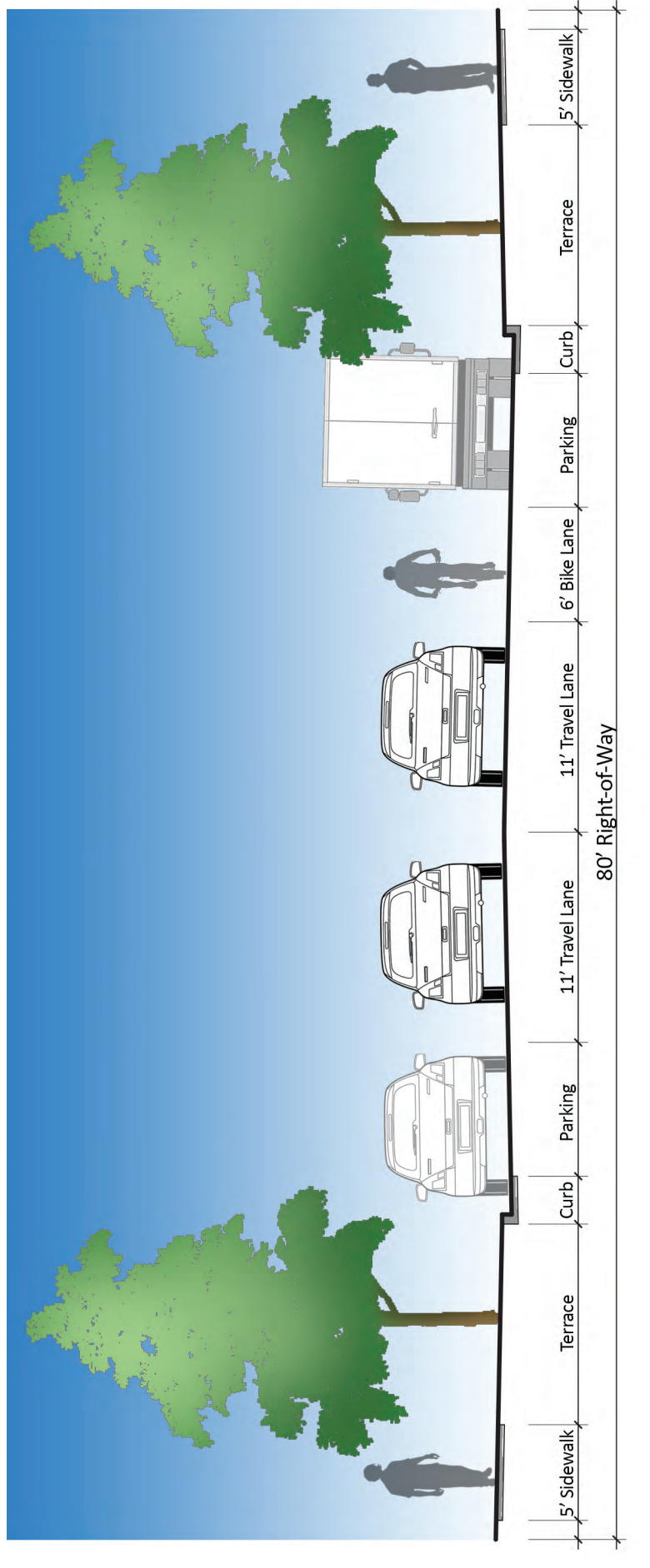
120' Right-of-Way - Mineral Point Road

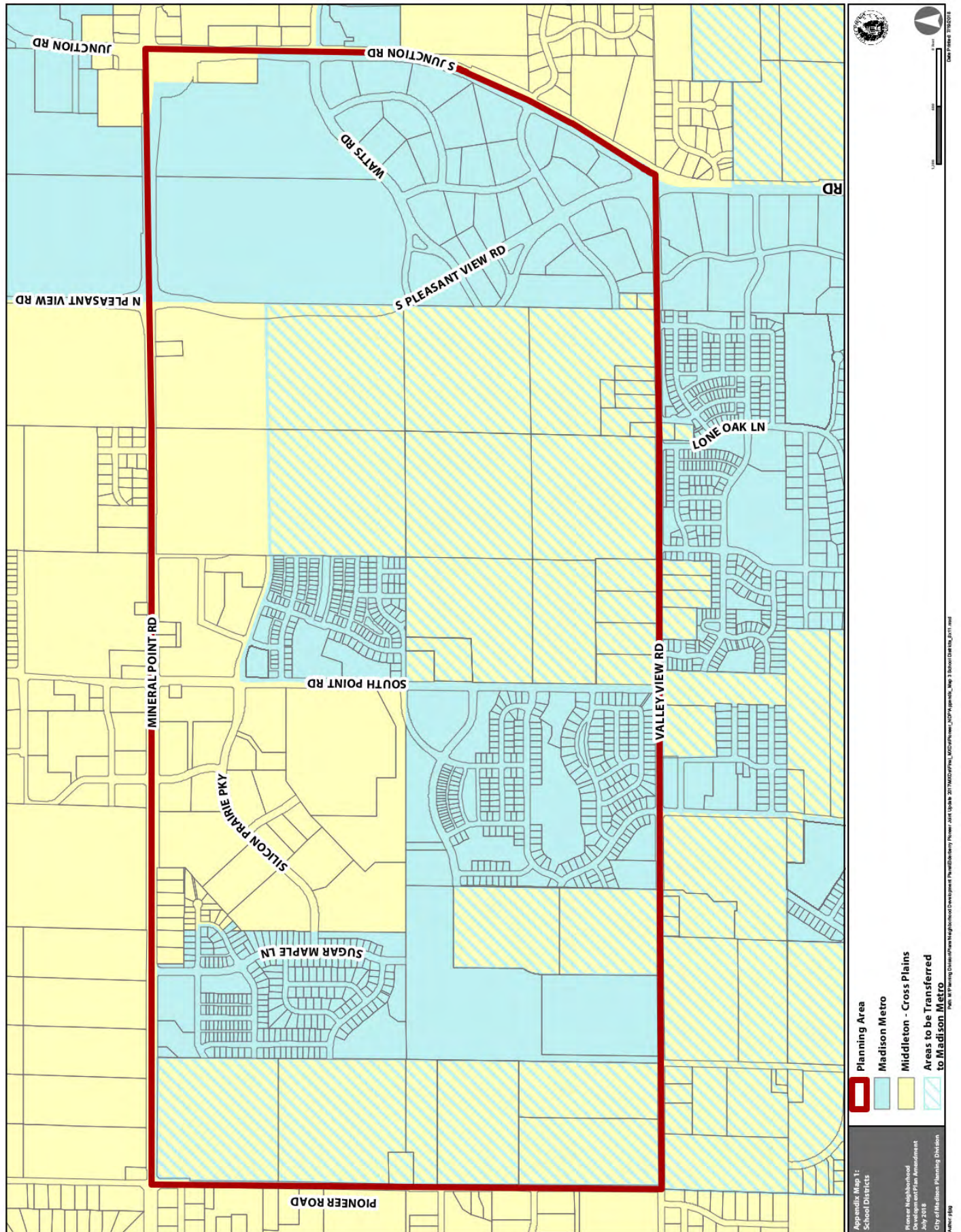


120' Right-of-Way - Watts Road east of South Point Road



80' Right-of-Way - Pleasant View Road Couplet Section







City of Madison

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

Legislation Details (With Text)

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

Type: Resolution **Status:** Passed

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

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

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

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

Sponsors: Paul E. Skidmore

Indexes:

Code sections:

Attachments: 1. Draft_Elderberry_NDP_update.pdf, 2. Draft_Pioneer_NDP_update.pdf, 3. Draft_Junction_NDP_update.pdf, 4. LRTPC-written-public-comment-053118.pdf, 5. LRTPC Public Comment Roster-053118.pdf, 6. EPJ_PC Staff Report_06-18-18.pdf, 7. Link to ID49144_inc_03-19-18_comments, 8. Hansen comment_03-21-18.pdf, 9. Smidt comment_04-03-18.pdf, 10. Smith comment_04-09-18.pdf, 11. Simpson comment_04-12-18.pdf, 12. Toney comment_04-24-18.pdf, 13. Anonymous comment_04-13-18.pdf, 14. Brixxy comment_04-14-18.pdf, 15. United Financial Group comments_06-07-18.pdf, 16. Pawola-Skidmore comments_06-16-18.pdf, 17. Schoephoester comments_06-18-18.pdf, 18. Wish comments_06-18-18.pdf, 19. Aspen Ridge comments_06-18-18.pdf, 20. Elderberry NA Comments.pdf

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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