

**SHADY WOOD  
NEIGHBORHOOD DEVELOPMENT PLAN**

**Recommendations for Land Use, Transportation, and Development**

**DRAFT**

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

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## INTRODUCTION

The Shady Wood Neighborhood Development Plan (NDP) was prepared to guide future growth alongside continued efforts to establish a corridor for the Ice Age Trail. The planning area comprises a portion of a near term Peripheral Planning Area (PPA-A) in the Comprehensive Plan's Growth Framework, that recommends that a detailed plan for the area be prepared and adopted. The Comprehensive Plan's Generalized Future Land Use Map include specific guidance to preserve the significant natural glacial features located in the planning area as part of the Ice Age National Scenic Trail corridor.

The Plan was prepared through a planning effort that included the participation of property owners, City staff and officials, representatives of other municipalities, and other interested individuals and organizations. Two public meetings were held to present and discuss background information, a conceptual land use and street plan, and the draft neighborhood development plan. The Plan reflects an effort to balance the interests and objectives of all participants, while providing a comprehensive, long-range vision for future neighborhood development.

The Plan includes recommendations for land use, open space preservation, transportation, urban services delivery, development phasing, and plan implementation. The Plan serves as a guide for future development and open space preservation within the planning area.

## BACKGROUND INFORMATION AND PLANNING CONTEXT

### PLANNING AREA

The planning area covers approximately 435 acres south of Mid-Town Road and west of Woods Road. **See Map 1.** About 73 acres (16.8%) are in the City of Madison and 362 acres (83.2%) are in the Town of Verona. **See Map 2.**

### PROPERTY OWNERSHIP

Several large property ownerships account for a majority of the land within the planning area. Larger property ownerships within the planning area are listed in **Table 1** and shown on **Map 2**.

**Table 1: Property Ownership**

Property Owner	Approximate Acreage
Dreger	107.10
Land Acquired for Ice Age Trail	85.88
Blake	64.78
Keryluk	39.70
Kammer	14.75
Jackson	13.13

### TOPOGRAPHY AND NATURAL FEATURES

#### Topography

The planning area is located along the terminal moraine of the most recent glacier that reached the area. The glacier left unique features in this area including a large and defined terminal moraine that traverses between the northwest corner and southeast corner of the planning area. Lower Badger Mill Creek occupies an area that was a glacial lake, and a glacial outwash area located to the southwest of the moraine, and rolling terrain to the northeast of the moraine.

The elevation in the planning area ranges from approximately 1,028 feet U.S.G.S along Lower Badger Mill Creek and near Shady Oak Lane to approximately 1,170 feet U.S.G.S. along the terminal moraine near the intersection of Moraine Woods Park and Jackson property lines. Topography and other natural features are shown on **Map 3**.

#### Richardson's Cave

Richardson's Cave, called by the some the "Great Cave of Dane County," is located adjacent to a pond within the Lower Badger Mill Creek corridor. Documentation of the cave dates back to 1845. In the 1960s, University of Wisconsin researchers mapped areas of the cave they were able to access. Those explorations extended approximately 1,000 feet in length from the opening of the cave and 40 feet underground. In the past, large amounts of stormwater from the Lower Badger Mill Creek watershed

entered the cave during rain events. The cave has silted in over the years as land within the watershed has been converted from woodlands and more natural ground covers to agricultural uses that cause more erosion.

The owners of the land containing the cave have been good stewards of the resource. They have occasionally removed silt from the cave and had a large berm constructed to prevent stormwater from entering the cave. Overall, Richardson's Cave is a unique resource, with an interesting history, which should be preserved.

### **Woodlands**

The planning area includes extensive woodlands, covering approximately 161 acres. Most of the woodlands are located on several properties in the southeastern portion of the planning area along the steep slopes of the terminal moraine and the undulating topography northeast of the moraine.

### **Water Resources**

#### *Stormwater Drainage*

Lower Badger Mill Creek travels through the planning area as an intermittent stream. It bisects agricultural fields and runs past Richardson's Cave before entering a deep ravine between Nor-Del Hill Road and Rolling Meadow Road. The lower elevations on the Dreger and Blake properties often experience flooding during larger rain events. See **Map 13: Storm Inundation Map**. Lower Badger Mill Creek watershed, is part of the larger Upper Sugar River watershed. The Upper Sugar River watershed is a cold-water community, which are subject to stormwater requirements for development that are more restrictive than the general standards that typically apply. In particular, development must provide temperature reduction practices for stormwater runoff leaving the site.

#### *Kettle Ponds*

There are also several kettle ponds or depressions within the planning area that hold water on an intermittent or continuous basis. These features were probably formed from large blocks of ice within the glacier, which reserved space as the glacier melted and disintegrated. The blocks of ice eventually melted and the surface of the land collapsed leaving a depression in its place. The larger of these features are located on the Dreger, Keryluk, and the property to the south of Moraine Woods Conservation Park.

#### *Wetlands and Floodplain*

According to the Wisconsin Department of Natural Resources Wetland Inventory maps, there are areas where wetlands may exist. If wetlands do exist, the exact boundaries of them must be delineated in the field prior to development. Federal Emergency Management Agency (FEMA) floodplain maps classify much of the area along Lower Badger Mill Creek as being within the 100-year floodplain. Special regulations apply to developments that contain or are adjacent to wetlands or floodplains.

### **EXISTING LAND USE**

The planning area is currently comprised of agricultural/vacant, residential, or open space land uses. Existing land uses are listed in **Table 2** and shown on **Map 4**. Approximately half of the land in the planning area is currently either being farmed or is vacant land. The vacant lands include extensive woodlands and areas with steep slopes or undulating topography that are less suitable for farming or

development. A substantial portion of the planning area consists of residential lots. The Hawks Valley subdivision at the corner of Woods Road and Mid-Town Road contains 99 residential lots, while the remainder of the homes in the area are on relatively large rural lots, parts of which may also include steep slopes, woods, and other natural areas. The City of Madison has two parks within the planning area: Kestrel Park and Moraine Woods Conservation Park. The City also recently partnered with Dane County, the City of Verona, and the Town of Verona to purchase the property adjoining Moraine Woods Park to the south. The Bitzer family generously donated 8.3 acres to be preserved as open space. In addition, the Ice Age Trail Alliance owns one property adjacent to Mid-Town Road that will eventually become a part of the Ice Age Trail route.

**Table 2: Existing Land Use**

<b>Land Use</b>	<b>Acres</b>	<b>Percent of Total</b>
Agricultural/Vacant	254.4	58.6%
Parks and Open Space	75.5	17.4%
Residential	60.3	13.9%
Road Right-of-Way	44.2	10.2%
Industrial	1.3	0.3%
<b>Total</b>	<b>434.4</b>	<b>100.0%</b>

### **Historical and Cultural Structures and Sites**

The Wisconsin Historical Society’s Architecture and History Inventory identifies three archaeological sites in the planning area. Three sites are located along Lower Badger Mill Creek in the area of Richardson’s Cave. The Dreger II site (DA-1321) is also eligible for the National Register of Historic Places (NRHP). Richardson’s Cave (DA-1324) and the Blake site (DA-1325) warrant further investigation as part of a professional archaeological survey.

### **EXISTING ZONING**

The planning area includes lands in the City of Madison and the Town of Verona. 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. See **Map 6**.

### **SCHOOL DISTRICTS**

The Hawks Valley subdivision at the corner of Woods Road and Mid-Town Road is within Madison Metropolitan School District (MMSD), while the remainder of the planning area is within the Verona Area School District (VASD). In 1999, VASD and MMSD approved a Boundary Agreement, which will transfer most of the land within the planning area to MMSD if the following provisions are met.

Properties slated for transfer to MMSD that are not resident-owned, as defined in the Agreement, are transferred to the MMSD after annexation to the City of Madison. Properties that were resident-owned at the time of the agreement will remain in VASD until the property is annexed to the City of Madison and one of the following criteria is met:

- The owner of the parcel, at the time of the agreement, no longer owns the land

- The parcel is rezoned by the City of Madison to a non-agricultural zoning district and the rezoning was initiated or consented to by the owner
- A subdivision plat is filed with the City of Madison
- A certified survey map is approved by the City of Madison (parcels with resident owners would remain in VASD)
- The owner initiated annexation of the property and was notified that annexation to the City of Madison would prompt attachment to the MMSD

Under MMSD's current configuration of school attendance areas, Olson Elementary School, Toki Middle School, and Memorial High School would serve the MMSD portion of the planning area. VASD areas are currently served by Country View Elementary School, Badger Ridge Middle School, and Verona Area High School. See **Map 14**.

### **ICE AGE NATIONAL SCENIC TRAIL**

A segment of the planned Ice Age National Scenic Trail traverses the planning area. In 1980, the Ice Age Trail was authorized as a National Scenic Trail by the United States Congress. The approximately 1,100-mile trail generally follows the farthest southern extent of the most recent glacial advance. The Ice Age Trail is one of eight National Scenic Trails within the United States and is one of only two contained within a single state. National Scenic Trails are similar in status to the nation's national parks. See **Map 15**.

The Ice Age Trail has the support of many levels of government in addition to the federal government. In 1987, the Department of Natural Resources' Natural Resources Board designated the Ice Age Trail as a State Trail, and subsequently approved a general trail corridor. In 1990, the Dane County Board included the trail corridor in the Dane County Park and Open Space Plan. The City's Comprehensive Plan recommends a more refined corridor. This open space was specifically recommended to preserve the significant natural features along the corridor and incorporate them into a future extension of the National Ice Age Scenic Trail.

The headquarters for the National Park Service's Ice Age Trail office is located a few miles northeast of the planning area. Another organization, the Ice Age Trail Alliance, is the non-profit partner that conserves, creates, maintains, and promotes the Ice Age Trail. Their staff and volunteers work closely with the City and other partners to advance the Ice Age Trail.

## II

### RECOMMENDATIONS

#### LAND USE CONCEPT

The land use concept for the Shady Wood neighborhood envisions an engaging residential community that provides a variety of housing options sensitively integrated with an open space conservation corridor encompassing the unique glacial features in the planning area.

The recommended open space conservation corridor will preserve and protect the unique natural features associated with the glacial moraine, and provide an appropriate setting for the Ice Age National Scenic Trail, which was created to preserve features such as those found within the neighborhood so they can be experienced by future generations.

Other than parks and open space, most of the neighborhood is recommended for residential uses. Housing choices in the neighborhood include a mix of single-family homes with a range of house and lot sizes, as well as duplexes, townhouses, and smaller-scale multi-family housing types. Another defining land use for the area is open space for stormwater management, which will address present day stormwater issues in addition to creating pedestrian connections through key parts of the neighborhood. To increase land use efficiency, a portion of the stormwater management areas are recommended for use as sports fields, which may occasionally be inundated with stormwater.

#### RECOMMENDED LAND USE

The recommended land uses are shown on **Map 7: Land Use and Street Plan** and summarized below.

**Table 3: Recommended Land Use (Excludes Phase A Development)**

<b>Recommended Land Use</b>	<b>Acres</b>	<b>Percent of Total</b>	<b>Estimated Housing Units</b>
Housing Mix 1	13.2	3.0%	106
Housing Mix 2	63.0	14.5%	945
Housing Mix 3	11.5	2.6%	345
Parks	0.0	0.0%	-
Stormwater Management and Other Open Space*	272.8	62.9%	-
Street Rights-of-Way	73.9	17.0%	-
<b>Total</b>	<b>434.4</b>	<b>100.0%</b>	<b>1,396</b>

\* Acreage for the Proposed Ice Age Trail Open Space includes the lands identified as most appropriate to preserve in order to protect significant glacial features, provide essential trail connectivity, and create a corridor width

adequate to maintain a sense of relative seclusion and a natural environment along the trail. The recommended conservation area can include both public and privately-owned open space, and can include portions of lots that are otherwise developed. The exact alignment for the future trail and the extent and configuration of the associated open space corridor will need to be determined through future negotiations with land owners and more detailed planning. The resulting open space corridor may differ to some degree from that illustrated in the Land Use and Street Plan.

## **RESIDENTIAL USES**

It is recommended that residential development areas include a variety of housing types to serve households of different sizes, ages, incomes, and lifestyles. Although the mix of housing types will vary in different parts of the neighborhood, it is intended that all housing developed within the neighborhood be well-integrated into the community as a whole, and be located and designed to enhance neighborhood identity and encourage engagement and participation in neighborhood activities.

This Plan calls for new development to be primarily oriented towards a well-connected network of public streets. Additional relatively higher-density development is concentrated around a focal stormwater management area, transitioning to smaller scale attached housing and single-family development as it abuts existing dwelling units. The planned mix of housing types provides variety to the neighborhood.

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.

Existing residential units located on larger Town properties are shown as red dots. While these residential uses may continue, recommendations for future land uses are made in the case that property owners would like to do something different with their property.

The existing home sites located along and just west of the terminal moraine are characterized by significant natural features, including steep slopes, diverse topography, kettle ponds, and extensive woodlands and natural open areas that would be compromised by more intensive development. These properties are owned by Anwar, Jackson, Keryluk, and Tucker. As noted in the Open Space recommendations, portions of some of these properties are recommended as potential components of the Ice Age Trail open space conservation corridor.

The large existing residential lots located along Woods Road and Mid-Town Road have greater potential for additional subdivision and more intensive development, although only a few of the owners have expressed interest in considering additional subdivision at this at this time. Many of these lots are relatively narrow and very deep, with the house located near the front part of the lot. Because of this, it would be difficult to provide street access to the rear portions of the lots that would allow them to be further subdivided independently, even if the existing house were to be removed, and any future additional development will need likely to be coordinated with development schedules on adjacent properties. The Land Use and Street Plan illustrates how future additional development in these areas could be integrated with the surrounding neighborhood, in the event that those properties redevelop.

### **Housing Mix 1**

There is an existing area of Housing Mix 1 at the southwest corner of the Mid Town Road and Woods Road intersection. This area of Housing Mix 1 was approved in 2009. The Plan proposes a second area of Housing Mix 1 west of the intermittent stream adjacent to the open space conservation corridor.

Housing Mix 1 is proposed adjacent to the open space conservation corridor and future Ice Age Trail due to the corridor being narrow. The Plan recommends the lowest density housing mix here to have a smaller visual impact on the Ice Age Trail and conservation corridor.

The predominant housing type in the 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
- Rowhouses
- Townhouses
- Buildings up to two stories in height

#### **Net Density Ranges**

- Individual developments: 6-12 dwelling units per acre
- District average: 8 dwelling units per acre

It is specifically recommended that single-family housing developments include a range of house types and lot sizes. Duplexes, four-units, and townhouses provide higher-density housing options that can be appropriate at some limited locations. In general, larger groupings of these housing types should be located closer to the Residential Housing Mix 2 district, 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 recommended open space corridor for the Ice Age Trail is relatively narrow in some areas, including on the current Blake properties. Because of this, the lots on the Blake property that abut the Ice Age Trail corridor should include a minimum of a 25-foot wide landscape buffer. This landscape screening is intended to create a naturalized buffer between the Ice Age Trail corridor and future development.

## **Housing Mix 2**

Housing Mix 2 is recommended for the majority of the developable area within the planning area. Generally, higher density development is located near to transit and amenities. Metro Transit Route 55 runs along Woods Road and the Ice Age Trail is planned to run from the southeast portion of the planning area to the northeast portion of the planning area. Given the topography in the majority of the planning area, Housing Mix 2 with its smaller form, is recommended over Housing Mix 3 to provide the density of development needed to support transit and take advantage of the nearby amenities. Where possible, buildings should front on streets, including collectors like Mid Town Road.

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 smaller lots
- Duplexes
- Four-units
- Townhouses
- Small multi-family (8-16 units)
- Building lots generally provide front, side and rear yards
- Buildings up to three stories in height

#### **Net Density Ranges**

- Individual developments: 12-20 dwelling units per net acre
- District average: 16 dwelling units per acre

Residential Housing Mix 2 Districts are recommended at numerous locations. Higher-density development at these locations will give more residents the opportunity to live within convenient walking and biking distance to parks and open space and other nearby amenities.

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.

#### **Housing Mix 3**

To provide additional density to the planning area, limited areas of Housing Mix 3 area proposed along Woods Road and east of the intermittent stream adjacent to the potential future sports fields. These locations were chosen to minimize the visual impact on the Open Space Conservation Corridor and the future Ice Age Trail. Buildings should front on streets, including collector streets like Woods Road, and place the parking under the building or behind the building where possible.

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**

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

\*Note: For Housing Mix 3 shown on the Dreger property, a maximum of 3 stories is recommended.

#### **Net Density Ranges**

- Individual development: 20-40 dwelling units per acre

Apartment buildings may be larger and closer together compared to those buildings in Residential Housing Mix 2. Parking should be provided behind or beneath the buildings, minimizing its visual impact on the neighborhood. In this district, buildings will generally be two to three stories, but heights may vary depending on the context and size and scale of surrounding developments. In general, an urban character of design and architecture is recommended. Multi-unit developments should include a mix of unit sizes, including larger two and three-bedroom units suitable for families with children.

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

#### ESTIMATED AMOUNT OF RESIDENTIAL DEVELOPMENT

If all of the lands in the planning area recommended for additional residential development were built out, there would be an estimated total of 1,495 dwelling units in the neighborhood. The actual number of future dwelling units will depend on the amount of land developed with residential uses and the density of individual housing projects. See **Table 4**.

**Table 4: Estimated Dwelling Units**

Land Use	Existing Units	Acres Undeveloped	Density (units/acre)	Additional Units	Total Units
Housing Mix 1	99	13.2	8	106	205
Housing Mix 2	0	63.0	15	945	945
Housing Mix 3	0	11.5	30	345	345
<b>Total</b>	<b>99</b>	<b>87.7</b>	--	<b>1,396</b>	<b>1,495</b>

#### PARK AND OPEN SPACE

The areas recommended for park and open spaces uses are designed to provide recreational opportunities for the neighborhood and the community, prevent urban development on unsuitable or fragile lands, and conserve and protect the unique glacial features in the planning area that still exist in a largely unspoiled natural state. Recommendations include a large open space conservation corridor that will provide a proper setting for a future extension of the Ice Age National Scenic Trail, and several athletic fields within areas designated for stormwater management that will provide convenient access to a variety of recreational opportunities. Other recommended open space areas encompass lands characterized by steep slopes, wetlands or floodplains, or which are the planned locations for stormwater management facilities needed to prevent erosion and protect ground and surface water quality.

#### PARKS

Given the close proximity to the proposed Ice Age Trail open space corridor and other nearby existing parks and open space, the Plan does not recommend any additional parks within the planning area. To make efficient use of land and meet stormwater management requirements, it is recommended that several proposed sports fields are located adjacent to the planned Lower Badger Mill Creek stormwater

drainage way. This location makes efficient use of land by serving as a dual-use for both stormwater management and recreational space for the neighborhood. The primary function of this dual-use land is for stormwater management.

Future detailed park development planning will be needed to determine the exact configuration and facilities, but conceptually, it is recommended that the open playfields can be adapted for soccer, football, softball, ultimate Frisbee, and similar field sports.

### **ICE AGE TRAIL OPEN SPACE CONSERVATION CORRIDOR**

The Ice Age National Scenic Trail is a long-term program authorized by Congress to establish an educational and recreational hiking trail generally following the southern edges of the most recent glacial advance in Wisconsin. The Shady Wood planning area includes a relatively undisturbed segment of the glacial moraine, and the Plan recommends preservation of a wide open space corridor that encompasses many of the significant natural features that characterize a terminal moraine environment. The proposed open space conservation corridor is entirely within the general Ice Age Trail corridor approved by the Wisconsin Department of Natural Resources and included in the Dane County Parks and Open Space Plan, and is consistent with the broad open space corridor recommended in the City of Madison Comprehensive Plan. The recommended open space area is intended to protect a unique natural environment for the enjoyment of future generations, and provide an outstanding setting for the Ice Age Trail that will support both its recreational and educational objectives. The proposed conservation area will also help maintain viable wildlife habitat and provide additional groundwater protection by limiting more-intensive development on this unique glacial terrain.

The abundance and significance of natural glacial features is the reason that a large portion of the planning area is included the Ice Age National Scenic Trail Corridor also recognized by the State and included in Dane County, City of Madison Plans. This segment of the proposed Ice Age Trail corridor includes what is considered to be among the highest-quality natural glacial areas remaining in Dane County, if not the State. The Ice Age Trail open space conservation corridor recommended in the Plan seeks to identify and include the lands that are most critical to substantial preservation of the unique glacial features of the area and creation of a secluded natural setting for a future public trail that will not only provide linkages with other segments the Ice Age Trail, but also provide access for the public to enjoy and learn from these unique assets.

#### **Open Space Conservation Corridor Design Parameters**

The recommended Open Space Conservation Corridor illustrated in the Shady Wood Land Use and Street Plan is conceptual, rather than exact, and the extent and configuration of the corridor that is ultimately implemented may differ to some degree. Factors considered in defining the Open Space Conservation Corridor illustrated in the Land Use and Street Plan include:

- The corridor should seek to encompass and preserve a substantial portion of the lands that contain the unique natural features characteristic of a glacial moraine environment, including:
  - The steep, generally wooded, ridge along the southern edge of the moraine.
  - The irregular “hummocky” topography north of the moraine ridge, also generally wooded.
  - Glacial kettles and kettle ponds.
- Future development, including roadways, should not extend across the open space conservation corridor.
- The corridor should seek to encompass and preserve other natural environments along the general corridor alignment, such as remaining wooded areas and meadows.

- Cultivated farm fields and pastures are included in the open space corridor when less disturbed alternatives are unavailable. Agriculture is an open space use, but consideration should be given to restoring such lands to a more naturalized state at a future time.
- The open space corridor should provide sufficient width to create a sense of seclusion along the trail route to the extent possible, and a sense of privacy for developments adjacent to the corridor.
- The corridor should provide sufficient width to facilitate use of secondary ridgelines to help visually screen and buffer the trail route from adjacent development areas.
- The open space corridor should provide opportunities to create an interesting trail alignment that reflects and respects the topography, and provides the public with opportunities to view or access the unique glacial features within the corridor.

### **Key Features within the Conservation Corridor**

The conceptual open space conservation corridor illustrated on the Land Use and Street Plan encompasses approximately 176 acres in its full configuration. Features included within this recommended open space corridor include:

- An approximately 2,000 foot segment of the steep, wooded terminal moraine ridge.
- A high point along the moraine that can provide an overlook to the outwash plain.
- Approximately 129 acres of wooded land.
- Six kettle ponds or natural depressions.
- Richardson’s Cave located adjacent to Lower Badger Mill Creek.
- Approximately 33 acres of currently cultivated lands, meadows, and open fields.

### **Potential Open Space Conservation Corridor and Ice Age Trail Route**

Implementation of the Ice Age Trail is viewed as a long-term undertaking. It may take years, or even decades to acquire the land and access rights needed for a particular trail segment, and the actual route for the Trail will not be planned until the necessary lands or rights are secured. When access is available, trail designers walk the corridor to determine the best route given the available options. Even after a trail segment is designed and built, the trail can be modified at a later time to incorporate any additional acquisitions or easements on adjacent areas.

The recommended open space corridor and Ice Age Trail route through the Shady Wood planning area illustrated on the Land Use and Street Plan and described below is conceptual, but it reflects the design parameters discussed above. The exact boundaries of the corridor will be determined as acquisition efforts come to fruition, and as developments are approved on adjoining lands. The open space corridor follows the location of the significant glacial features that the Ice Age National Scenic Trail project is primarily intended to protect and enjoy. It also includes other woodlands and meadowlands worthy of preservation, as well as agricultural fields that provide the only logical route for the Trail due to the existing residential development north of Shady Oak Lane, constraints created by Lower Badger Mill Creek and its associated floodplain, or both. The proposed open space conservation corridor and Ice Age Trail route is located on portions of eight properties within the planning area: Ice Age Trail Alliance, Blake, Dreger, City of Madison, Keryluk, City of Madison, and the property jointly owned by Dane County, City of Verona, and City of Madison (located directly south of Moraine Woods Park).

As illustrated on **Map 7**, the recommended open space conservation corridor is wide enough not only to encompass important glacial features, but also to encompass wooded areas and secondary ridges parallel to the trail that help provide a visual buffer between the trail and existing or planned development areas adjacent to the corridor. The open space corridor and potential Ice Age Trail route presented in this neighborhood plan are conceptual, and alternative open space configurations and trail

alignments are possible. However, an open space corridor and trail route that can fully realize the goals of the Ice Age National Scenic Trail and this Plan will encompass most of the characteristics of the corridor illustrated on **Maps 7 and 8** and described above.

### **Neighborhood Connections to the Ice Age Trail**

The Land Use and Street Plan provides multiple opportunities for connections between future residential development areas and the future Ice Age Trail. **Maps 8 and 10** show recommended locations for proposed shared-use paths that would use stormwater greenways to connect the trail to the interior parts of the neighborhood. The appropriate number and location of access points to the Trail will be determined through future detailed planning as the Trail is established and development is reviewed.

### **Implementation of the Ice Age Trail and Open Space Corridor**

#### *Long-Term Approach*

Given the scope of the Ice Age Trail project, it is anticipated that the process of securing and preserving the Trail corridor and constructing the Trail will take many years, if not decades. Because implementation is a long-term process, there is also flexibility in how and when the lands and access rights needed for the trail corridor are acquired, and when those acquisitions take effect.

#### *Preservation Mechanisms*

Preservation of the natural qualities of lands within the recommended open space conservation corridor could be preserved through a variety of means. The goal is open space preservation, but this can occur on private as well as public land. While there are some advantages to public ownership, the entire recommended conservation area would not necessarily need to be publicly owned. Nor would public access to all the open space necessarily be required (even on public land), except for access to the actual hiking trail.

Preservation methods could include fee acquisition of title to the land; acquisition of conservation or scenic easements; and acquisition of access easements. Some land may be acquired through land donations. Small amounts of land may be acquired through required dedications as part of land divisions. It is also possible to include conservation restrictions on portions of privately-owned properties as part of development approvals on other portions of those properties; and other mechanisms. Requirements to maintain a no-build zone on portions of a property, or to maintain a landscaped buffer area are examples of this approach. Securing the proposed Ice Age Trail open space corridor is seen as a long-term process, and might include such approaches as purchases that wouldn't take effect for a delayed period, purchase of long-term options, and similar techniques.

### **Implementation Entities and Funding**

A significant amount of funding may be needed to implement the recommended Ice Age Trail open space conservation corridor. There are several typical sources of funding for preservation efforts and any other potential funding sources will be sought. A review of the typical funding sources for activities within Dane County are outlined below:

- The National Park Service is charged with overseeing the country's National Parks and National Scenic Trails. They are able to receive funds from the Land and Water Conservation Fund for acquisitions and can make direct acquisitions for the trail. The Ice Age Trail is eligible for funding through the State of Wisconsin's Knowles-Nelson Stewardship Fund. The Stewardship Fund was funded at \$32 million in annual funding for land conservation and outdoor recreation for 2021-2025.

The Stewardship Fund has a 50 percent matching requirement that can be met from other public or private sources. Government agencies and non-profits may apply for these funds.

- The Ice Age Trail is eligible for funding through the Dane County Conservation Fund, which has been funded at between \$4 - 6 million in recent years. This Fund also has a 50 percent matching requirement. Government agencies and non-profits may apply for these funds.
- The Ice Age Trail Alliance (IATA) is a non-profit organization that helps protect, promote, build, and maintain the Ice Age Trail. IATA often applies to governmental agencies to receive funding for these activities, but also receives private contributions. IATA works with other nonprofit organizations to protect lands and has staff and volunteers that participate in trail development and management activities.

The ultimate configuration for the Ice Age Trail open space conservation corridor, and the route for the Trail within the corridor, will be largely determined through negotiations with property owners within the recommended corridor to acquire title or access rights to portions of these lands needed to complete the trail. These negotiations may occur over an extended period of time, partly dependant on property owner interest and resources available to the implementing entities, and may result in a corridor different than that illustrated in the Land Use and Street Plan. To the extent possible, however, preserving an open space area with attributes comparable to the corridor recommended in this plan should be the goal.

## **TRANSPORTATION RECOMMENDATIONS**

Transportation recommendations for the planning area include improvements to the existing roadways that serve as the primary routes to the neighborhood, an interconnected local street network, and pedestrian and bicycle facilities integrated with the planned regional bicycle system. See **Maps 9, 10, and 11.**

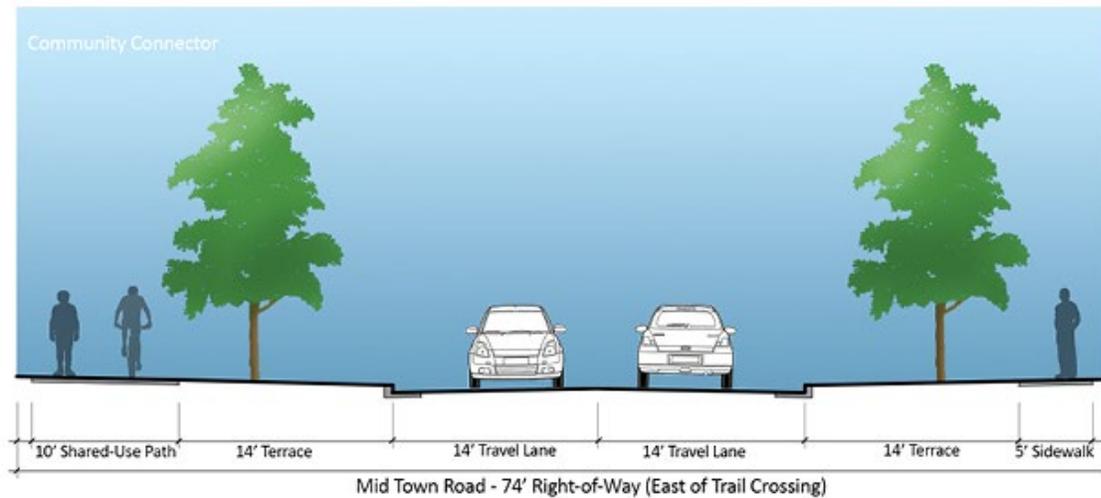
### **ARTERIAL AND COLLECTOR ROADWAYS**

Mid-Town Road will continue to serve as an arterial roadway. This roadway is anticipated to carry regional as well as local traffic, and will have the highest traffic volumes. Woods Road is planned to serve as collector roadway, primarily carrying traffic from the Shady Wood neighborhood and adjacent neighborhoods, and will have lower traffic volumes. See **Map 8.**

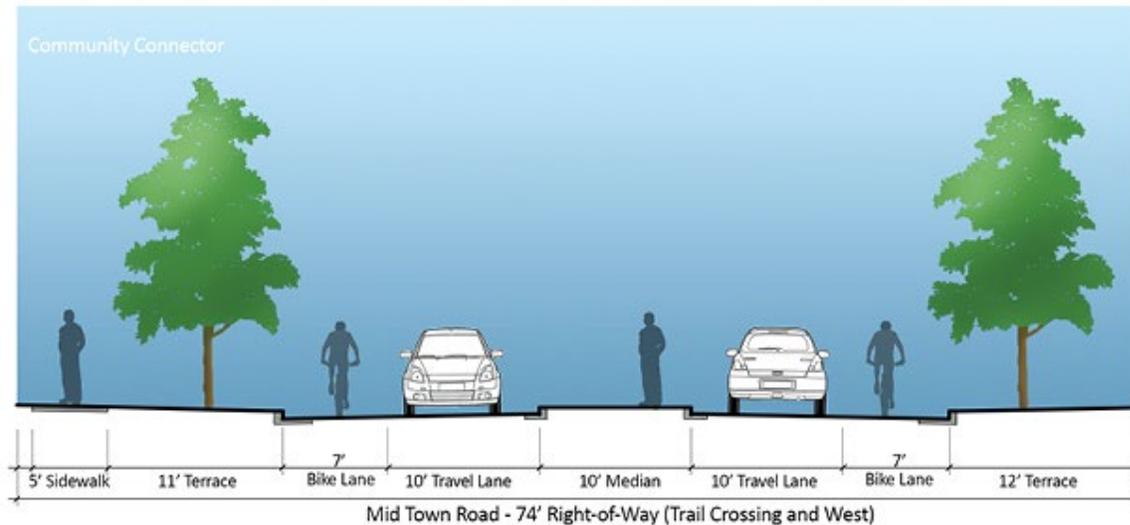
#### **Mid-Town Road**

Mid-Town Road is planned as a two-lane undivided roadway within a 74-foot right-of-way. It is envisioned to fit under the Community Connector street typology from the Complete Green Streets framework. It would include a shared-use path along the south side of the road, a sidewalk on the north side, and oversized terraces from the Woods Road and Mid-Town Road intersection west to the north/south greenway shared-use path. It would have a 10-foot pedestrian median at the point where the future shared-used path comes through the greenway from the north and crosses Mid-Town. **See Figure 3.** West of the north/south path, the shared-use path on the south side of the street would transition to a 5-foot sidewalk and the sidewalk on the north side of the street would not continue west of the greenway path. 7-foot bicycle lanes would continue west of the greenway path. It is recommended that additional driveway access to Mid-Town Road be limited. See **Figure 2.**

**Figure 2: Mid-Town Road 74' Cross-section**



**Figure 3: Mid-Town Road 74' Cross-section with Pedestrian Median at Trail Crossing**

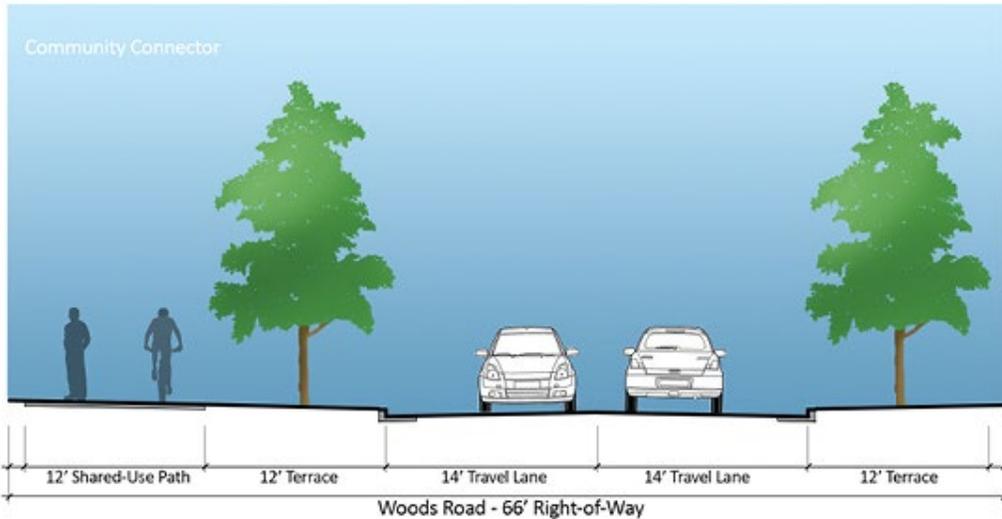


### **Woods Road**

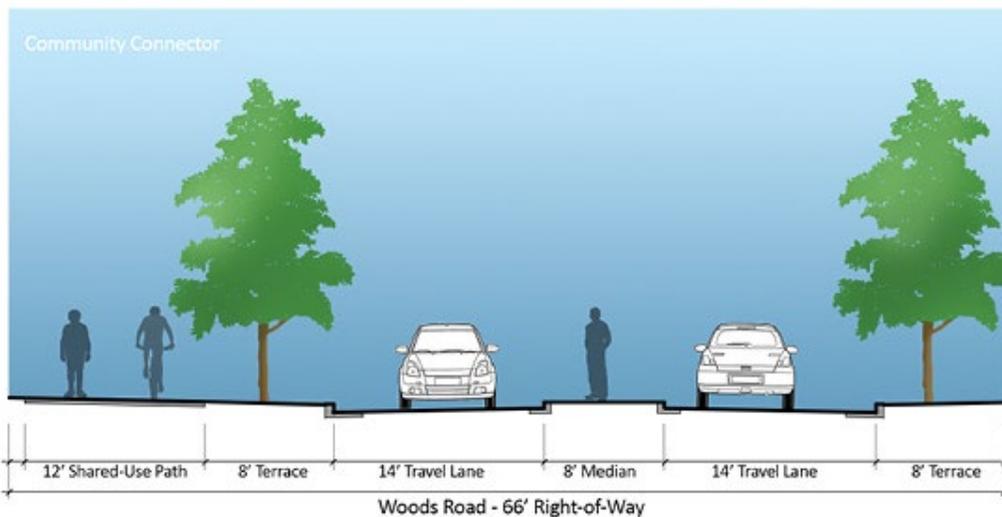
It is recommended that Woods Road be planned as primarily a two-lane undivided roadway with a right-of-way width of 66 feet. It is envisioned to fit under the Community Connector street typology from the Complete Green Streets framework. A pedestrian island at least eight-feet in width should also be provided in a median where the Ice Age Trail crosses Woods Road to provide a refuge for hikers crossing the road. Driveway access will generally be allowed along Woods Road. The design of future roadway improvements should be particularly sensitive to the woodlands and topography adjacent to the roadway. See **Figures 4 and 5**.

The speed limit on Woods Road is currently 45 miles per hour. A speed limit reduction review is recommended on Woods for safety purposes, aligning with Vision Zero's goal to improve safety for everyone moving about the city. A study should be conducted and the speed limit determined by Madison Department of Transportation.

**Figure 4: Woods Road 66' Cross-section**



**Figure 5: Woods Road 66' Cross-section with Pedestrian Median**



## LOCAL STREETS

The proposed street layout illustrated on the Land Use and Street Plan is a “modified grid” pattern that provides a high degree of connectivity within the neighborhood. The street pattern is designed to accommodate factors such as topography, property ownerships, and solar orientation, while providing curves and bends that will help slow traffic and provide an engaging streetscape.

### *Typical Local Streets*

The typical right-of-way width in a new residential subdivision is 60 feet with a pavement width of 32 feet. These dimensions can vary depending on the location and the type of development along the street. Local streets within the planning area will be designed under the guidelines for Neighborhood Streets in the Complete Green Streets framework.

It is recommended that narrower pavement widths and tighter corner radii be considered in all parts of the neighborhood, as this enhances the pedestrian scale of the neighborhood and helps encourage street-oriented development. The use of narrower streets also reduces the amount of impervious

surface. However, it is recommended that street rights-of-way be at least 60 feet in width. This would provide wider terraces to support larger street trees and accommodate snow and leaf storage. It would also provide more opportunity to locate rain gardens in the terrace while still preserving space for street trees at adequate intervals.

## **PEDESTRIAN AND BICYCLE FACILITIES**

Pedestrian mobility in the planning area is encouraged by the interconnected “grid-like” street system, which provides multiple routes to most destinations. Marked bicycle lanes are recommended on the primary roads, and off-street shared-use paths are integrated with planned regional bicycle facilities. Recommended pedestrian and bicycle facilities are shown on **Map 8** and described further below.

### **Marked Bicycle Lanes**

Marked bicycle lanes are recommended on Mid-Town Road and Woods Road, which will be classified as either arterial or collector roadways.

### **Pedestrian-Bicycle Paths**

All City of Madison streets will have public sidewalks and are designed to accommodate bicycle travel. Within the neighborhood, shared-use paths are recommended through greenways to provide more direct connections to open space, including the proposed Ice Age Trail and to the planned sports fields near Mid-Town Road. See **Map 10**.

An off-street shared-use path is planned along the south side of Mid-Town Road intersecting with a proposed path along the west side of Woods Road. The Woods Road path will continue south and will intersect with a path running east/west along CTH PD. The CTH PD path will eventually extend west until approximately County View Road, at which point a shared-use path is expected to be built through future development to the north, connecting to Shady Oak Lane.

An off-street shared-use path will be built as part of the Lower Badger Mill Creek pond construction project. That future greenway path will run adjacent to the stormwater management facilities north of Mid-Town Rd and west of the Hawks Valley subdivision. On the northern end, it will connect to Soaring Sky Run just north of Hill Creek Park as well as connect to a future planned off-street path that extends north to Valley View Road. Going south, it will cross Mid-Town road at a location with a pedestrian refuge median before continuing south along the edge of the future sports fields and running along the western edge of the future residential neighborhood in the planning area before connecting to Woods Road.

## **TRANSIT SERVICE**

The planning area is currently served by Metro Transit’s commuter route 55, which provides limited service on weekdays during the morning and evening peak hours, operating between Epic’s campus in Verona and the West Transfer Point facility on Tokay Boulevard at Whitney Way. Under adopted route network changes, anticipated for implementation in June of 2023, route 55 will provide service to and from a planned transfer point and future park & ride facility near the intersection of Junction Road and Watts Road. Ridership potential in the service area of route 55 is anticipated to remain relatively low until substantial additional development has occurred in the planning area. A transition from weekday

commuter route service to regularly scheduled all-day bus service on a daily basis in the planning area is not likely to be a funding priority for the municipal jurisdictions involved for the foreseeable future.

Complementary paratransit service must be offered within  $\frac{3}{4}$  mile of any non-commuter bus routes, during the hours of the service day when those routes are in operation. The current transit system and adopted route network plan have no non-commuter routes that would operate within  $\frac{3}{4}$  of a mile of any part of the planning area. As such, no properties in the planning area would be eligible for paratransit service.

Supplemental school day service by Madison Metro vehicles may be provided to areas that are or become part of the Madison Metropolitan School District (MMSD) as they are developed with residential uses, per funding and transportation contracting determinations made by the MMSD. The southwestern portion of the neighborhood is anticipated to remain in the Verona Area School District, and any supplemental school day service would be subject to the decisions of the Verona Area School District.

Other public transportation options are offered in the planning area through the Dane County Department of Human Services Transportation Services. These services are primarily oriented to serve seniors and persons with disabilities, although employment, training, and low-income transportation services are also available.

## **OTHER PUBLIC UTILITIES AND SERVICES RECOMMENDATIONS**

Lands that are annexed to the City of Madison will be served by the full range of urban services including sanitary sewer and municipal water service. Parts of the planning area will remain in the Town of Verona and will continue to receive Town or County services that are provided currently until individual property owners initiate annexation to the City. Municipalities may also enter into inter-governmental agreements to provide urban services in the most efficient manner, regardless of jurisdiction.

### **SANITARY SEWER SERVICE**

#### **Lower Badger Mill Creek Watershed**

The Madison Metropolitan Sewerage District's (MMSD) Lower Badger Mill Creek Interceptor will serve the planning area. This interceptor will be extended northward from the City of Verona along Lower Badger Mill Creek. Local sewers connecting to the Lower Badger Mill Creek Interceptor will be built to serve new development areas. Local sewers are typically constructed within public streets and drainageways, and are built at the time of development. If areas that are currently developed request sanitary sewer service, sewer extensions are typically located in existing road rights-of-way. See **Map 12**.

#### **Lower Badger Mill Creek Interceptor**

The Mid-Town Lift Station was built along the north side of Mid-Town Road in 2009. Effluent from development in the Lower Badger Mill Creek watershed north of Mid-Town Road is pumped via this lift station eastward along Mid-Town to Hawks Landing Circle where it reaches gravity-flow interceptors. When the Mid-Town Road lift station nears its capacity, MMSD will build the Lower Badger Mill Creek Interceptor from the south from County Highway PD to relieve the station and provide gravity flow service for the Lower Badger Mill Creek watershed. The pace of development in the area served by the lift station will determine when construction of the Lower Badger Mill Creek Interceptor sewer is needed. Current estimates indicate that this may be around 2025. See **Map 12**.

## **Sewer Charges**

All developing parcels can expect one or more charges from the Madison Sewer Utility for the privilege of connecting to public sanitary sewer. This charge can be in the form of an impact fee, direct or deferred assessment, or a simple connection charge. Certain parcels could reside in multiple fee districts. These charges represent a prorated share of the costs for the City to extend sewer service to the respective parcel. In addition, all development parcels will incur sewer area charges from the Madison Metropolitan Sewerage District for downstream facilities and treatment plant connection charges.

## **PUBLIC WATER SERVICE**

### **Water Distribution System**

The Madison Water Utility will provide public water service to the planning area through the extension of water mains within Pressure Zones 8 and 10, which cover lands on the far west side of Madison. The area is within two zones due to the large differences in elevation. Most of the planning area is within Pressure Zone 8. The highest elevations in the southeast corner of the planning area between the terminal moraine and Woods Road are within Pressure Zone 10. Currently, water mains are located along Mid-Town Road and along the streets in the Hawks Valley subdivision. 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 neighborhood. The Madison Water Utility will also seek to loop the larger mains to increase service reliability.

## **STORMWATER MANAGEMENT**

### **Lower Badger Mill Creek Watershed**

The Lower Badger Mill Creek watershed encompasses an area on the far west side of Madison and extends south to the City of Verona. The watershed is tributary to the Upper Sugar River, which is a cold-water sport fishery, so the Lower Badger Mill Creek watershed is considered a cold-water community. Coldwater communities are subject to stormwater requirements for development that are more restrictive than the general standards that typically apply. Generally, these requirements include:

- Detention of the peak flows for at least the pre-development 200-year rain event.
- Infiltration of at least 90 percent of the pre-development infiltration volume.
- Development must meet the infiltration requirement to satisfy the requirements for thermal control of stormwater runoff. Otherwise, additional mechanisms to control the temperature of stormwater runoff must be implemented.
- Account for the existing 100-year unintended detention on the site
- 100-year storm events cannot flood structures
- 25-year storm events cannot flood streets

Another important consideration for stormwater planning in the planning area is the existence of Karst features, which are direct conduits to the groundwater. Richardson's Cave is a dramatic example. These features can influence stormwater management planning. Stormwater will be directed away from areas with known or potential Karst features and directed to areas that provide more reliable separation from the groundwater.

### **Lower Badger Mill Creek Stormwater Management Analyses**

In 2021, the Lower Badger Mill Creek Watershed Study was completed. The study utilized the same methodology and approach from the watershed studies being conducted citywide. This study

established the existing 100-year unintended detention in the watershed and is utilized as a planning tool to guide flood risk reduction requirements for new development and re-development. The recommendations in the report have been utilized in developing this Plan, and specifically the stormwater management recommendations.

Computer modeling results of existing conditions from this watershed study were used to identify additional areas for stormwater management. **Map 13: Flood Inundation** indicates the anticipated flooding that would result from a 100-year storm given the existing topography, amounts of impervious surface, and existing stormwater infrastructure such as culverts. The Flood Inundation Map shows unintended detention within the study area.

### **Land Use and Street Plan**

The Land Use and Street Plan illustrates a basic framework of proposed stormwater management facilities within the planning area, including a large, open drainageway corridor along Lower Badger Mill Creek and stormwater detention facilities at several locations within the planned development areas. The facilities shown on the map are preliminary, but their locations and approximate sizes are based on an analysis of drainage patterns and the amount of land and potential future development within the many neighborhood sub-basins.

In locating the facilities, it is generally assumed about fifteen percent of areas shows for development will be required for stormwater management. If the development of several properties is coordinated, it may be possible to shift the locations of some of the required stormwater facilities among them. Detailed stormwater management planning and engineering for specific development projects may result in some modifications to these conceptual facilities, but it is expected that any revisions will be generally consistent with the framework recommended in the Land Use and Street Plan.

### **Lower Badger Mill Creek Drainageway**

Lower Badger Mill Creek will be accommodated within a wide drainageway surrounded by land set aside for stormwater management. Improvements to the corridor will occur at the time the adjacent land is developed or earlier. Open drainageways provide environmental benefits, such as an increased opportunity for water to infiltrate back into the ground and a location for wildlife habitat and movement, and it is recommended that this drainageway be maintained in a relatively natural, undeveloped state. To the extent compatible with stormwater management objectives and other intended uses of the corridor, natural groundcovers are encouraged as an alternative to mowed swales. Natural-appearing drainageways also provide additional visual open space amenity within the neighborhood.

Creek navigability is determined on a segment-by-segment basis by the Wisconsin Department of Natural Resources (WDNR). Prior to development, the WDNR should be contacted for a navigability review.

### **Localized Infiltration Techniques**

It is recommended that as the neighborhood develops, other techniques be incorporated into the developments that will promote stormwater infiltration closer to the source of the runoff. Facilities such as rain gardens and bioswales capture stormwater locally and infiltrate it into the ground, rather than directing it to a drainageway or storm sewer system. This can help reduce non-point source pollution and preserve groundwater resources.

These techniques could be incorporated into many different areas within the neighborhood. It is currently anticipated that features could be located on public property in the street terraces and within boulevard streets. They could also be located on private property in many different locations to serve individual lots or an entire block.

## **DEVELOPMENT PHASING**

Urban development in the planning area will occur incrementally over time. Two development-phasing areas are identified, including the existing Hawks Valley subdivision (Phasing Area A). The actual sequence of development will depend on property owner interest, any needed coordination with adjacent properties, the availability of utilities and other urban services, and market conditions. See **Map 12**.

### **Phasing Area B**

The eastern portion of Phasing Area B comprises the Dreger property and the deep properties off Woods Road. This phasing area includes lands that are adjacent to the City and in close proximity to existing infrastructure to the north and east. Phasing Area B primarily consists of recommended residential land uses, along with dual-use stormwater management facilities and potential sports fields to serve residents of the immediate area, and the open space conservation corridor for the Ice Age Trail.

## **SUSTAINABILITY**

Madison has a long-standing commitment to protecting the natural environment. The [Comprehensive Plan \(2018\)](#) commits Madison to being a leader in stewardship of our land, air, and water resources, and identifies several strategies and actions related to sustainability. This section focuses on specific strategies, policies, and actions to accomplish the City's sustainability objectives. While some recommendations in this section can be achieved or directed by the City, many of these actions will require cooperation from future developers, builders, residents, and users of the neighborhood.

In the general planning of this area, Comprehensive Plan Land Use and Transportation Strategy 6, which states that Madison should facilitate compact growth to reduce the development of farmland, is particularly important. Related actions pertinent to this Plan recommend the City continue to update plans to increase allowable development intensity and create density minimums and steer peripheral growth towards mapped priority areas, with a focus on land already served by utilities. This Plan also aims to advance the following strategies from the Green and Resilient chapter of the Comprehensive Plan:

1. Protect Madison's water supply and infrastructure to provide safe, clean drinking water.
2. Improve lake and stream water quality.
3. Increase the use and accessibility of energy efficiency upgrades and renewable energy.
4. Acquire parkland and upgrade park facilities to accommodate more diverse activities and gatherings.
5. Improve and preserve urban biodiversity through an interconnected greenway and habitat system.

## **Land Use and Transportation**

This Plan seeks to increase trips via walking, bicycling, or transit by persons living in the NDP area through the use of traditional neighborhood development, transit access, walkable environments, and bike facilities. Primary benefits of these recommendations include decreased consumption of fossil fuels, decreased air pollution, and health benefits for residents.

### **Energy Generation, Consumption, and Efficiency**

This Plan seeks to establish neighborhoods with reduced household consumption of fossil fuel-generated electricity and heat. Progress towards attaining these goals will be through the use of energy efficient construction, alternative energy sources, distributed on-site energy production, and conservation education and outreach. Further, all City agencies will work to identify ways of providing services to the planning area in the most energy-efficient methods possible and seek partnerships with other entities for service delivery energy savings. Primary benefits of these efforts will include decreased consumption of fossil fuels and decreased emissions of air pollution and greenhouse gases.

### **Water Resources**

The planning and future development of this NDP area can address and support water resources through two primary methods: water use reduction and stormwater management and infiltration. By reducing per capita water use through the use of low-flow appliances and fixtures, rain barrels, and low-impact irrigation systems, impacts on the groundwater supply and surface water features such as springs and streams can be minimized. Additionally, these methods can result in decreased need for additional wells and water distribution infrastructure, decreased energy consumption by the Water Utility, and benefits to end users through reduced Water Utility bills. Unregulated runoff from agriculture and urban sources contributes to pollution in local lakes and streams and poor management can cause a variety of flooding issues. Infiltrating a greater stormwater volume on or adjacent to points of generation through the use of rain gardens, green roofs, porous sidewalks and drives, or other on-site stormwater management practices can help address these issues. Achieving infiltration and stormwater management goals will require cooperation by several parties, including developers, builders, property owners, property managers, homeowners associations, and City Engineering staff. Primary benefits of these water use reduction and stormwater management and infiltration strategies include minimized impacts to the groundwater system and surface water features, a reduction of the amount of infrastructure needed for stormwater conveyance, and reduced flooding and erosion.

Groundwater quality adjacent to karst features is mostly controlled by surrounding land use. Research conducted in Dane County relating to karst features has shown that a reduction in agricultural land use along with the addition of stormwater management facilities and sewered development, as recommended in this Plan, will lead to water quality improvements, including decreased concentrations of nitrates and atrazine.<sup>1</sup>

### **Land Resources**

In order to ensure residents of the planning area will experience the benefits of a livable and healthy environment, the Plan recommends a model open space system that preserves significant natural features. Primary benefits of this commitment to land resources include improved urban biodiversity, interconnected greenway and habitat systems, a healthy and diverse urban tree canopy, parkland and park facilities that accommodate diverse uses, and local community food production.

1: Rayne, T. W., Bradbury, K. R., & Krause, J. J. (2019). Impacts of Rural Subdivision on Groundwater Quality: Results of Long-Term Monitoring. *Groundwater*, 57(2), 279–291.

### III

## PLAN IMPLEMENTATION

This section of the development plan recommends the actions needed to prepare the neighborhood for development with the full range of urban services, and to ensure that future development is consistent with the recommendations of this neighborhood development plan.

### **Neighborhood Development Plan Adoption**

It is recommended that the Shady Wood Neighborhood Development Plan be adopted as a supplement to the City of Madison Comprehensive Plan. It is also recommended that the Comprehensive Plan's Generalized Future Land Use Plan map be amended as appropriate during the next review and evaluation to reflect the land use recommendations in this Plan. See **Map 17**.

### **Central Urban Service Area Amendments**

Most of the planning area is not currently within the Central Urban Service Area. In order for the City of Madison to provide public sanitary sewer and the full range of urban services to future development in the neighborhood, the lands proposed for development must first be included within an Urban Service Area. Following adoption of this Plan, the City will consider the appropriate timeframe to make application to bring areas into the Central Urban Service Area.

### **City of Madison Annexations**

It is generally recommended that future urban development on lands within the planning area occur only after the lands are annexed to the City of Madison and the full range of urban services can be provided at the time of development.

### **Zoning Map Amendments**

It is recommended that the zoning classification of lands within the planning area conform to the land use recommendations of the adopted Shady Wood Neighborhood Development Plan. It is further recommended that lands be rezoned to another 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 plan.

### **Land Subdivision Regulations**

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

Future subdivisions in the planning area should conform to the recommendations in the adopted Plan, particularly regarding the locations of streets, off-street paths, 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 Plan, or similarly reflect the objectives illustrated in the Plan.

**Interagency and Intergovernmental Cooperation**

The Plan provides a framework for coordinating the activities of City of Madison agencies and other units of government in the implementation of the neighborhood concept. Many important elements of the Plan will require continued cooperation and coordination, including securing the recommended open space area for the Ice Age Trail.