

MINERAL POINT RD

PLEASANT VIEW ROAD

○ APPROXIMATE SUPPORT LOCATION

○ APPROXIMATE SUPPORT LOCATION

○ APPROXIMATE TOWER BASE LOCATION

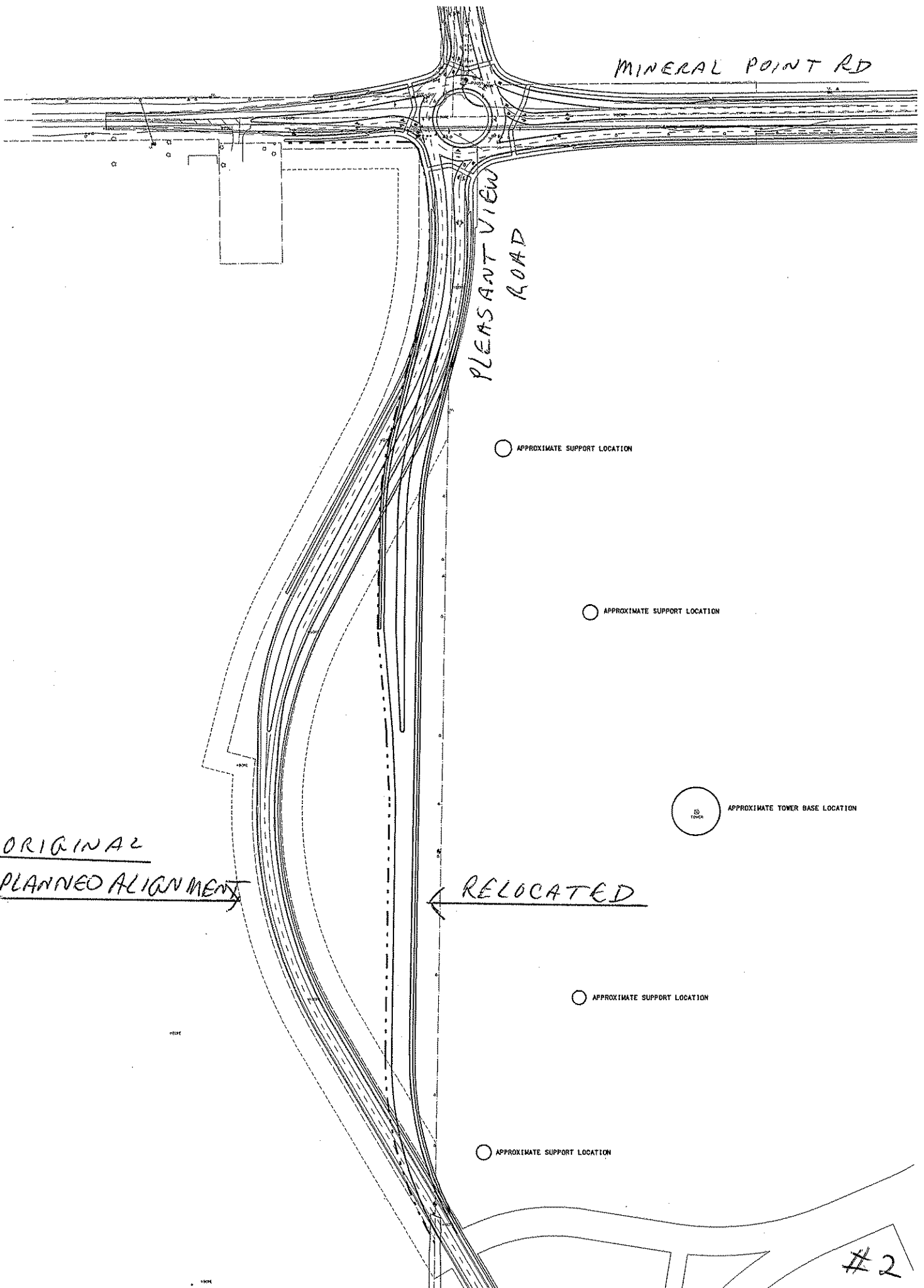
ORIGINAL  
PLANNED ALIGNMENT

← RELOCATED

○ APPROXIMATE SUPPORT LOCATION

○ APPROXIMATE SUPPORT LOCATION

#2



# VII. Appendices

## A. Substitute Resolution Adopting the Plan

AN AMENDED SUBSTITUTE RESOLUTION

PRESENTED: December 2, 2003

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

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

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

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

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

Drafted By: Bradley J. Murphy, Planning Unit Director

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

Date: April 6, 2004

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

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

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

Sponsors: Ald. Paul Skidmore

AMENDED SUBSTITUTE  
RESOLUTION NUMBER 61448  
ID NUMBER 35179

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

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

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

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

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

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

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

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

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

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

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

BE IT FINALLY RESOLVED that the City of Madison Plan Commission and Common Council hereby authorize the City's application to amend the Dane County Land Use and Transportation Plan and Dane County Water Quality Plan to include within the Central Urban Service Area all the land located within Phases A-C, with the exception of the Phase C area located west of South Point Road

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

employees. Internal neighborhood bicycle facilities can also be tied in to the City of Madison bicycle facilities along the Watts Road extension east of the planning area and in other directions. These bike lanes and routes will provide residents and employees of the new neighborhood with safe and convenient ways to get to and from central Madison.

### 3. Housing

Housing diversity is crucial within the Pioneer Neighborhood. A range of housing types and sizes is essential to provide enough density on the east side of the neighborhood to support high-capacity transit, yet also meet the City of Madison-Town of Middleton intergovernmental agreement's four dwelling units per acre requirement on the west side of the neighborhood. A well-crafted neighborhood design will be critical to seamlessly blend these differences in residential density. Particularly given high land values, density and quality will be the keys to providing a long-term supply of affordable housing on the far west side.

## B. Neighborhood Site Analysis

As depicted in Map 5, the Pioneer Neighborhood includes natural and built features that present both opportunities and challenges for future development.

The greatest challenge within the neighborhood is the existing 1,423 foot tall telecommunication tower on the University's property. Due to a significant financial investment in the tower in the mid-1990s, a series of long-term leases, and difficulty in siting a new tower in a different location, this *Plan* anticipates that the tower will remain in place for at least ten more years. The tower affects surrounding road and lot layouts and development phasing. The tower is designed to collapse in on itself within a 500-foot radii circle around the base of the tower; therefore, development within this circle is prohibited. In addition, Kline Tower, the manufacturer, does not recommend any type of development within a circle around the outermost guy wire anchors, which are located 1,000 feet from the tower base. This is due primarily to ice fall potential. These areas are shown on Map 5.

During certain weather patterns, ice on the guy wires has the potential to melt slightly and fall to the ground. In 1996 the City Engineering Department commissioned a study using an engineering model to identify icefall hazard zones. The study identified three zones: extreme hazard zone (where building should not be allowed), a hazard zone (where buildings could be allowed with some restrictions), and a nuisance zone (where buildings could be allowed without restrictions, but some ice shower may occur). These are shown on Map 5. These hazard zones were identified as complete circles around the base of the tower. Because icefall is typically associated with warmer winter days and their southwesterly wind pattern, the area northeast of the tower is likely to experience the most incidents of icefall.

The challenges posed by the tower have a significant effect on the road layout of the neighborhood, especially the extension of Pleasant View Road to Highway M and the western extension of Watts Road. Map 5 suggests an alignment for this Pleasant Valley Road extension west of the tower.

The City and the consultant considered several alternative alignments for the Pleasant View Road extension during this planning process. The first alternative was an eastern alignment, located outside of the 1,000-foot "no-build" area. This alternative was eliminated because of the ice fall hazard northeast of the tower and the lack of sufficient room to safely bring the road back to the current Pleasant View Road/Mineral Point Road intersection with sufficient vehicle stacking room south of Mineral Point. Also, the issue of excessive cut-through traffic to the east could not be successfully addressed.

Two western alignments were also considered. The first, located on the UW's west property line, was eliminated because it too was within the 1,000-foot "no-build" area and because it would bring road over the high point on the Theis property. The second alternative, which evolved into the recommended alternative after being split into one leg of the "couplet", is located outside the 1,000-foot "no-build" area. This alignment places the road in more favorable topography and avoids most of a wood lot on the

University's property. The alignment was modified to locate the road as close to the Theis/UW property line while accomplishing three objectives: locating the road outside the 1,000 radius from the base of the tower, locating the road more favorably on the topography which avoids traversing the top of the hill on the Theis property, and maintaining the top of the hill as a developable parcel with potential long views back to the City. For similar reasons, the western extension of Watts Road must bend south in order to be located outside the 1,000-foot "no-build" area (See Map 5).

The future intersection of the Pleasant View and Watts Roads extensions is located near a high point, which provides long views back to the Capitol and Lake Mendota. This intersection provides a visible and strategic location for a mixed-use center within the neighborhood. As mentioned in the Regional Context section, this mixed-use center should provide sufficient densities to support high-capacity transit at a future date.

In addition to the UW communications tower, the major power transmission line that cuts through the planning area from north to south at the west edge of the UW property also has implications for land use and roadway locations (e.g., lot depth, back/side-of-lot crossings, and road crossing between poles). To limit the negative effect of the lines on the neighborhood, and in conjunction with development, there may be an opportunity to relocate or bury lines within certain portions of the neighborhood.

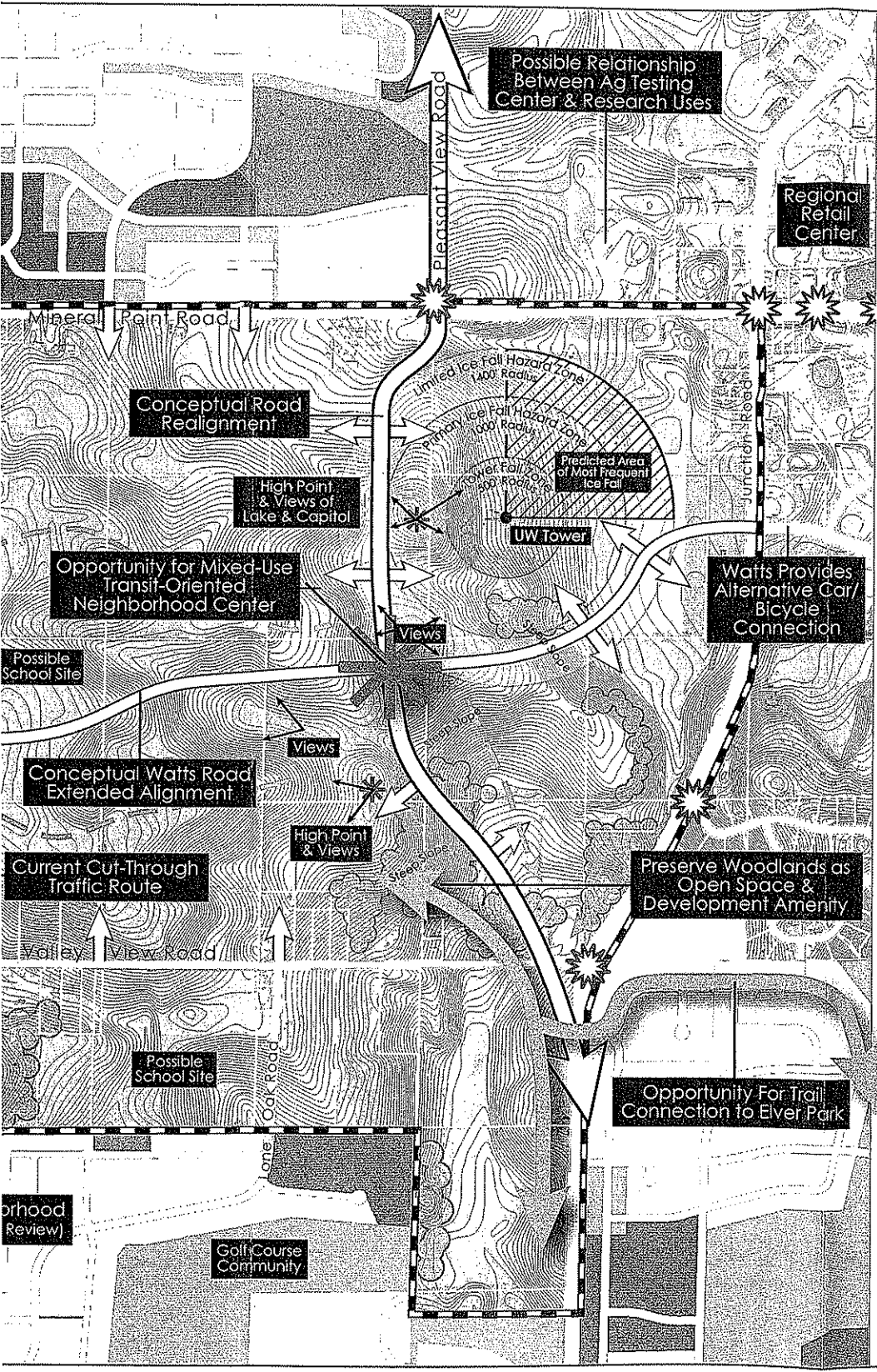
There are a number of existing buildings within the neighborhood that offer both challenges and opportunities. The historic farmstead and its outbuildings along South Point Road could be restored and integrated into the fabric of the neighborhood. The mix of large-lot, single-family homes and commercial operations in the southwest quadrant of the neighborhood (near Pioneer Road) will likely delay future development within this area.

While there are a number of wooded slopes and high points that create some challenges in road layout, these features also create significant site amenities, which should be incorporated into the neighborhood design, lot layout, and site design.

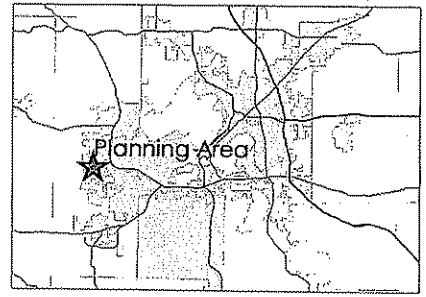
Existing drainageways provide opportunities for open space and trail connections. An existing drainageway on the west side of the neighborhood offers an opportunity to provide open space and stormwater connections between the Elderberry and Mid-Town Road Neighborhoods. This greenway should also be connected to existing woodlots and other drainageways within the neighborhood, providing a logical location for an off-street trail system. The Watts Road extension will also provide an alternative to Mineral Point Road for cyclists and pedestrians.

City of Madison  
**Pioneer Neighborhood  
 Development Plan**

**Map 5  
 Site Analysis**



- Planning Area
- Woodlands
- Ridgetops/Highly Visible Sites
- Major Drainageways/Possible Trails
- Existing Hazardous Intersections
- Conceptual Road Connections  
 (See Maps 6 and 7 for actual alignment recommendations)



Created: May, 2003  
 Final: April, 2004

Source: Dane County Land Information Office, 2000.



# City of Madison Pioneer Neighborhood Development Plan

## Map 7 Transportation Plan

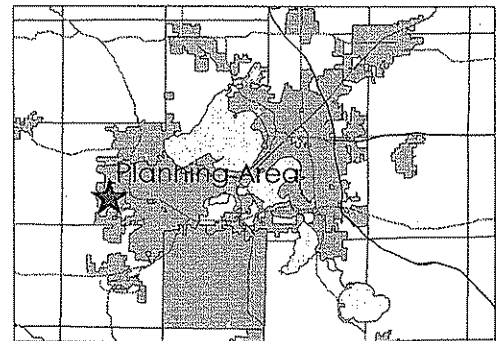
### Street Functional Classification

- Arterial Streets
- Major Collector Streets
- Minor Collector Streets
- Local Streets

### Transit & Paths

- Existing Bus Routes
- Future Bus Transit Route Possibilities
- Potential Future High Capacity Transit Route
- Proposed Regional Multi Use Paths
- Proposed Local Paths, Trails, and Crossings

# Recommended Phase A Transportation Projects  
(see Figure 10 in Plan Document)



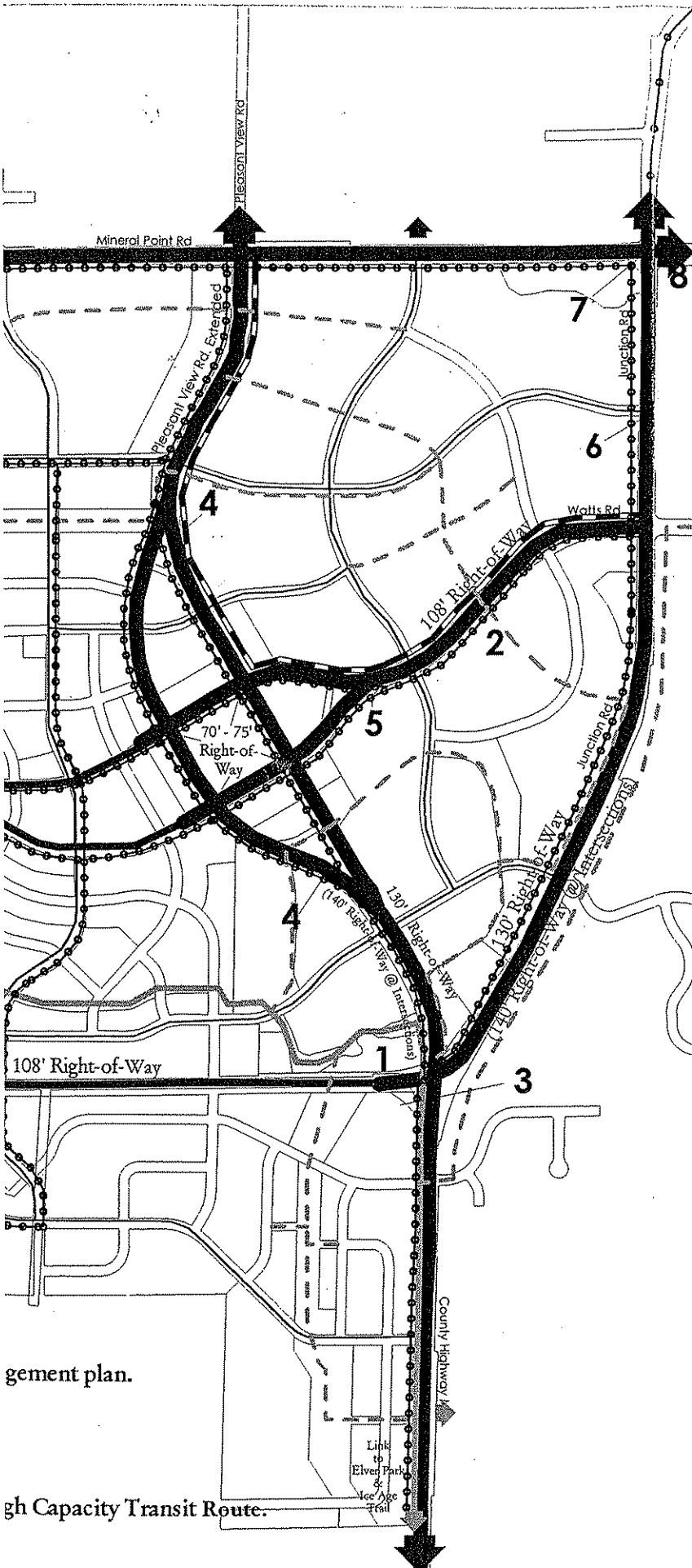
April 2004

Sources:  
Municipal Boundaries - Dane County LIO 2001.  
Parcel Boundaries - Dane County LIO 2001.  
Other Information - V&A Site Inventory & Strand Associates 2003.



Madison

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gement plan.  
gh Capacity Transit Route.