

**SUPPLEMENTAL INFORMATION
ON THE
TRACK 1 PROPOSED COMPREHENSIVE PLAN MAP AMENDMENTS**

The proposed Track 1 amendments to the Generalized Future Land Use Plan maps in the City of Madison Comprehensive Plan are attached to the adopting ordinance. Twenty Locator Maps illustrate the locations of one or several of the proposed amendments, and a summary information sheet describes the individual amendments on each map. [Note that the format of the ordinance attachment differs from the table format used in the preliminary and final lists of potential amendments that were reviewed earlier by the Plan Commission and are posted on the website. The Locator Maps are identical, however, as is the information provided about the amendments, minus the narrative description of each amendment location, on the information sheets.] In some cases, Map Notes referenced on the Generalized Future Land Use Plan maps may also need to be amended to reflect changes made to the land use maps. Proposed revisions to the Map Notes are described on the information sheets under the “Comments” for that amendment.

The proposed Track 1 Comprehensive Plan map amendments are divided into four categories:

1. Amendments to correct omissions or technical errors on the Generalized Future Land Use Map as adopted in January 2006 (Locator Maps A through F)

These proposed amendments are corrections of mapping errors in the adopted plan, including missing land use designations and errors in assigning the appropriate recommended land use in consideration of property ownership boundaries, existing and approved land uses and development intensity, and the recommendations in adopted neighborhood plans existing at the time the Comprehensive Plan was prepared. The reasons for these amendments are described in the “Reason for Proposed Amendment” and “Comments” notes on the information sheets following each Locator Map, and no additional information is necessary.

2. Amendments specifically recommended in plans for existing neighborhoods adopted or amended since January 2006 (Locator Maps G through J)
3. Amendments to reflect the land uses recommended in Special Area Plans adopted or amended since January 2006 for areas within existing neighborhoods (Locator Maps K through M)
4. Amendments to reflect the more-detailed land use recommendations in new Neighborhood Development Plans adopted or amended since January 2006 (Locator Maps N through T)

All of the amendments in these three groups are based on recommendations in other adopted City plans, and copies of the recommended land use map or other relevant excerpt from these plans are provided on the following pages as supplemental information. Each map also has the letter of the corresponding Locator Map printed in the top margin for reference.

Supplemental information prepared by:
Department of Planning & Community & Economic Development
Planning Division
April 26, 2011

MAP G THROUGH MAP J

AMENDMENTS SPECIFICALLY RECOMMENDED IN PLANS FOR EXISTING NEIGHBORHOODS ADOPTED OR AMENDED SINCE JANUARY 2006

- MAP G **SPRING HARBOR NEIGHBORHOOD PLAN**
- MAP H **TENNEY LAPHAM NEIGHBORHOOD PLAN**
EAST WASHINGTON AVENUE CAPITOL GATEWAY CORRIDOR PLAN
CENTRAL PARK DESIGN AND IMPLEMENTATION TASK FORCE FINAL REPORT
- MAP I **REGENT STREET-SOUTH CAMPUS NEIGHBORHOOD PLAN**
GREENBUSH NEIGHBORHOOD PLAN
GREENBUSH-VILAS NEIGHBORHOOD HOUSING REVITALIZATION STRATEGY
- MAP J **NORTHPORT-WARNER PARK-SHERMAN NEIGHBORHOOD PLAN**

The land use recommendation maps from the plans for existing neighborhoods adopted or amended since January 2006 are attached. Because neighborhood plans are more fine-grained than the Comprehensive Plan and often use more-detailed land use designations, the Comprehensive Plan amendment proposed to reflect a neighborhood plan recommendation may not always match that plan precisely. In addition, some of the Locator Maps may illustrate several amendments based on the recommendations in more than one adopted plan. Because the "Proposed Amendments" section of the Locator Map shows all of the proposed amendments on one map, it may differ from the maps in individual neighborhood plans.

The proposed amendments will make the Comprehensive Plan recommendations consistent with more recent neighborhood plan recommendations. However, because neighborhood plans can be much more detailed than the Comprehensive Plan and may include nuanced recommendations that go beyond the broader recommendations for the land use districts defined in the Comprehensive Plan, it is important that neighborhood plans also be used as guidelines when reviewing development proposals or evaluating potential land use changes.

Spring Harbor Neighborhood Plan was adopted by resolution (no, 02207) on January 17, 2006. The resolution requests the Plan Commission amend the Comprehensive Plan as stated below with recommendation number four.

4. Request the Plan Commission and Common Council to amend the City's Comprehensive Plan to change the portion of Site 1 and 2 designated NMU (Neighborhood Mixed-Use) to CMU (Community Mixed-Use); with the remainder of Site 2 to retain the Employment land use classification (See City Comprehensive Plan Map 2.2h in Appendix D). The CMU designation is recommended to encourage future redevelopment on both sides of Whitney Way as a relatively high density Transit Oriented Development employment district that may include limited retail and residential uses to support the primary recommended employment use. The comprehensive redevelopment plan prepared prior to any redevelopment of Site 1 and 2 should include detailed recommendations regarding the arrangement of individual land uses; building locations; site access, circulation and parking; and design standards addressing building scale and height, site amenities, and such other factors as may be determined during the planning process.

A sample of neighborhood sentiment for what would be appropriate is: An Erdman type campus with green space; a collection of art/gallery/music stores, or specialty stores that would create a destination type place; a Kennedy Place Type building; collection of "locally owned" stores rather than "chain" stores; foot traffic stores; complement to educational facilities: (noted that Wingra School is locating just a block or two to the south), the Spring Harbor elementary school, and possibly other employment schools or training facilities and update the Urban Design District for University Avenue Corridor, with particular emphasis on a street redesign/configuration that helps to create a narrower field of vision for motorists.

Buildings examples the Neighborhood feels would be inappropriate for the site:
 A Weston Place Condominium building, the Twin Towers (Johnson Bank and TDS) located at the intersection of Old Sauk and Junction Roads), any BIG BOX solo national entrepreneurships and skyscrapers.

The Map illustrating the preferred land use:



Map 5 Tenney-Lapham Neighborhood Plan

Land Use Recommendations

RESIDENTIAL DISTRICTS

- LDR Low Density (0-15 units/acre)
- MDR Medium Density (16-40 units/acre)
- 16 to 25 units/acre
- 26 to 40 units/acre
- HDR High Density (41 - 60 units/acre)

MIXED USE DISTRICTS

- NMU Neighborhood Mixed Use
- CMU Community Mixed Use

COMMERCIAL/EMPLOYMENT DISTRICTS

- E Employment

OPEN SPACE - AGRICULTURE DISTRICTS

- P Park and Open Space

SPECIAL DISTRICTS

- SI Special Institutional

SPECIAL OVERLAY DESIGNATIONS

- TOD Transit Oriented Development (Conceptual Locations)

Source: Department of Planning & Community & Economic Development, Planning Division
Printed March 29, 2007 LAH



between the neighborhood and the river. Millfin Street should be re-established in the 1400 block to serve new development and should cul-de-sac at the Yahara River Parkway for motor vehicles but allow access for pedestrians and bicycles to the parkway. Some residential uses on the south side of Millfin Street are also acceptable.

(4) Reynolds Park Expansion If the Reynolds Crane Service Property becomes available, it should be redeveloped, at least in part, as an expansion of Reynolds Park. The park expansion would also include removing all or part of the 100 block of North Livingston Street and replacing it with a pedestrian and bicycle lane. Ultimately, Reynolds Field will become a "village green" with residential structures facing it on all four sides.

(6) Trachte-Washington Square Property The MDR2 block should be developed for primarily residential use, with some limited recreational business use along the Yahara River Parkway. Some neighborhood-serving businesses can also be located on this block. Spacing of buildings should be designed to allow slight lines from the neighborhood and avoid the sense of a wall.

(2) 1000 Block of East Johnson Street The multiple storefronts structure on the east end of this block has been partially converted to residential use. Continued business use of the rest of this structure is appropriate within this LDR/MDR1 area.

(1) 1000 Block of East Washington Avenue Madison Dairy and CarX Muller occupy this block. At present, neither business plans to relocate. If that changes, future uses under the E and MDR2 designations are desired. Building design standards specified for the 800 block of East Washington would apply. Desired employment uses could include business incubators, design firms, software, advertising, research, or other specialized employers.

(3) Reynolds Field Reynolds Field is a 30-degree view line from the Millfin facade top. While density is slightly higher than LDR, acceptable housing types and design standards are discussed in the Land Use Section of the neighborhood plan.

(4) Reynolds Field Reynolds Field is a 30-degree view line from the Millfin facade top. While density is slightly higher than LDR, acceptable housing types and design standards are discussed in the Land Use Section of the neighborhood plan.

(5) Reynolds Field Reynolds Field is a 30-degree view line from the Millfin facade top. While density is slightly higher than LDR, acceptable housing types and design standards are discussed in the Land Use Section of the neighborhood plan.

(6) Reynolds Field Reynolds Field is a 30-degree view line from the Millfin facade top. While density is slightly higher than LDR, acceptable housing types and design standards are discussed in the Land Use Section of the neighborhood plan.

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(8) Reynolds Field Reynolds Field is a 30-degree view line from the Millfin facade top. While density is slightly higher than LDR, acceptable housing types and design standards are discussed in the Land Use Section of the neighborhood plan.

(9) Reynolds Field Reynolds Field is a 30-degree view line from the Millfin facade top. While density is slightly higher than LDR, acceptable housing types and design standards are discussed in the Land Use Section of the neighborhood plan.

(10) Reynolds Field Reynolds Field is a 30-degree view line from the Millfin facade top. While density is slightly higher than LDR, acceptable housing types and design standards are discussed in the Land Use Section of the neighborhood plan.

(11) Reynolds Field Reynolds Field is a 30-degree view line from the Millfin facade top. While density is slightly higher than LDR, acceptable housing types and design standards are discussed in the Land Use Section of the neighborhood plan.

(12) Reynolds Field Reynolds Field is a 30-degree view line from the Millfin facade top. While density is slightly higher than LDR, acceptable housing types and design standards are discussed in the Land Use Section of the neighborhood plan.

Land Use Categories

LDR Low Density Residential - Less than 16 units per acre. Acceptable housing types are single-unit detached houses, two and three flats, row houses, and small apartment buildings (maximum of 4 units). Design standards are discussed in the Land Use Section of the neighborhood plan.

MDR1 Medium Density Residential 1 - 16 to 25 units per acre. While density is slightly higher than LDR, acceptable housing types and design standards are the same as LDR.

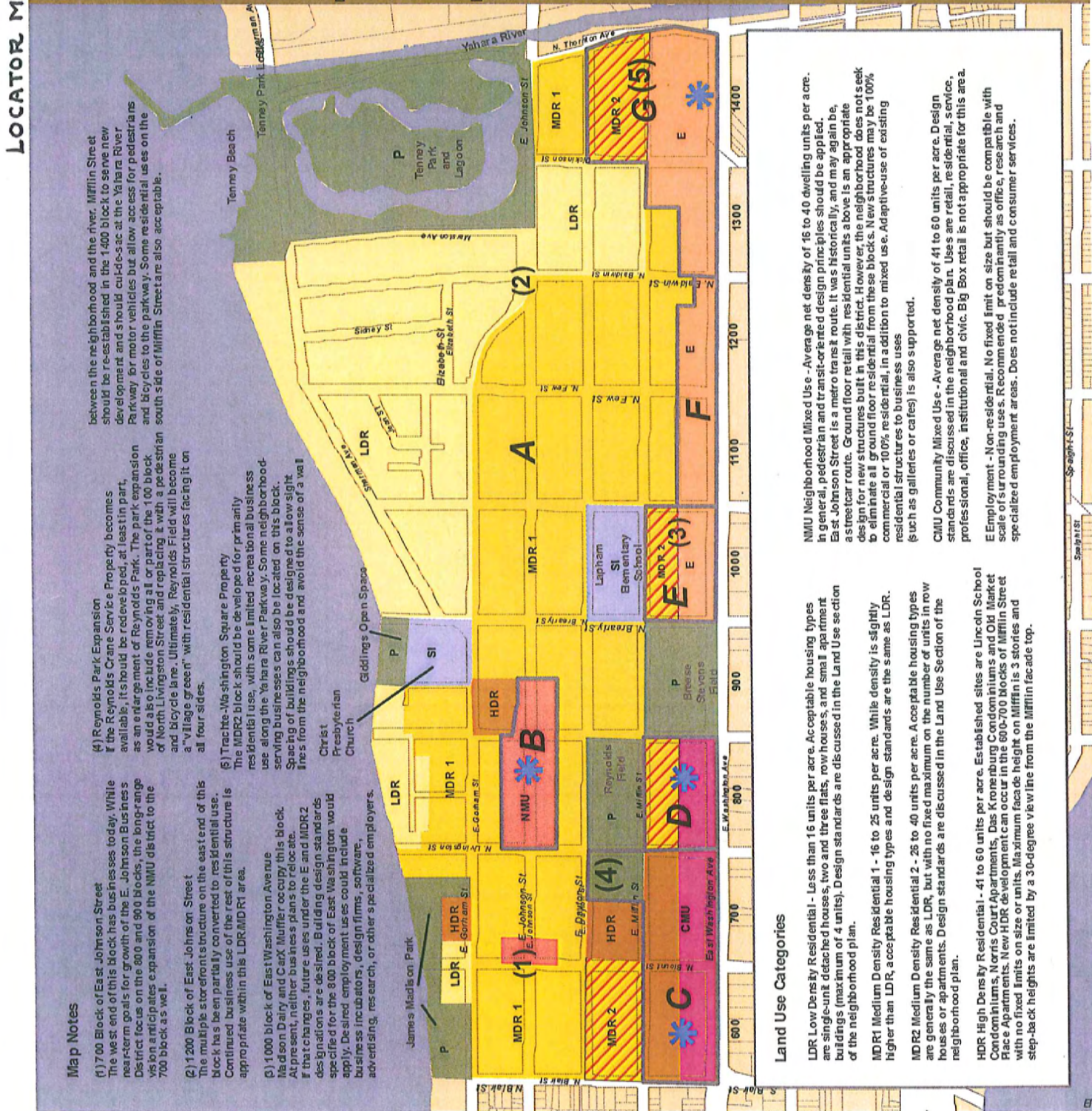
MDR2 Medium Density Residential 2 - 26 to 40 units per acre. Acceptable housing types are generally the same as LDR, but with no fixed maximum on the number of units in row houses or apartments. Design standards are discussed in the Land Use Section of the neighborhood plan.

HDR High Density Residential - 41 to 60 units per acre. Established sites are Lincoln School Condominiums, Morris Court Apartments, Das Kromenborg Condominiums and Old Market Place Apartments. New HDR development can occur in the 600-700 blocks of Millfin Street with no fixed limits on size or units. Maximum facade height on Millfin is 3 stories and step-back heights are limited by a 30-degree view line from the Millfin facade top.

NMU Neighborhood Mixed Use - Average net density of 16 to 40 dwelling units per acre. In general, pedestrian and transit-oriented design principles should be applied. East Johnson Street is a metro transit route. It was historically, and may again be, as a tree car route. Ground floor retail with residential units above is an appropriate design for new structures built in this district. However, the neighborhood does not seek to eliminate all ground floor residential from these blocks. New structures may be 100% commercial or 100% residential, in addition to mixed use. Adaptive-use of existing residential structures to business uses (such as galleries or cafes) is also supported.

CMU Community Mixed Use - Average net density of 41 to 60 units per acre. Design standards are discussed in the neighborhood plan. Uses are retail, residential, service, professional, office, institutional and civic. Big Box retail is not appropriate for this area.

E Employment - Non-residential. No fixed limit on size but should be compatible with scale of surrounding uses. Recommended predominantly as office, research and specialized employment areas. Does not include retail and consumer services.



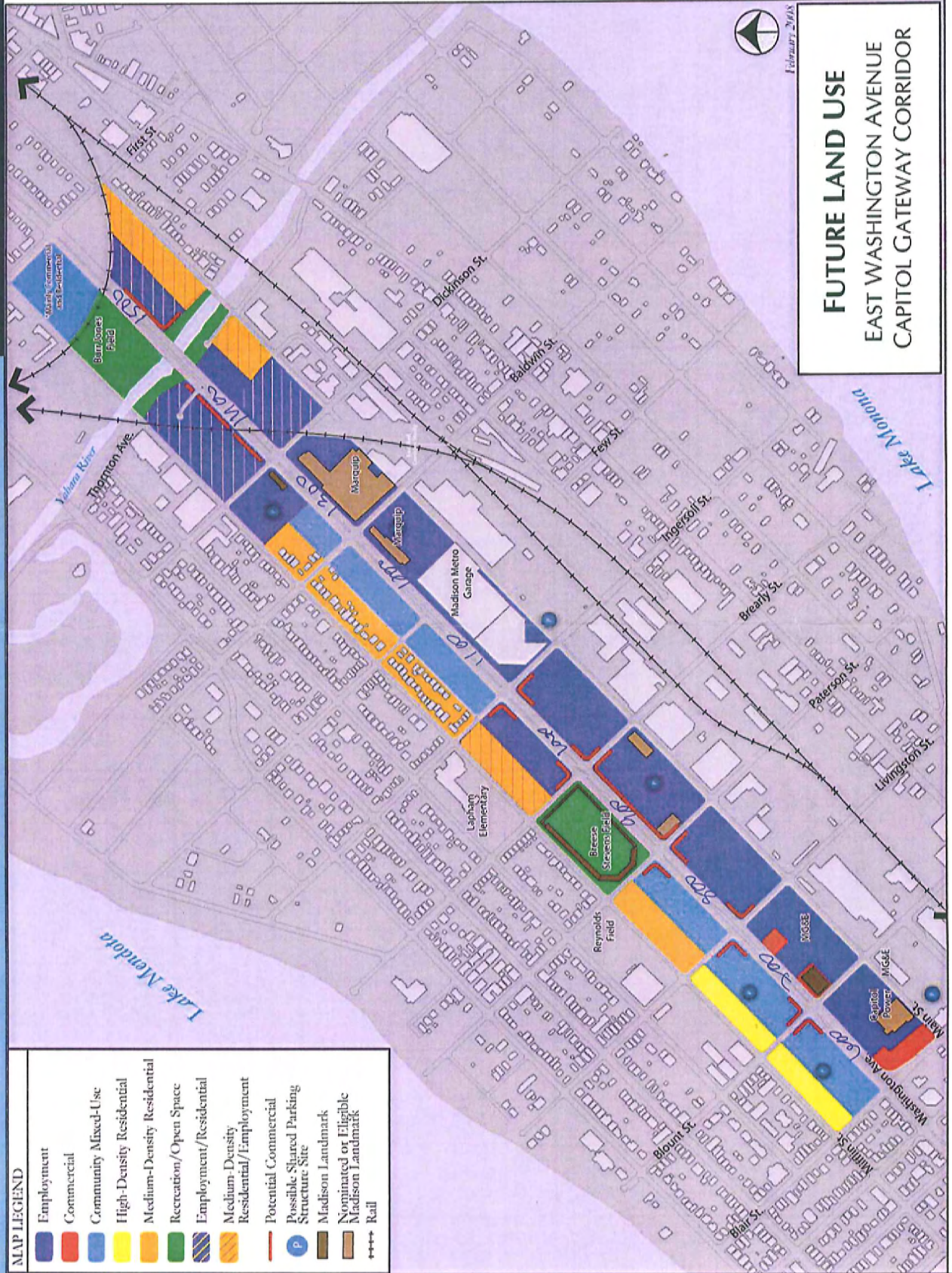


Figure 15

LOCATOR MAP H



Master Plan
Central Park
 April 8th, 2011



This project is supported in part by an award from the National Endowment for the Arts.

LORNA JORDAN STUDIO



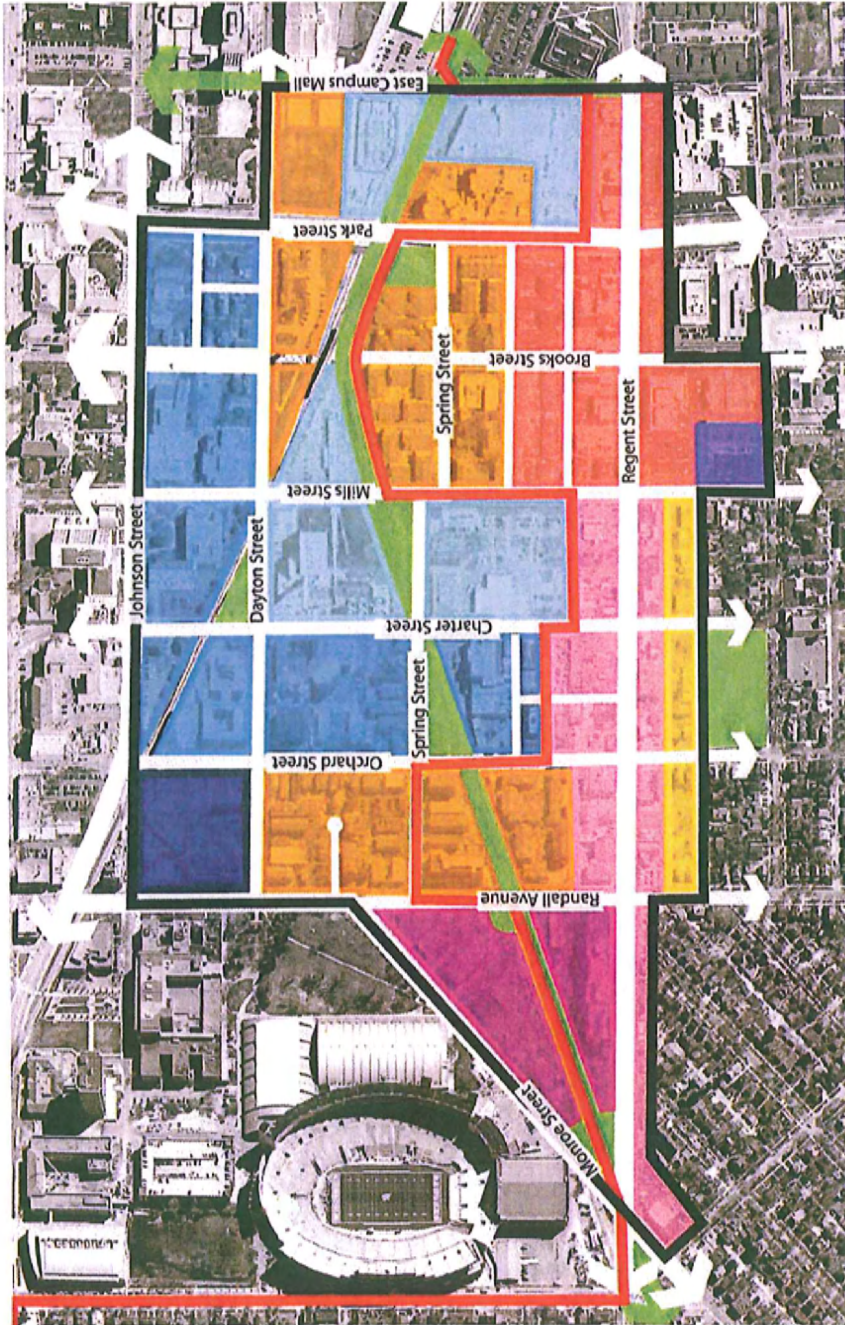
MSA
 PROFESSIONAL SERVICES

Map 3.7: Future Land Use

Regent Street
South Campus
August 2007

Key

- Residential Districts**
 - Medium Density (16-40 units/acre)
 - High Density (41-60 units/acre)
- Mixed Use Districts**
 - Community Mixed-Use*
 - Neighborhood Mixed-Use
- Commercial/ Employment Districts**
 - General Employment
- Open Space-Ag Districts**
 - Park/ Open Space
- Campus Districts**
 - Academic/ Research
 - University Support Services
 - UW Student/ Faculty Services
- Special Districts**
 - Campus Boundary**
 - Community Facility



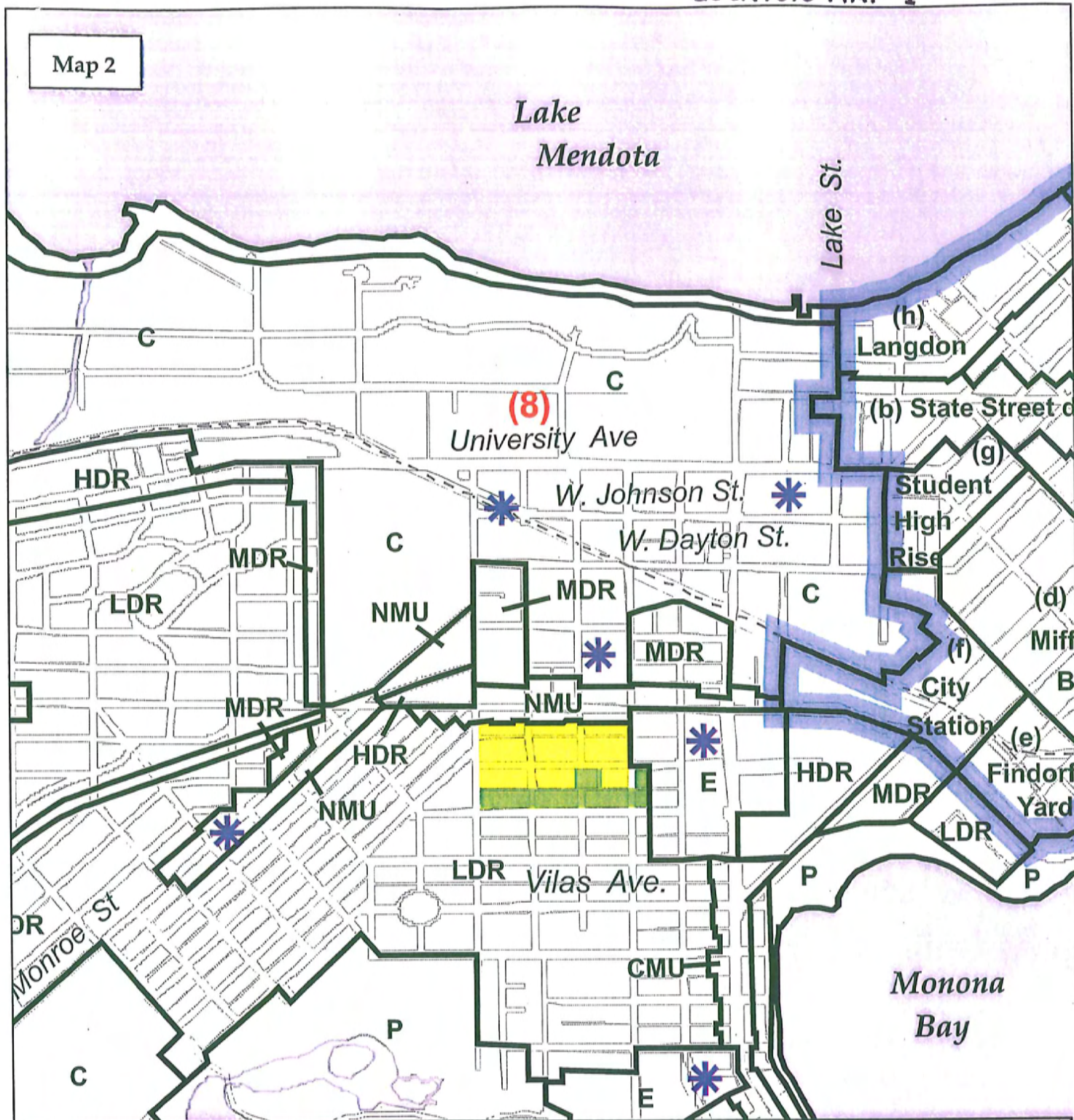
* A mix of residential, commercial, and University support services is envisioned for this area.

** As shown on the 2005 Campus Master Plan

Data Source: City of Madison Dept. of Planning and Community & Economic Development.



Map 2



Proposed Land Use District Changes

LDR to MDR from Greenbush Plan with a maximum density of 25 dwelling units per acre

LDR to MDR from Greenbush-Vilas Neighborhood Revitalization Housing Strategy Report with a maximum density of 25 dwelling units per acre

Existing Districts

RESIDENTIAL DISTRICTS

- LDR Low Density (0 - 15 units/acre)
- MDR Medium Density (16 - 40 units/acre)
- HDR High Density (41 - 60 units/acre)

MIXED USE DISTRICTS

- NMU Neighborhood Mixed-Use
- CMU Community Mixed-Use
- RMU Regional Mixed-Use

COMMERCIAL/EMPLOYMENT DISTRICTS

- GC General Commercial
- RC Regional Commercial
- E Employment
- I Industrial

OPEN SPACE - AGRICULTURE DISTRICTS

- P Park and Open Space
- A Agriculture/Rural Uses

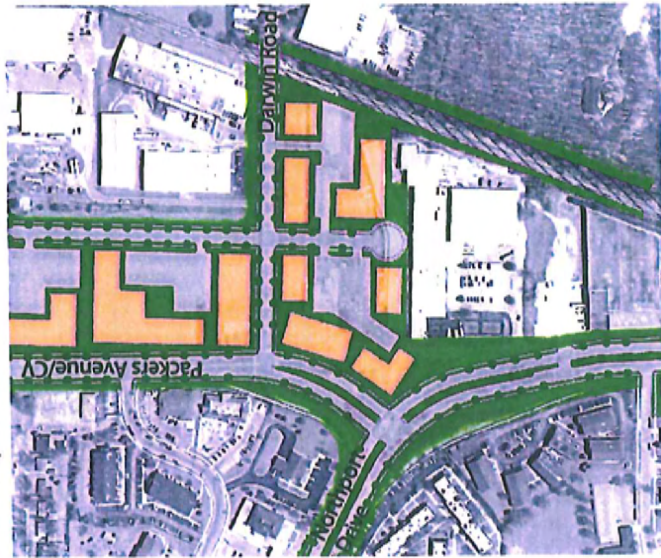
SPECIAL OVERLAY DESIGNATIONS

- TOD Transit-Oriented Development (Conceptual Locations)
- Traditional Neighborhood Development (Conceptual locations, TND may be applied to NPA and residential districts as specified in neighborhood and special area plans.)

SPECIAL DISTRICTS

- SI Special Institutional
- AP Airport
- C Campus
- NPA Neighborhood Planning Area (TND Encouraged)

Concept B: "T"-intersection & Employment-based Redevelopment



Concept A: Roundabout & Employment-based Redevelopment



Existing
 Employment
 Residential
 Commercial Mixed-Use

Figure I-6: Conceptual Designs for the Airport Gateway Area.

Area Two: Airport Gateway

The intersection of Northport Drive, Packers Avenue and Highway CV and the area that surrounds it, termed the "Airport Gateway" for the purposes of this Neighborhood Plan, serve as a primary entrance into the Northside community. However, the appearance and design of this area do not provide the welcoming identity and physical quality that a major traffic node could provide. Instead, the intersection, and the large amount of surface parking adjacent to it, tend to disconnect the buildings and activities to the east from the rest of the neighborhood, further reducing the urban feel necessary to establish a gateway. Aesthetic concerns aside, the intersection design presents navigation challenges and pedestrian and vehicular safety issues.

Design Ideas:

The two concept plans shown in Figure I-6 illustrate a series of ideas and design principles for the Airport Gateway area redevelopment. These are schematic designs that convey important design principles and are two of many potential design solutions. Concept A and Concept B each recognize this area as a primary gateway into the Northside and demonstrate different manners in which transportation, building and landscaping improvements could enhance its physical appearance. Concept A displays a roundabout appearance. Concept B displays a "T" intersection at the intersection of Northport Drive, Packers Avenue and Highway CV as key organizing features for the future development of this location as a potential employment center. Either design will help improve traffic and pedestrian circulation

and safety and create a more dramatic gateway. Concept A with the roundabout will provide space for a focal point (artwork, plantings, etc.) in the center. Concept B will organize the space to allow for urban form redevelopment. Another option would be to use the existing intersection configuration, but make improvements such as enhancing lane continuity and the southbound merge from CTH CV. Both of these concepts share major planning and design goals:

Transit-Oriented Development: This area's proximity to major streets and the rail line make it an ideal location for future high-density, two to four story employment (light-industrial, office, high-tech, etc.) and commercial growth.

Gateway Features: Constructing or improving buildings in this area with high-quality materials and environmentally-friendly design practices may help to physically display the identity and character of the Northside. Streetscape improvements (trees, plantings, art, etc.) in conjunction with these building treatments may also enhance the image and appearance of this location.

Street Circulation and Parking: Major transportation improvements, especially at the intersection of Northport Drive, Packers Avenue and Highway CV, may strengthen connectivity within and through this area, allowing multiple forms of traffic (pedestrian, bike and vehicle) a safer, more efficient system of streets and paths. Where possible, surface parking should be shielded from the street by buildings and landscaping.

Building Heights: Building heights must be under the Airport height restriction of two to four stories.

Appearance and Streetscape:

- Building design with urban character including flat or hipped roofs.
- Facades with windows, well-defined entrances, no blank walls.
- Parking and loading in rear of building or possibly on side of structure.
- Interior sidewalks and landscaping.
- Sidewalk setbacks of 10 to 15 feet.

Recommendations:

- a. Light industrial, high-tech employers with a possible connection to Madison Area Technical College, the T.E.C. Incubator Center (Technology, Education and Commerce) and the Dane County Regional Airport.
- b. Potential passenger rail connection between Dane County Regional Airport and Downtown Madison with a transit stop in this location that is integrated with other modes of transport and is connected well with neighborhoods.
- c. Bike/pedestrian path through this particular area using City-owned rail right-of-way linking to a larger system that circulates throughout Madison.
- d. Safer pedestrian crossings and intersection improvements at CTH CV – Darwin Road as well as Packers Avenue – Schlimgen Avenue.
- e. Attractive landscaping improvements along Northport Drive and Packers Avenue to make the streets and sidewalks more inviting for public use.
- f. Directional gateway signs and other entryway features.
- g. If/when redevelopment or any other major change is planned for the Oak Park Terrace



Image 6: Bird's eye view of the Northport Drive - Packers Avenue - Highway CV intersection.



Image 7: Street-level photo of the Northport Drive - Packers Avenue - Highway CV intersection.

Manufactured Housing Community site, a land use change from residential to employment would occur. Plans for redevelopment would include:

- i. A Comprehensive Plan amendment to reflect the land use change from Medium-Density Residential to Employment.
- ii. A multi-year phasing plan for relocation of residents.
- h. Extend Urban Design District #4 north along CTH CV to Wheeler Road or utilize other options to improve building and site design aesthetics.
- i. Request that WisDOT, Traffic Engineering and Engineering explore improvements to the Packers Avenue/CTH CV/Northport Drive intersection to aid in redevelopment of this gateway area.

MAP K THROUGH MAP M

AMENDMENTS TO REFLECT THE LAND USES RECOMMENDED IN SPECIAL AREA PLANS ADOPTED OR AMENDED SINCE JANUARY 2006 FOR AREAS WITHIN EXISTING NEIGHBORHOOD

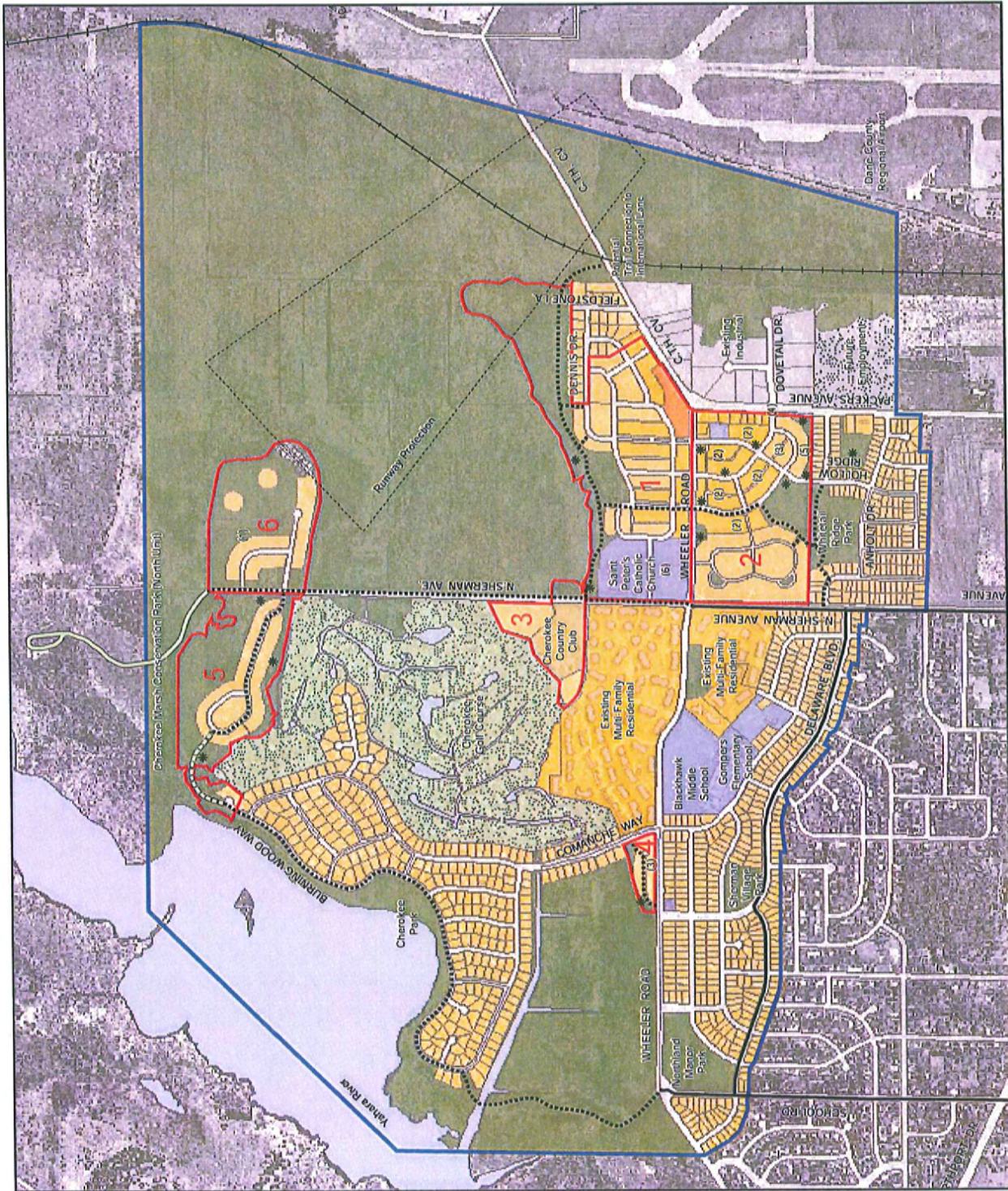
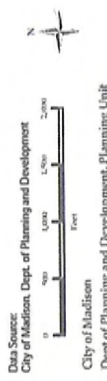
- MAP K CHEROKEE PARK SPECIAL AREA PLAN
- MAP L STOUGHTON ROAD REVITALIZATION PLAN
- MAP M ROYSTER-CLARK SPECIAL AREA PLAN

As with the neighborhood plans, the land use designations in a special area plan may be more-detailed than those used in the Comprehensive Plan, and a Comprehensive Plan amendment proposed to reflect a special area plan recommendation may not match that plan precisely even though the recommendations are consistent.

**MAP 9
RECOMMENDED
LAND USE**
Cherokee Special Area Plan
January 2007

- STUDY AREA**
- Blue outline: STUDY AREA
 - Red outline: CORE PLANNING SUB-AREAS
- RESIDENTIAL**
- Light Yellow: Low Density Residential Density Range (<8 du/lot ac)
 - Yellow: Density Range (8-15 du/lot ac)
 - Orange: Medium Density Residential (16-25 du/lot ac)
- COMMERCIAL/EMPLOYMENT/MIXED USE**
- Light Green: Neighbourhood Mixed Use
 - Green: Industrial
 - Light Blue: Employment
 - Dark Blue: Cherokee Country Club
- INSTITUTIONAL**
- Light Purple: PARK, OPEN SPACE, AND STORMWATER MANAGEMENT
 - Dark Purple: Park, Drainage and Open space
 - Light Orange: Golf Course
 - Star: Proposed Stormwater Detention
- POTENTIAL FUTURE DEVELOPMENT AREA**
- XXXX: POTENTIAL FUTURE DEVELOPMENT AREA
- LAND USE NOTES**
- (1) It is recommended that, in addition to development around the perimeter of the site, future development may be allowed around the lower portions of site hill only if such development is done with sensitivity to the topography in order to preserve the site's natural beauty and to prevent erosion from surrounding properties, and provides adequate vegetative buffers from the existing park property. (City of Madison Comprehensive Plan)
 - (2) A variety of type and size of structures is sought in these areas.
 - (3) Smaller scale structures are sought in these areas.
 - (4) Street alignment planning will continue to examine a corridor on Hokers-Venue at Doreval Drive as a preference option.
 - (5) Single-family detached housing is recommended for this area.
 - (6) The St. Peter's Church institutional use will continue. Should portions reversion, residential at 8-15 dwelling units per net acre is recommended.

- STREET ROW (Public and Private)**
- Thin line: STREET ROW (Public and Private)
- SPECIAL FEATURES**
- Thick line: Railway Protection
 - Thick dashed line: Railroad Realignment
 - Thick solid line: Cherokee Marsh Cons. Park Access Road
 - Thin solid line: Existing Access Road
 - Thin dashed line: Proposed Routes, Paths and Trails



STOUGHTON ROAD REVITALIZATION PLAN

Proposed Land Use Classifications

The proposed land use changes are minimal and are concentrated at intersections and at development area opportunities. Many areas along the corridor remain consistent with the 2005 City of Madison Comprehensive Plan.

Proposed corridor land uses include:

- Employment:* [Orange box]
- Industrial:* [Purple box]
- General Commercial:* [Red box]
- Low-Density Residential:* [Light Yellow box]
- Medium-Density Residential:* [Yellow box]
- Park and Open Space:* [Green box]
- Community Mixed-Use (CMU)* [Pink box]
- Neighborhood Mixed-Use (NMU)* [Dark Green box]

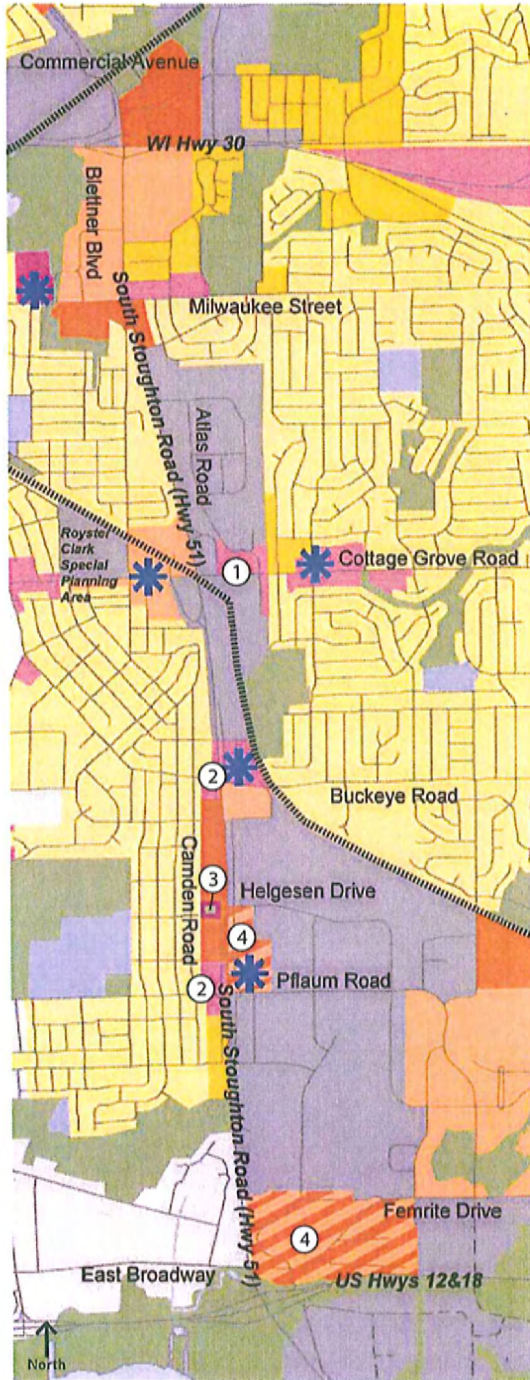
The Blue asterisk denotes a conceptual locations for: *Transit Oriented Development (TOD)* *

A TOD encourages compact, urban development, high-quality design, and a mix of land uses that supports multi-modal transit.

Proposed Land Use Changes

More detail about these proposed changes and land use guidelines can be found in the more specific Garden, Grid, and Gateway Development Areas sections.

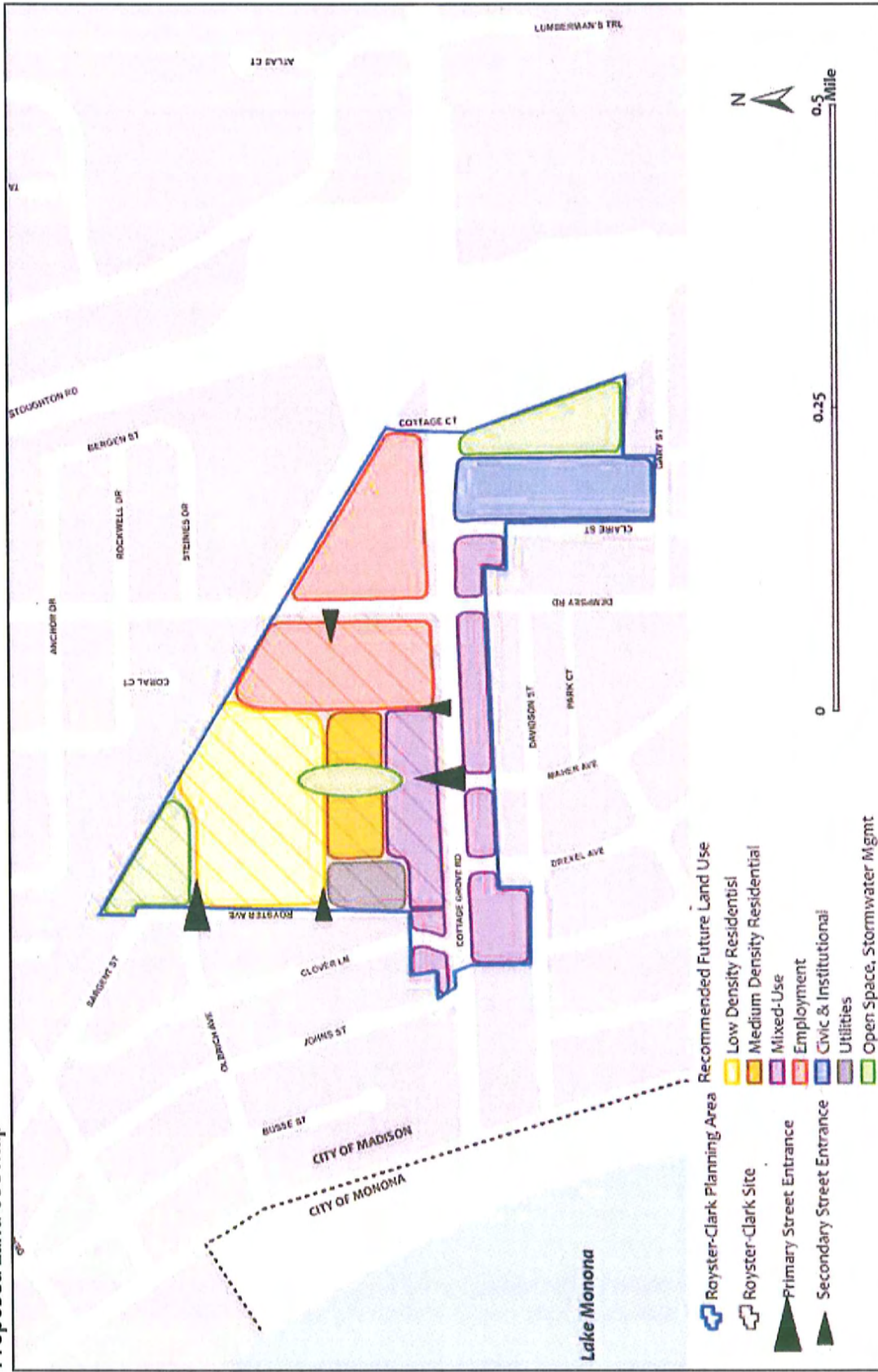
- ① **From General Commercial to Community Mixed-Use (CMU):** This area should emphasize employment and commercial uses, with limited residential on upper floors only.
- ② **From General Commercial to Community Mixed-Use (CMU):** These areas should transition residential uses back into the neighborhood and support a gateway neighborhood entrance that includes commercial uses.
- ③ **From General Commercial to Open Space with adjacent Neighborhood Mixed-Use (NMU):** This land use should change only upon completion of the Hob Street connection to the frontage road. Until this connection is realized, the area should remain General Commercial.
- ④ **Mixed-Use Business District:** These areas should have similar characteristics as the CMU areas to the north, but without the residential component. Employment and Employment Services should mix with the General Commercial Uses in this area; Improved retail and service uses can create a gateway and support adjacent employment uses. This area should provide a gateway into the industrial and BioAg districts to the East.



Proposed Land Use Changes

RECOMMENDATIONS

Proposed Land Use Map



The Proposed Land Use Map provides framework for redevelopment of the Royster-Clark Planning Area. While the boundaries between land uses may have some flexibility, redevelopment proposal(s) should demonstrate consistency with this map and the recommendations accompanying it. Narrative in the following subsections describes expectations for each proposed land use.

MAP N THROUGH MAP T

AMENDMENTS TO REFLECT THE MORE-DETAILED LAND USE RECOMMENDATIONS IN NEW NEIGHBORHOOD DEVELOPMENT PLANS ADOPTED OR AMENDED SINCE JANUARY 2006

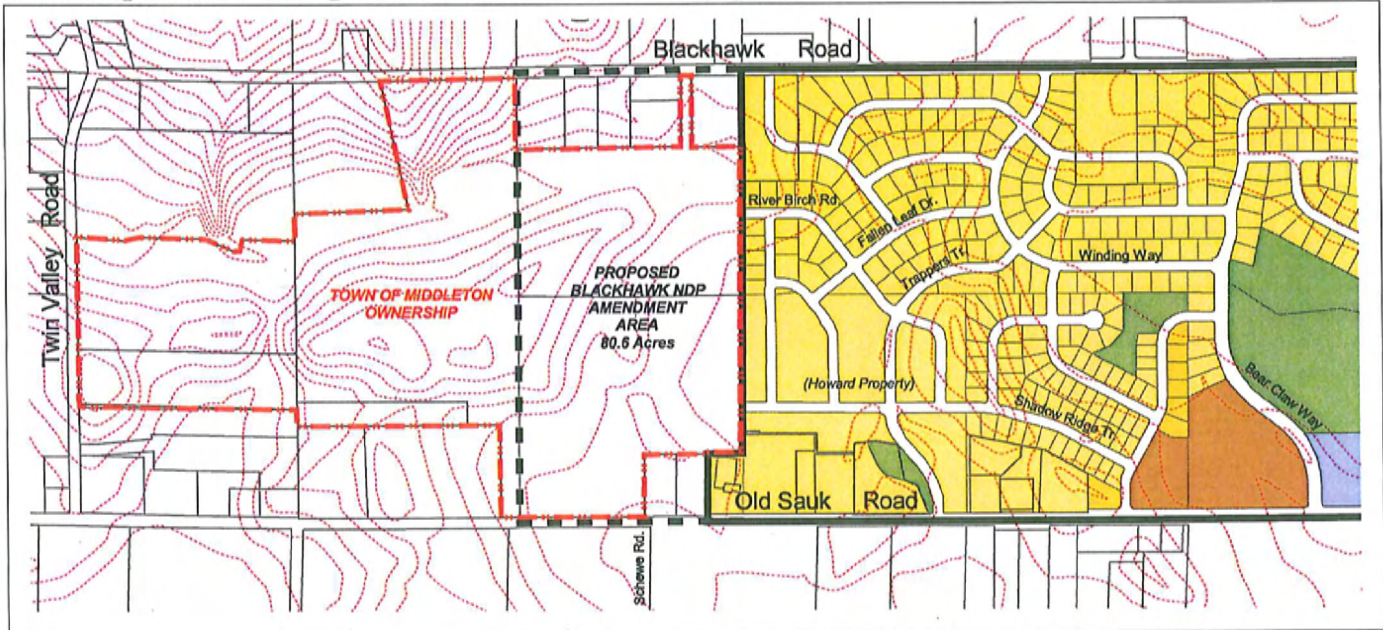
MAP N	BLACKHAWK NEIGHBORHOOD DEVELOPMENT PLAN
MAP O	COTTAGE GROVE NEIGHBORHOOD DEVELOPMENT PLAN (BUCKEYE AMENDMENT)
MAP P	PUMPKIN HOLLOW NEIGHBORHOOD DEVELOPMENT PLAN
MAP Q	NELSON NEIGHBORHOOD DEVELOPMENT PLAN
MAP R	SHADY WOOD NEIGHBORHOOD DEVELOPMENT PLAN - PHASE A
MAP S	NORTHEAST NEIGHBORHOODS DEVELOPMENT PLAN - PHASE I
MAP T	BLACKHAWK NEIGHBORHOOD DEVELOPMENT PLAN

As with neighborhood and special area plans, the land use designations used in a neighborhood development plans are typically more detailed than the Comprehensive Plan designations and mapped to a finer scale. In the case of peripheral growth areas, prior to initial adoption of a neighborhood development plan, the Comprehensive Plan typically identifies the planning area broadly as a Neighborhood Planning Area with only very general, if any, more specific land use designations applied.

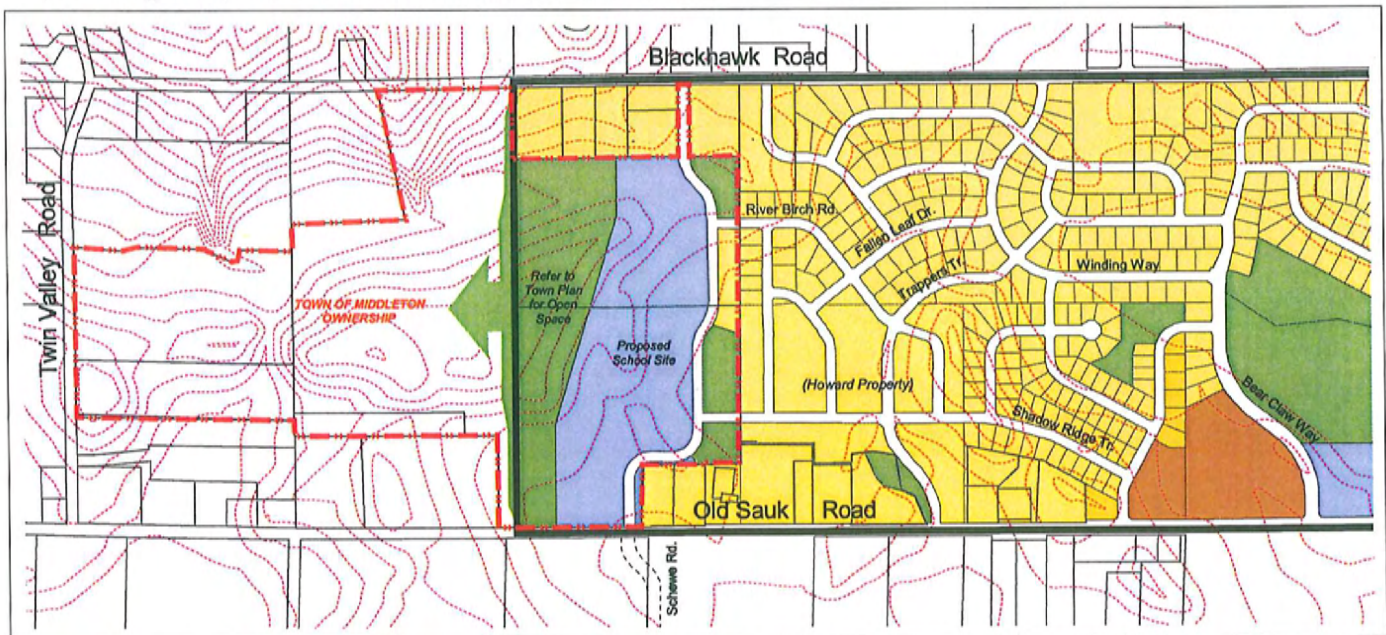
Neighborhood development plans provide detailed land use and street plan recommendations for areas that are comprised predominantly of agricultural and undeveloped land with few existing roadways at the time of initial plan adoption. It can be expected, therefore, that the exact alignment of new streets and the specific pattern of land uses and densities recommended in the plans will almost always be modified to some degree as individual subdivisions and development proposals are approved over an extended period of time. These approvals are recognized as minor revisions to the neighborhood development plan if consistent with the overall objectives of the plan. These types of relatively minor adjustments are also considered consistent with the Comprehensive Plan and do not require a Comprehensive Plan amendment, although a corresponding update to the Generalized Future Land Use Plan Map may sometimes be warranted to maintain map clarity.

AMENDMENT to the BLACKHAWK NEIGHBORHOOD DEVELOPMENT PLAN Land Use and Street Plan

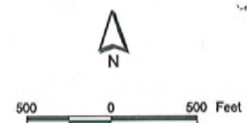
Blackhawk Neighborhood Development Plan as adopted March 1994
and implemented through land subdivision and zoning approvals.



Blackhawk Neighborhood Development Plan as Amended
and Adopted by the Common Council **AUGUST 1**, 2006



- | | | |
|-----------------------------|----------------------------|-------------------------------|
| Low Density Residential | Medium Density Residential | Park, Drainage and Open Space |
| Low-Med Density Residential | Institutional | Town of Middleton Ownership |



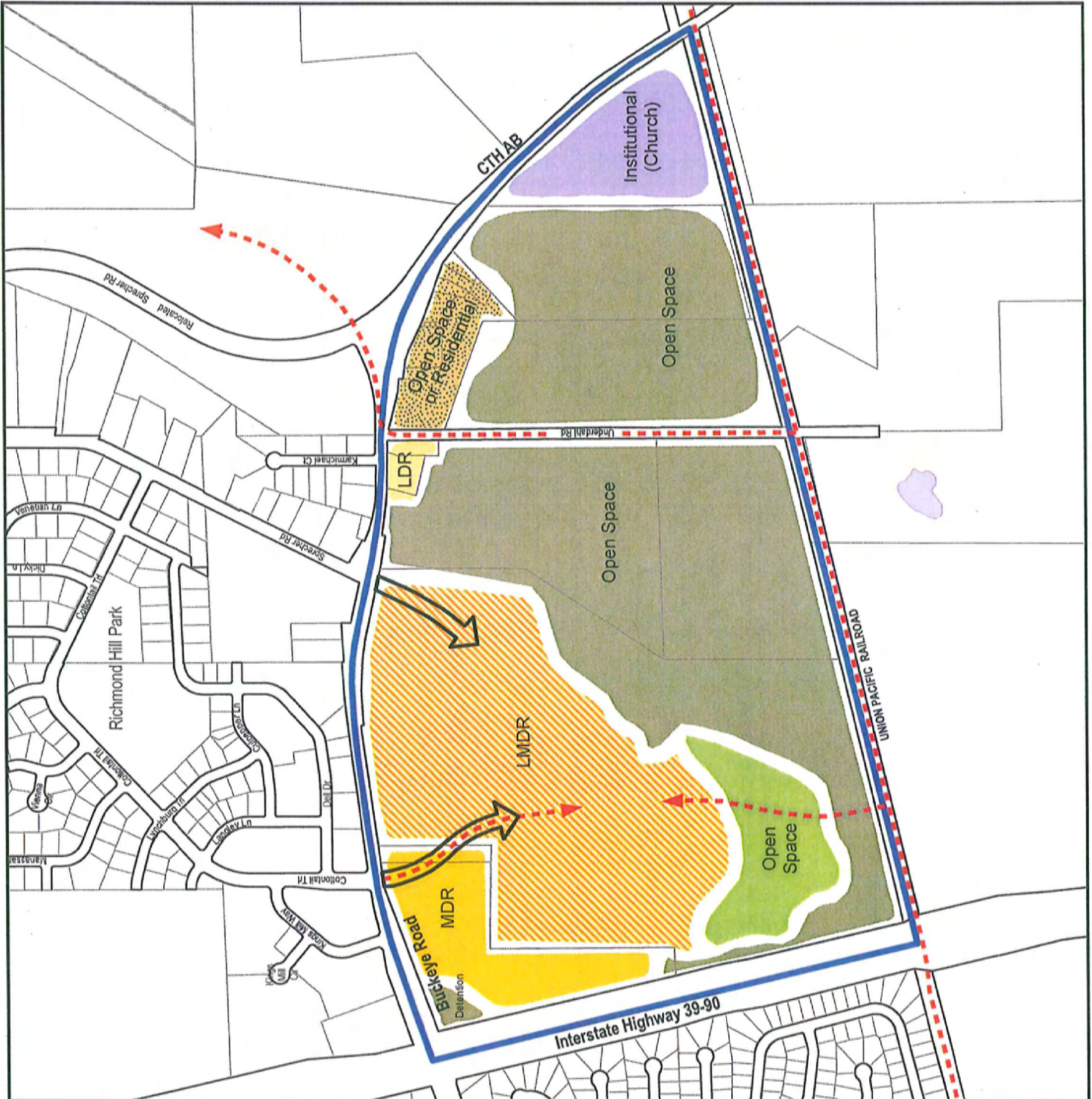
LOCATOR MAP O

Revised Draft
Map 7 Recommended Land Use Long Term
 Cottage Grove
 Neighborhood Development Plan
 Buckeye Amendment Area

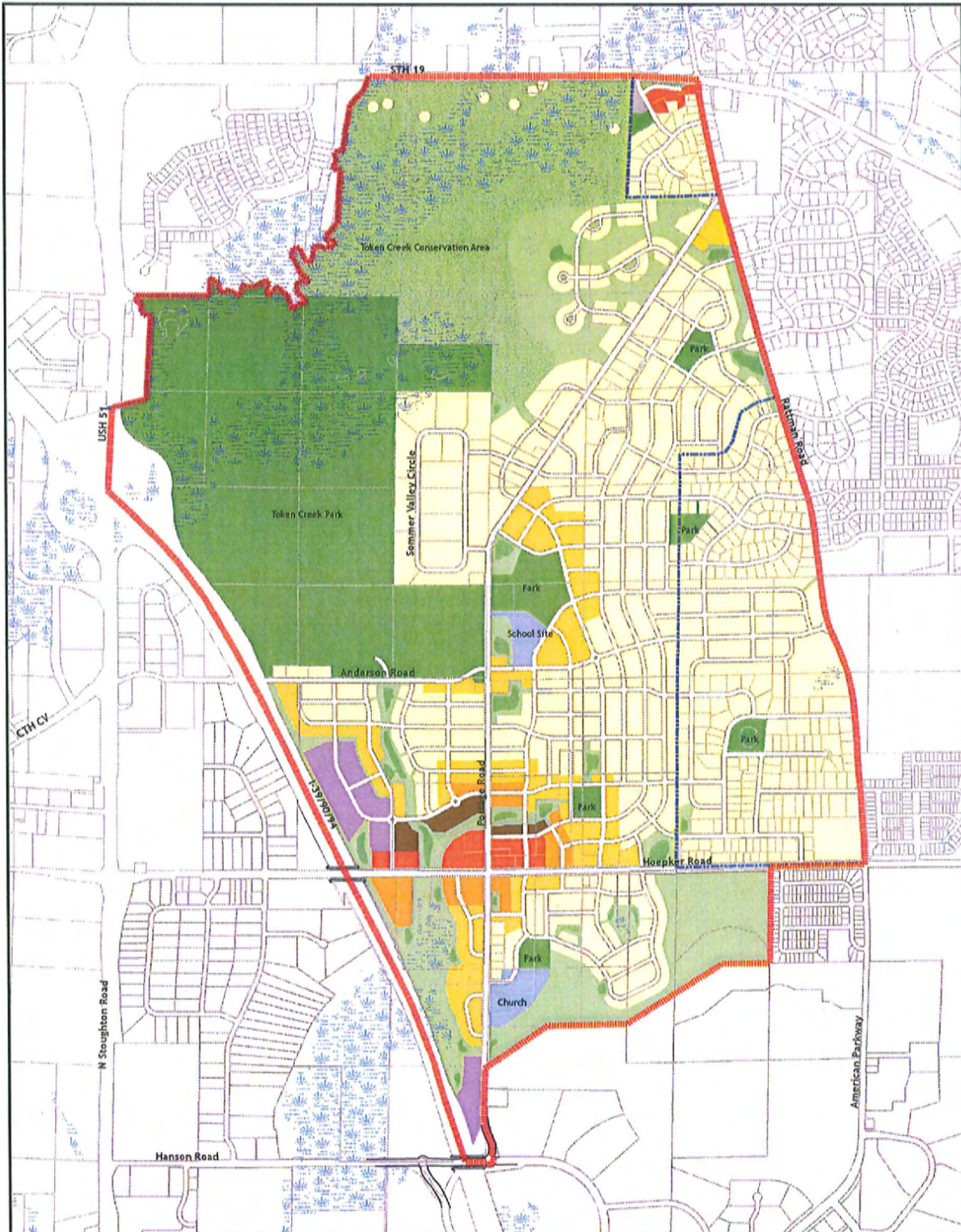
City of Madison
 November 2006

- Buckeye Amendment Area**
- Recommended Land Uses:**
- Low Density Res. - Less than 8 du/s/acre
 - Low - Med. Density Res. - 8-15 DU/Acre
 - Med. Density Res. - 16-25 dwelling units/acre
 - Open Space or Residential
 - Institutional (Church)
 - Open Space or Drainage
 - Open Space
 - Future Public Street
 - Bicycle Trail or Route (conceptual)

Source:
 City of Madison Department of Planning & Development
 Planning Unit, October 10, 2006 slm

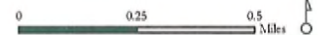


LOCATOR MAP P-6



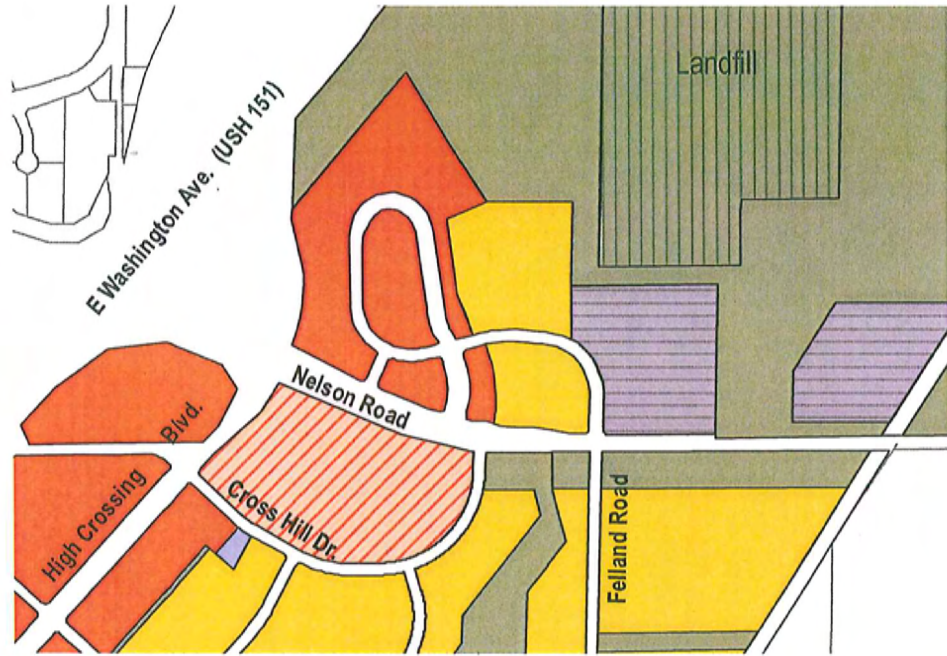
Map 6: Land Use and Street Plan

Pumpkin Hollow Neighborhood Development Plan
March 2008



AMENDMENT to the NELSON NEIGHBORHOOD DEVELOPMENT PLAN Land Use and Street Plan

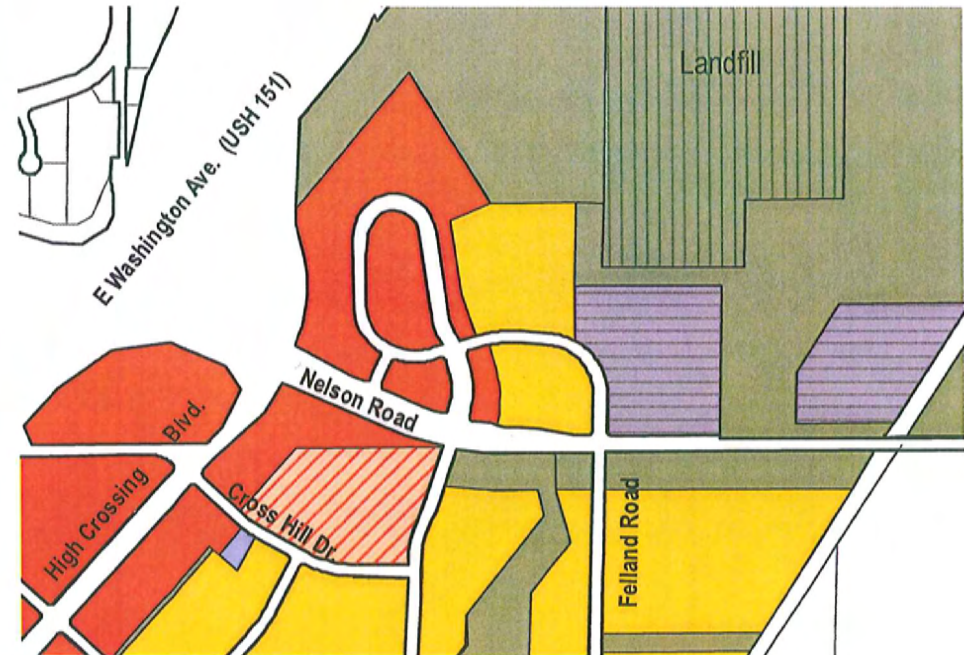
Nelson Neighborhood Development Plan as Adopted March 1992
and Ammended August 1993, February 1999, July 2001, and March 2005



PROPOSED LAND USE

- Residential
- Commercial
 - Retail/Service
 - Office/Service
- Institutional
- Industrial
 - Landfill
 - Distribution/ Manufacturing
- Park, Open Space and Drainage

Proposed Nelson Neighborhood Development Plan Amendment



LOCATOR MAP R

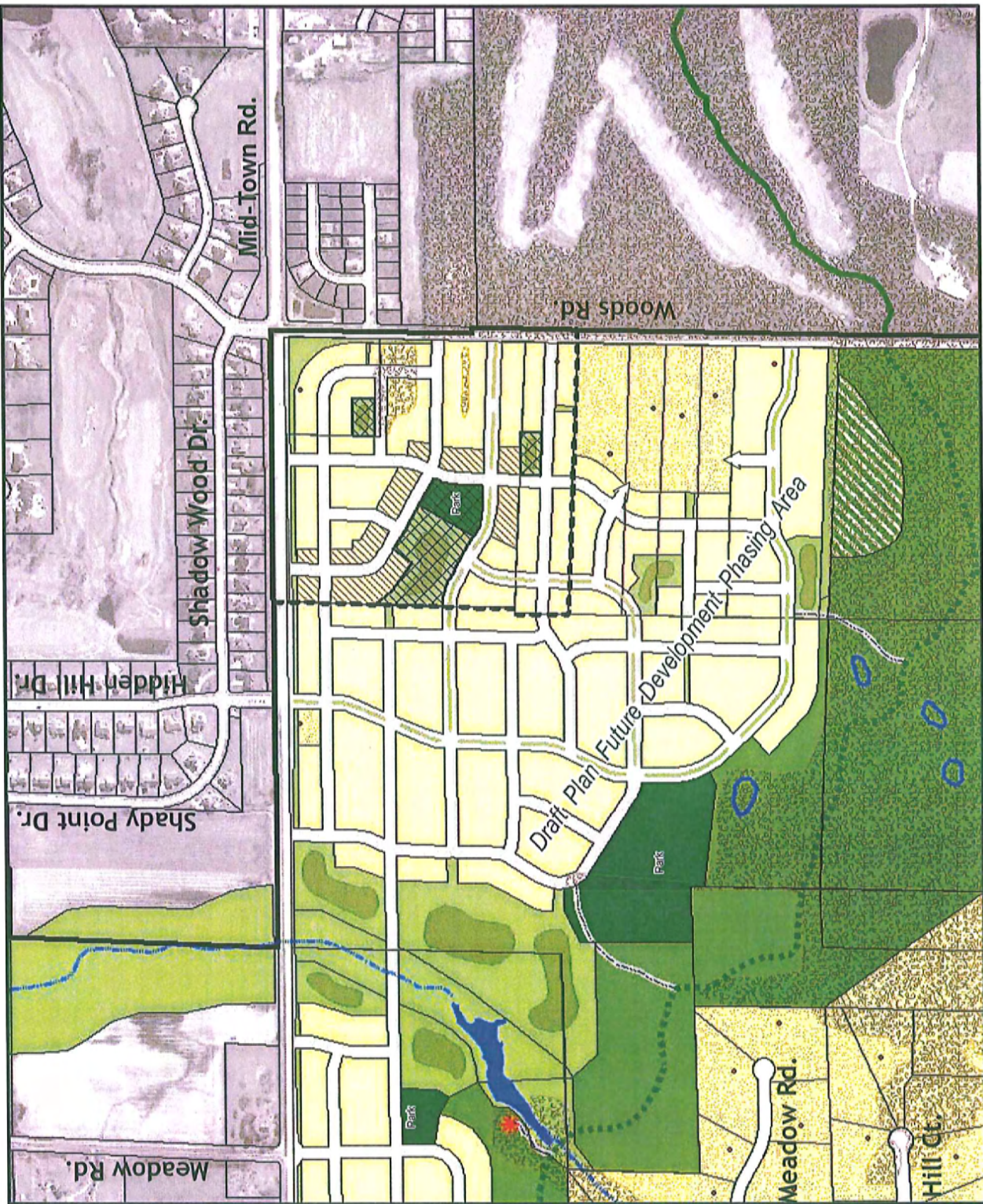
LOCATOR MAP R

Map 5:
Land Use and Street Plan
Shady Wood Phase A CUSA Amendment
July 2009

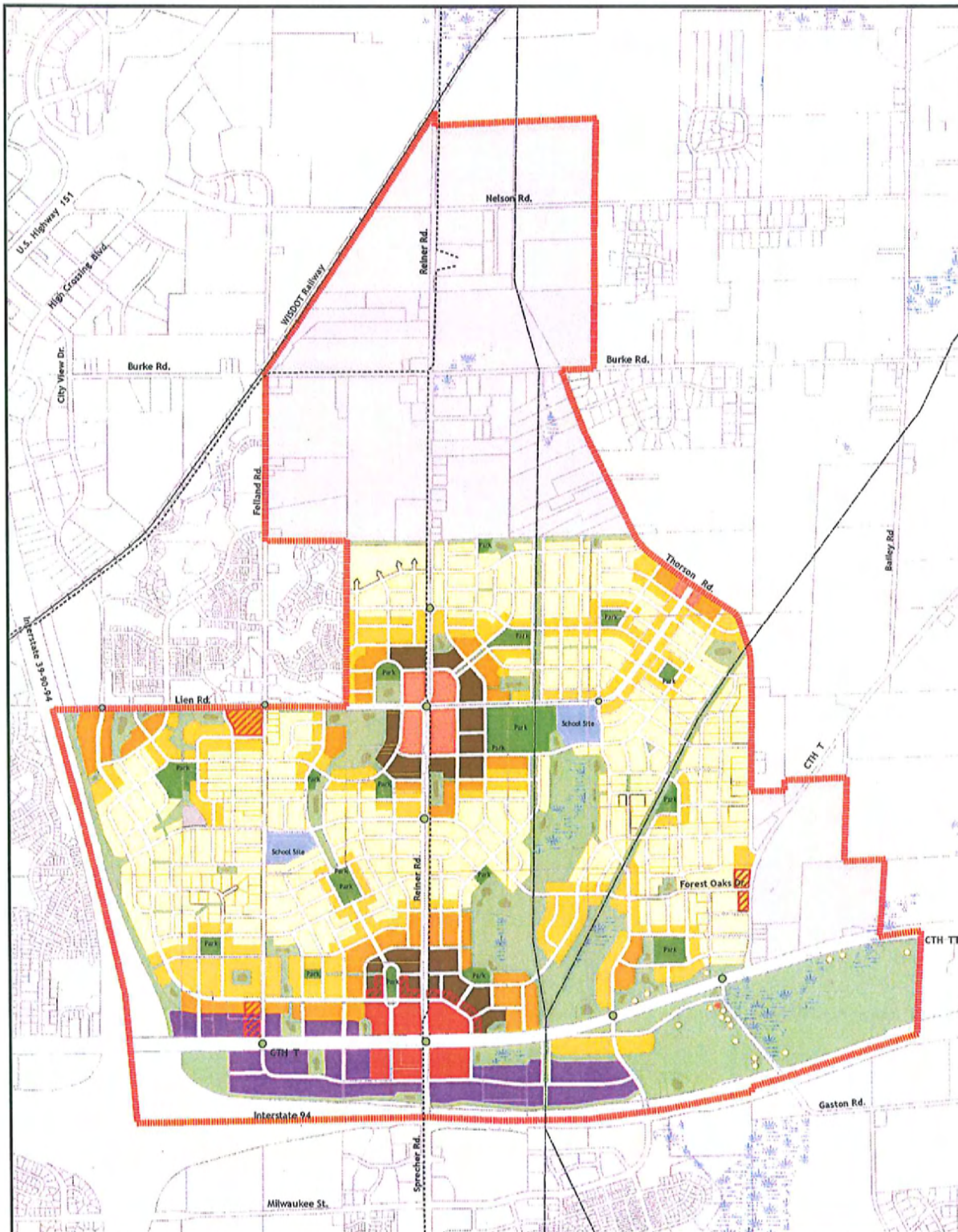
- Existing CUSA Boundary
- CUSA Amendment Area
- Adopted Phase A Development Area
- Proposed Environmental Corridor

- Recommended Land Use**
- Housing Mix 1
 - Higher Densities within Housing Mix 1
 - Existing Housing Mix 1
 - Park
 - Stormwater Management and Other Minor Open Space
 - Open Space Conservation Area
 - Potential Conservation Development

- Street Right-of-Way
- Existing Ice Age Trail
- Conceptual Ice Age Trail
- Conceptual Trail Access Connection
- Existing Dwelling Unit
- Conceptual Stormwater Detention
- Lower Badger Mill Creek
- Richardson's Cave
- Undrained Kettle or Depression
- Woodland



City of Madison Planning Division



Map 6: Land Use and Street Plan
Phase 1 Planning Area

Northeast Neighborhoods Development Plan
October 2009

- | | | | |
|-------------------------------------|---------------|------------------------|--|
| Planning Area | Housing Mix 1 | Community Mixed-Use | Park |
| Phase 2 Planning Area | Housing Mix 2 | Neighborhood Mixed-Use | Other Open Space and Stormwater Management |
| Street Right-of-Way | Housing Mix 3 | Potential Mixed-Use | Potential Stormwater Detention Location |
| Overhead Electric Transmission Line | Housing Mix 4 | Employment | Wetland |
| Natural Gas Transmission Pipeline | | Civic/Institutional | |
| | | Utilities | |



October 20, 2009

LOCATOR MAP T

Map 5:
Land Use and Street Plan

Amendment to the Mid-Town
Neighborhood Development Plan
August 2010

Mid-Town NDP Area

Amendment Area

Lands to Remain in the Town of Middleton

Recommended Land Use

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



City of Madison Planning Division

