



Department of Planning & Community & Economic Development

Planning Division

Heather Stouder, Director

215 Martin Luther King Jr. Blvd, Suite 017

P.O. Box 2985

Madison, Wisconsin 53701-2985

Phone: (608) 266-4635

Fax (608) 267-8739

www.cityofmadison.com

DATE: October 9, 2019

TO: Plan Commission (PC)

FROM: Ben Zellers, AICP, CNU-A

RE: Nelson Neighborhood Development Plan (NDP)

The Plan Commission received an update on the Nelson NDP at its July 29, 2019 meeting. After that meeting, staff finalized the Nelson NDP draft, which was introduced to the City Council on September 3rd. The City Council referred the NDP to the Transportation Policy and Planning Board (TPPB), the Board of Parks Commissioners, and the Plan Commission. The main edits to the information presented at the July PC meeting are:

- The one parcel to the east of the railroad tracks (Wolf Paving, parcel #081023195001) has been removed from the planning area boundary, per discussions at the PC meeting. This parcel will be included in the upcoming Reiner NDP process.
- Two options for pedestrian/bicycle railroad crossings between City View Drive and Felland Road have been added to Map 11. The southern option would be at grade, which would likely not be approved by the State. The northern option may be able to go under the tracks.
- The buffer on the Nelson Road cross-section has been increased from two feet to three feet (see page 14).

Note that The Marcus Corporation, the owner of the former theater site to the north of the Crossroads Drive/High Crossing Boulevard intersection (parcel # 081022403068), has provided a letter with three main requests:

1. Retain the 1992 NDP's Community Retail and Service future land use designation instead of the current Employment designation.
2. Remove the planned street connection that extends Crossroads Drive to connect with Wayne Terrace, or, if it's not removed, leave the location at the discretion of the developer.
3. Remove the stormwater and other open space designation at the north part of the site.

As has been noted in previous discussion with the PC, the change in the former theater property from a Community Retail and Service designation to an Employment designation was made due to the high level of vacancies at and around East Towne Mall, combined with the competing Prairie Lakes development about 2.5 miles to the north. With hotel redevelopment approved for the Pawn America site at 2301 East Springs, non-retail reuse of the former Menards, and continued vacancies like the former Babies R' Us and Boston Store, staff felt that adding further inventory to the retail landscape did not fit well within the NDP area. Regarding the street connection, staff feels it is needed to enhance connectivity, should be shown on the map, and that there are limited options for connecting Crossroads with Wayne. Staff has no objections to removing the stormwater and other open space sliver at the northern end of the property – the area would still be subject to relevant stormwater management regulations.

Board of Parks Commissioners and Transportation Policy and Planning Board Review

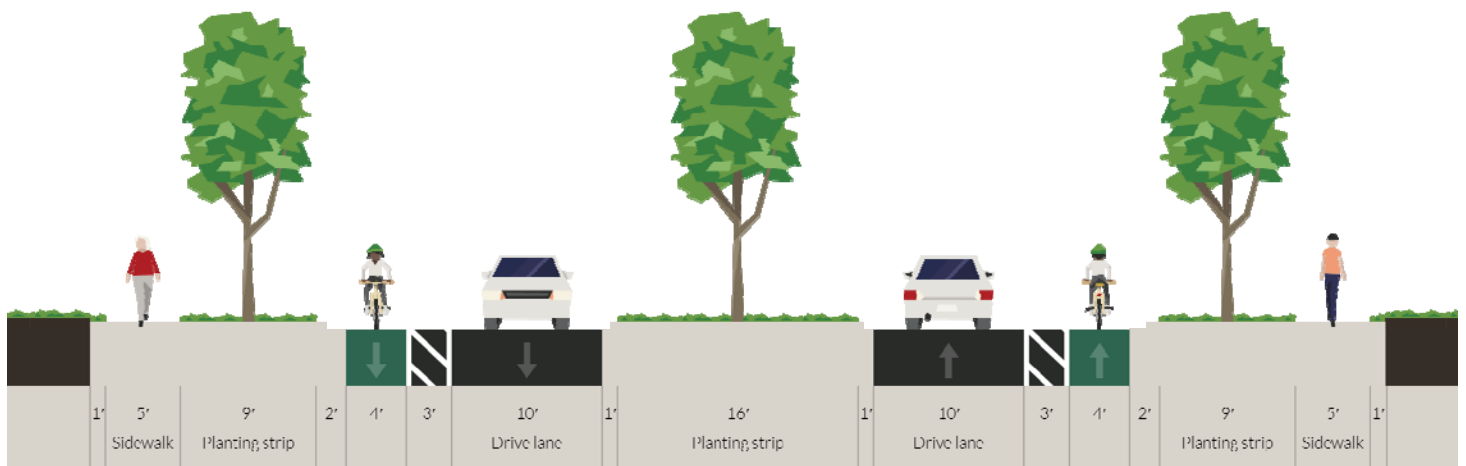
The Board of Parks Commissioners recommended approval of the plan at their October 2nd meeting. The TPPB made the following motion at its September 20th meeting:

Adopt with the following recommendations: that the final cross-sections shown in the plan all accommodate low stress bike travel and that the narrative calls out the need for low stress bike facilities. For the next presentation, show cross-sections with minimum right-of-way possible and providing that low stress bike and pedestrian facilities are provided for.

In addition to the TPPB's motion, Transportation Director Tom Lynch requested that lanes likely to see Metro Transit service be 11 feet wide. The most likely street for future Metro service is Nelson Road, which could have the outside lanes increased by one foot each by taking a foot from the median or terrace. Metro service is a possibility for Burke Road and Felland Road, but service is less likely on those roads than on Nelson.

As there have not been any substantial changes to the information presented at the July PC meeting, staff anticipates focusing the NDP presentation on the cross-section discussion raised by TPPB. Some alternative cross-sections to the ones shown in the plan are shown below to help guide discussion. These will also be reviewed during the PC presentation.

Felland Road (Alternate to Page 12 Cross-Section)



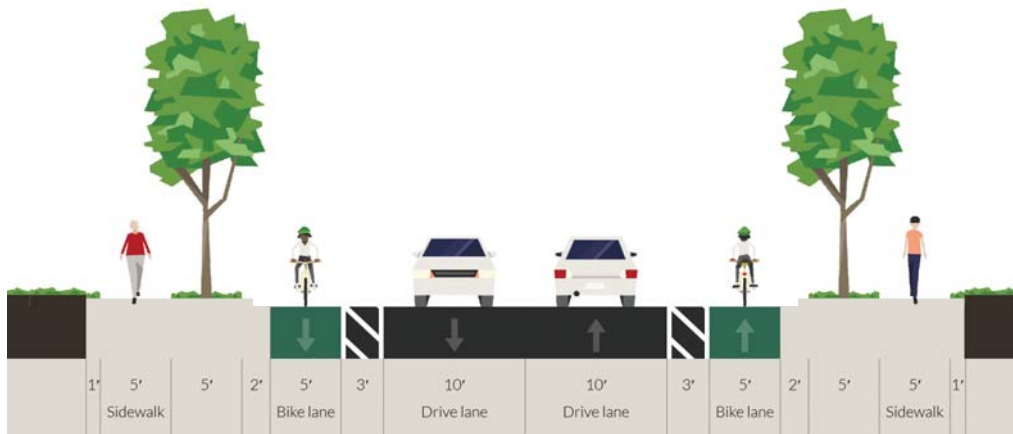
- Replaces the 10 foot shared-use path along the west side of the street with a five foot sidewalk;
- Adds on-street buffered bike lanes;
- Reduces median width by two feet (from 18 feet to 16 feet);
- Adds one foot to each terrace;
- Cross-section is 86 feet (1 foot wider than currently shown in NDP).

Burke Road (Alternate to Page 13 Cross-Section)



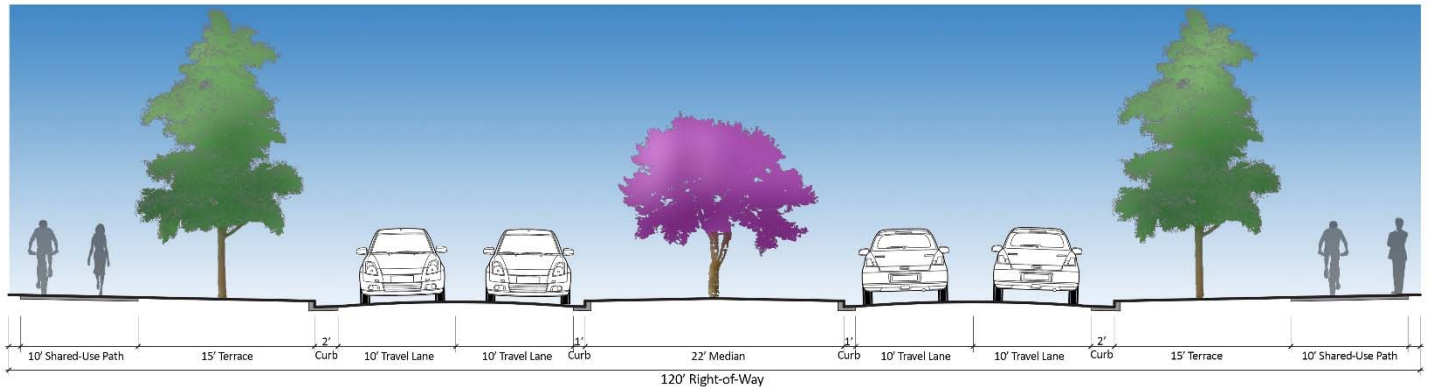
- Removes on-street parking;
- Adds three foot buffer for bike lanes;
- Replaces four foot bike lane on one side and six foot lane on the parking side with uniform five foot lanes;
- Cross-section is 90 feet.

Burke Road - Narrow (Alternate to Page 13 Cross-Section; could also serve as a narrow alternate to Felland)



This cross-section is provided per the TPPB's request. The five foot terrace is the minimum width where street trees would be planted. However, given the Urban Forestry Task Force's recommendations on terrace width and the Madison in Motion Transportation Master Plan's recommendations, staff does not feel this is an appropriate cross-section.

Nelson Road (Alternate to Page 14 Cross-Section)



This alternate replaces on-street buffered bike lanes with shared-use paths on both sides of Nelson. The feeling at TPPB was that buffered lanes may not be an appropriate “low stress” solution for an arterial road like Nelson. Driveways on to Nelson are limited, which makes shared-use paths more useable when compared to more residential streets that tend to have more driveways. However, Nelson has already partially been constructed with an on-street lane along the south side, so some retrofitting would be necessary to shift to a shared-use path. Similarly, much of the north side of Nelson already has a sidewalk. There would likely be some challenges to connecting to the planned shared-use path overpass of Nelson, which already has the ramp constructed on the north side of the road.