

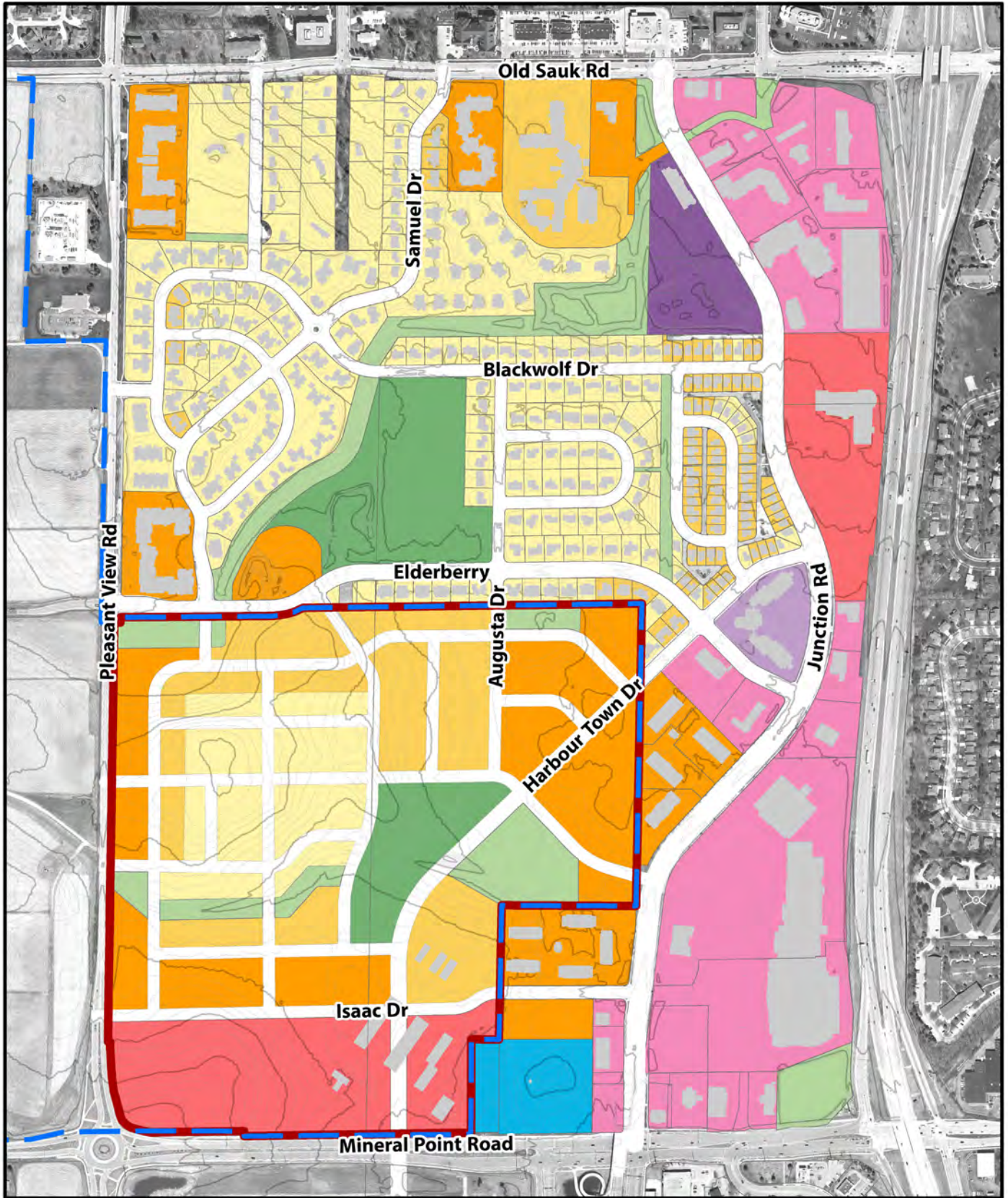
DRAFT
Amendment to the
Junction Neighborhood Development Plan

Recommendations for Land Use, Transportation and Development

May 15, 2018



City of Madison, Wisconsin
Department of Planning and Community and Economic Development
Planning Division



Map 7:
Future Land Use
and Street Plan

Junction Neighborhood
Development Plan
Amendment
May 2018
City of Madison Planning Division

Author: pljg

- Planning Area
- West Madison Ag Research Station
- Housing Mix 1 (< 8 du/ac)
- Housing Mix 2 (8-20 du/ac)
- Housing Mix 3 (20-40 du/ac)
- Neighborhood Mixed Use
- Community Mixed Use
- Community Retail and Service
- Employment
- Institutional
- Park
- Other Open Space and Stormwater Management

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INTRODUCTION

This amendment to the *Junction Neighborhood Development Plan* (NDP) was prepared to guide future urban development within the southwestern portion of the Junction Neighborhood, generally the lands owned by the University of Wisconsin Regents. It updates the recommendations for these lands that were included in the NDP as adopted in 1990 and amended in 1992 and 2015. The recommendations in the 1990 NDP remain in effect for the rest of the planning area.

The University of Wisconsin's West Madison Agricultural Research Station (WMARS) occupies the remaining undeveloped land within the NDP planning area. WMARS intends on continuing their research and farming operations. There are no plans at this time for urban development on these lands. In the near term, it is useful to develop a conceptual land use and street plan for the agricultural areas, even if they are not planned for development in the foreseeable future.

The planning area boundary is Mineral Point Road (south), Pleasant View Road (west), Old Sauk Road (north) and Beltline Hwy (east). **See Map 1: Planning Area.** The *Plan* was prepared through a planning process that included the participation of neighborhood property owners and residents, City officials, and other affected groups and individuals. Throughout the planning process, there was a discussion between property owners, neighborhood residents and City staff. This *Plan* reflects an effort to consider the private objectives of the parties, while providing a comprehensive long-range vision for neighborhood development. The *Junction Neighborhood Development Plan* designates the types, locations, and amounts of land recommended for the different types of land use (such as residential, employment, and parks and open space) and provides for the compact, logical, efficient expansion of the City. It provides a general description of the expected character of the neighborhood once it is developed and recommends implementation measures to help achieve that character. The plan establishes the parameters of acceptable development. Once adopted as a supplement of the *City's Comprehensive Plan*, the *Plan* update will serve as a document against which future development proposals will be evaluated.

RECOMMENDED LAND USES

The predominant recommended land uses within the amendment area are residential uses, employment uses, and open space uses; including parks and stormwater management facilities. **See Table 1 and Map 7 Future Land Use and Street Plan.**

Table 1: Recommended Land Use

Land Use	Acres	Percent of Total
Housing Mix 1	14	10%
Housing Mix 2	25	19%
Housing Mix 3	27	20%
Employment	22	16%
Parks	7	5%
Other Open Space, Stormwater Management	10	7%
Street Right-of-Way	29	23%
Total	134	100%

Residential Housing Mix 1

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

Housing Types

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

Net Density Ranges

- Individual developments: less than 8 dwelling units per net acre

It is specifically recommended that single-family housing developments include a range of house types and lot sizes. Duplexes, four units and townhouses provide higher-density housing options that can be appropriate at some limited locations. In general, larger groupings of these housing types should be located closer to the Residential Housing Mix 2 or Residential Housing Mix 3 districts, where they will help provide a transition to the higher densities found in those areas. Individual duplexes or small groups of townhouses might be interlaced within areas primarily comprised of single-family homes, but careful site and building design is important in order to maintain compatibility and consistency with the character of surrounding development.

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

Residential Housing Mix 2

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

Housing Types

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

Net Density Ranges

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

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

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

Residential Housing Mix 3

Buildings will likely be larger and taller than in the Residential Housing Mix 2 District but should retain a neighborhood scale.

Housing Types

- Duplexes
- Four units
- Townhouses
- Apartment buildings
- 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

Net Density Ranges

- Individual development: 20-40 dwelling units per acre

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

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

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

Estimated Amount of Future Residential Development

If all of the lands in the amendment area recommended for residential development were built out at the estimated overall densities indicated in **Table 2**, the area would have 1,059 dwelling units. This is a general estimate for planning purposes. The actual number of future dwelling units will depend on the amount of land developed with residential uses and the density of this development.

Table 2: Estimated Dwelling Units

Land Use	Acres Undeveloped	Density (units/acre)	Estimated Dwelling Units
Housing Mix 1	14	6	84
Housing Mix 2	25	12	300
Housing Mix 3	27	25	675
Total	66		1,059

Employment District

Employment uses are recommended along part of the Mineral Point Road corridor. The recommended Employment District is 22 acres in size and is planned to include business, professional and corporate offices, and research and development. It is recommended that, to the extent possible, the Employment District has compact, pedestrian-friendly clusters of complementary businesses including multi-story buildings to encourage and facilitate mixed-use developments.

Given the high visibility of the district along Mineral Point Road, high-quality design of buildings and landscaping is very important. In addition, buffering between the district and adjacent residential development will be necessary. Effective and attractive buffering between residential and non-residential uses is essential in creating a high quality environment that meets the needs of Employment District uses and residential areas.

It is considered important that individual projects contribute as a unified part of the district as a whole. Important factors to consider include ensuring that the site's building design and materials create an attractive appearance on all sides of the development, especially the elevations visible from Mineral Point Road; that adequate site landscaping is provided on all sides; and that parking areas do not dominate the view.

Parks

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

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

TRANSPORTATION

Roadways

Arterial streets include Pleasant View Road, Mineral Point Road, Junction Road, and Old Sauk Road. Elderberry Road is a collector street. The planning area will include a variety of roadway cross sections. **See Figure 1.** Pleasant View Road is planned to be a four-lane divided arterial with marked bicycle lanes and a side path. Other streets in the planning area will be local streets. **See Map 9: Transportation Plan: Roadways.**

Pedestrian/Bicycle Facilities

All City of Madison streets will have public sidewalks and are designed to accommodate bicycle travel. An off-street shared-use path is planned along the east-west drainage way between Pleasant View Road and Junction Road. This is a continuation of a planned off-street path in the Elderberry Neighborhood to the west. A north-south off-street path is planned for Pleasant View Road between Mineral Point Road and the City of Middleton. **See Map 10: Pedestrian and Bicycle Plan.**

Metro Transit

The closest bus stops with regularly scheduled transit are located along Junction Road between Old Sauk Road and Mineral Point Road. Future Madison Metro service to the area would come through an extension of current routes in the area, or through the creation of new transit routes to serve development on the City's west side. **See Map 11: Future Transit Plan.** An additional funding source would likely be needed to provide additional service in the neighborhood.

UTILITIES

The full range of City of Madison urban services, including public sewer and water are provided to much of the neighborhood. **See Map 12: Utilities, Urban Service Area.** Future utility extensions will be constructed to serve new development.

Stormwater Management

The neighborhood is in the Six Mile-Pheasant Branch Creek Watershed. The plan for the amendment area includes a framework of stormwater management facilities. The **Future Land Use and Street Plan (Map 7)** illustrates conceptual locations for these facilities, but these may be modified, or in some cases combined, as part of detailed development planning when the lands are subdivided. These facilities will, at a minimum, be designed to meet the City of Madison and Dane County infiltration requirements that require providing 90% of the pre-development infiltration volume. Additional stormwater management facilities will also be required for individual properties.

When development proceeds in an order such that the City does not have the right, such as an easement or ownership, to increase flows to a downstream channel, infiltration shall be required such that the runoff-volume pre-development to post-development is matched during a 10-year design event. It is required that peak flow rates are matched for the 1, 2, 10 and 100-year storm events.

PLAN IMPLEMENTATION

Neighborhood Development Plan Adoption

It is recommended that the *Junction 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 the *Junction Neighborhood Development Plan*.

Zoning Map Amendments

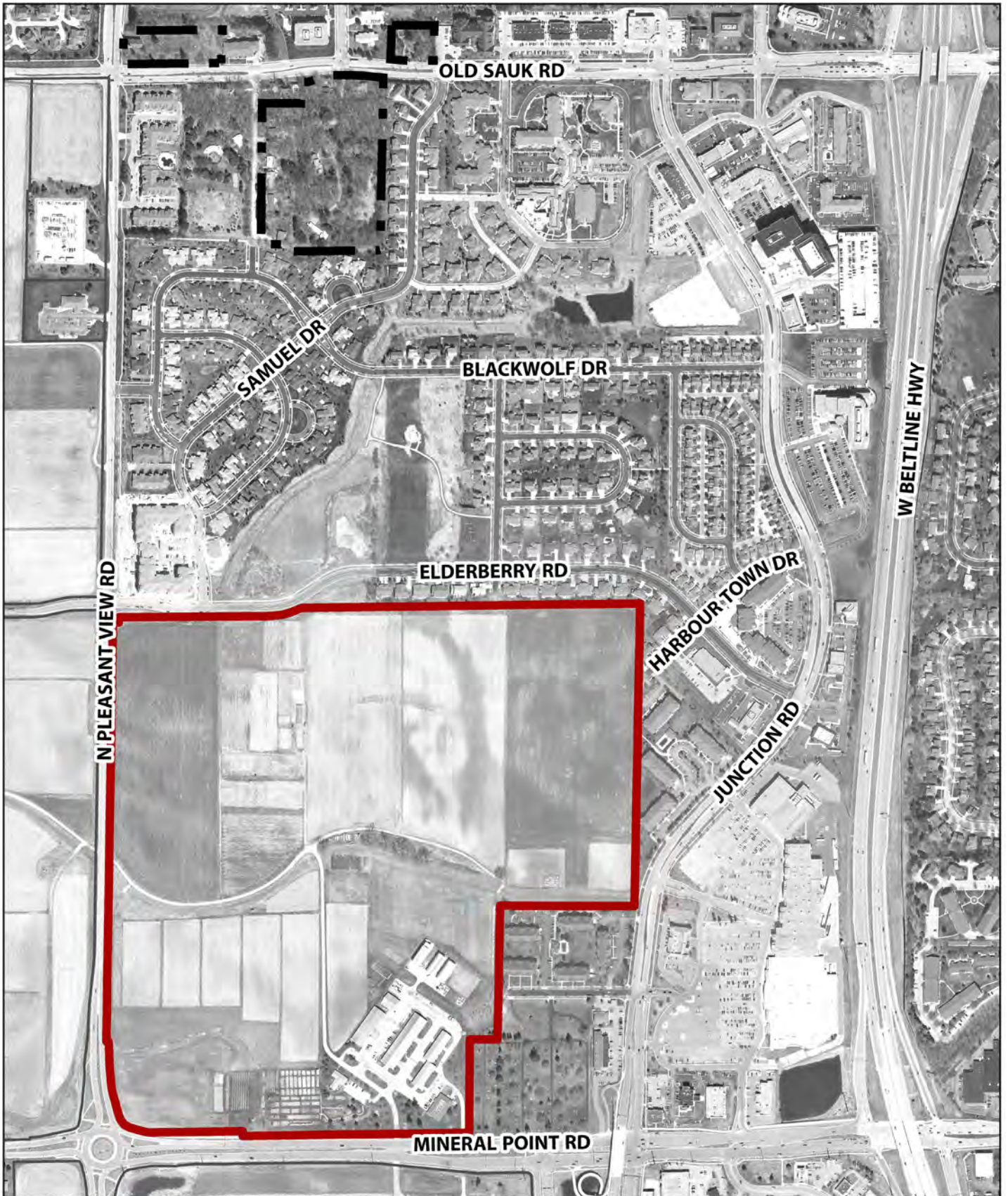
It is recommended that the future zoning classification of lands within the planning Area conform to the land use recommendations of the adopted *Plan*. It is further recommended that lands be rezoned to another zoning district only in conjunction with consideration of a specific subdivision and/or a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

Land Subdivision Regulations

Lands in the NDP area will need to be subdivided into smaller parcels before they can be developed with urban uses. As these lands are proposed for development, many of the *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, parks and stormwater management facilities. Future subdivisions should provide building lots that facilitate development of the types of land uses recommended in the *Plan*. For higher-density types of development, proposed subdivisions may also be required to provide information showing how the lots may be developed with building designs that maintain the desired street orientation and pedestrian-friendly street character.

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



Map 1:
Planning Area

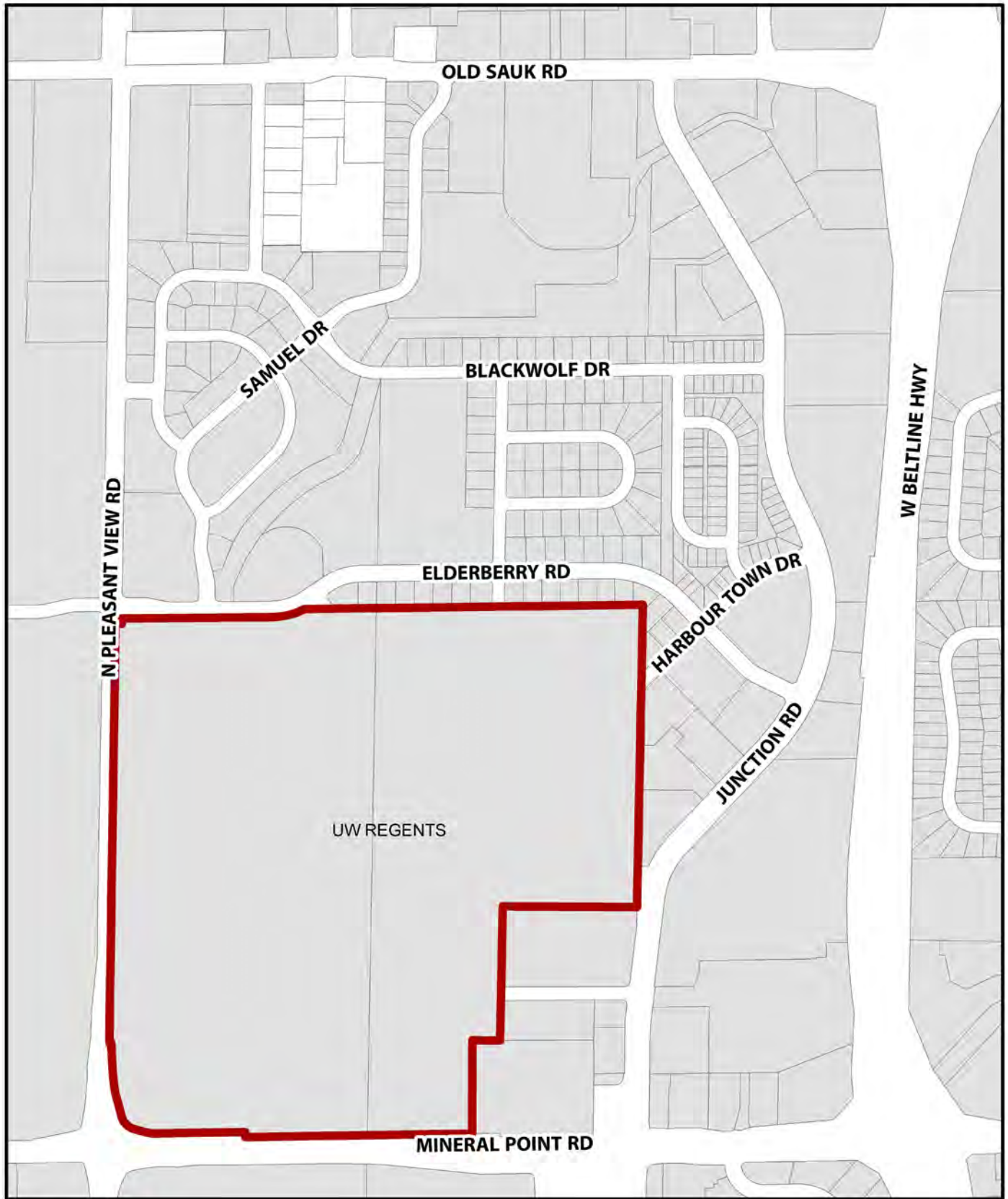
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Development Plan
Amendment
May 2018
City of Madison Planning Division

Author: plgg

- Planning Area
- City of Madison Boundary

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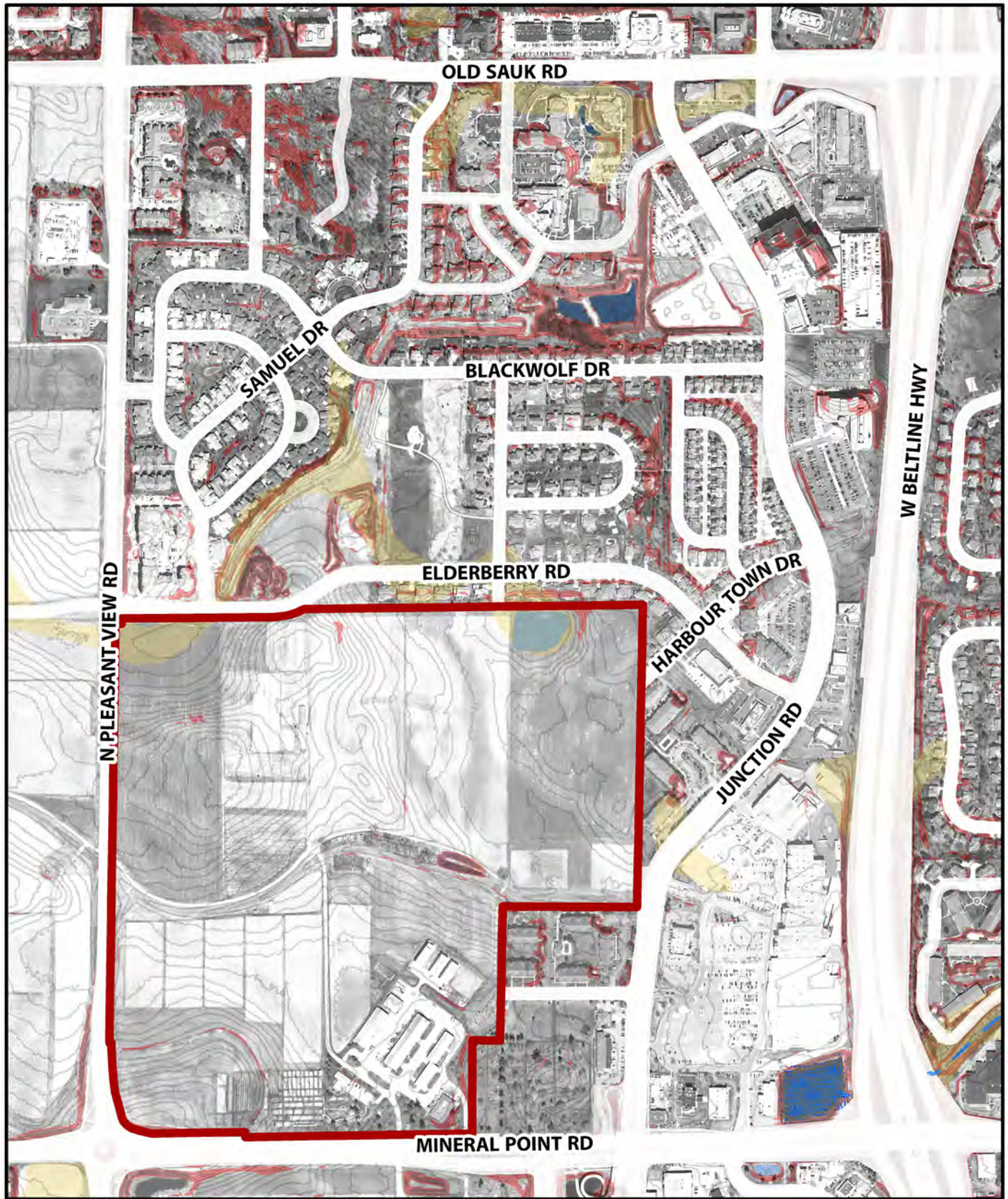


Map 2:
Municipal Jurisdiction &
Property Ownership

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May 2018
City of Madison Planning Division
Author: djpg

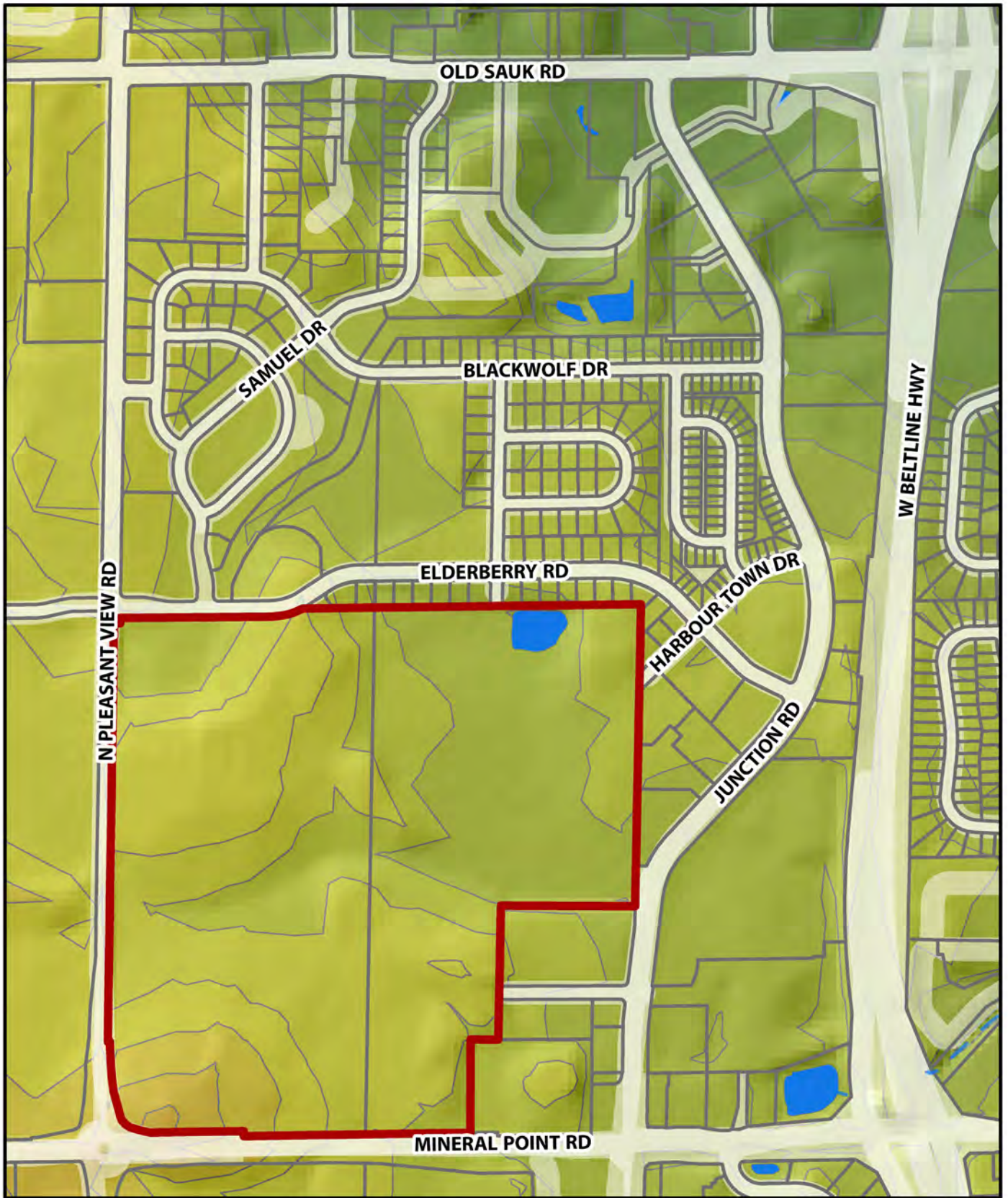
- Planning Area
- City of Madison
- Other Municipalities








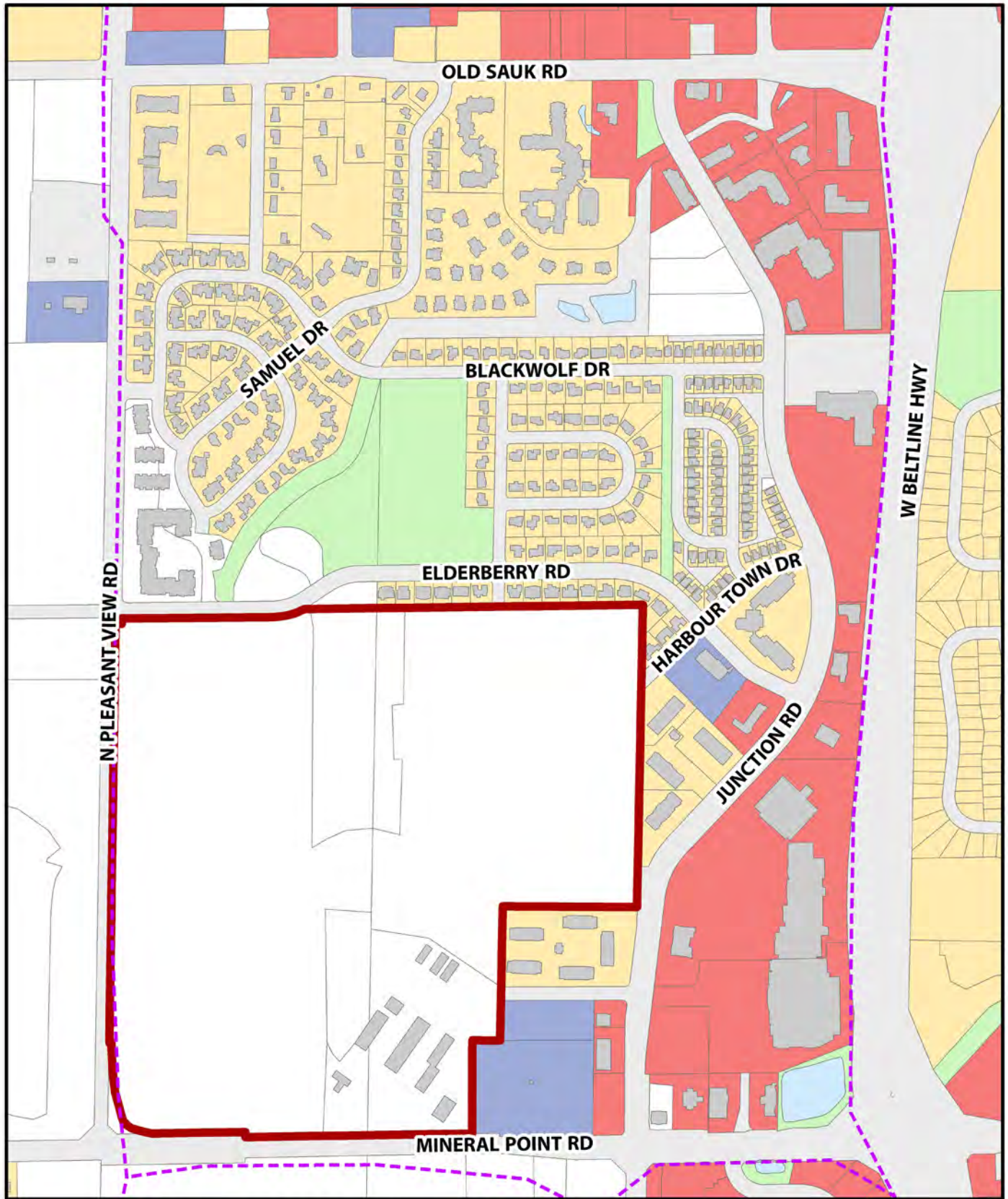
<p>Map 3: Natural Features</p> <p>Junction Neighborhood Development Plan Amendment May 2018 City of Madison Planning Division Author: djpg</p>	Planning Area	Surface Water	Slopes 12% to 20%
	Major Ridgeline	Intermittent Stream	Slopes 20% or Greater
	10' Elevation Contour	Wetland	Wooded Area
	2' Elevation Contour	Soils with Hydric Inclusions	

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<p>Map 4: Elevation Model</p> <p>Junction Neighborhood Development Plan Amendment May 2018 City of Madison Planning Division</p> <p>Author: pljg</p>	<ul style="list-style-type: none"> Planning Area 10' Elevation Contour Surface Water Intermittent Stream 	<p>Elevation</p> <div style="display: flex; align-items: center;"> <div style="width: 20px; height: 20px; background: linear-gradient(to top, red, orange, yellow, green); border: 1px solid black; margin-right: 5px;"></div> <div style="text-align: left;"> <p>High</p> <p>Low</p> </div> </div>	   <p>Date Printed: 5/10/2018</p>
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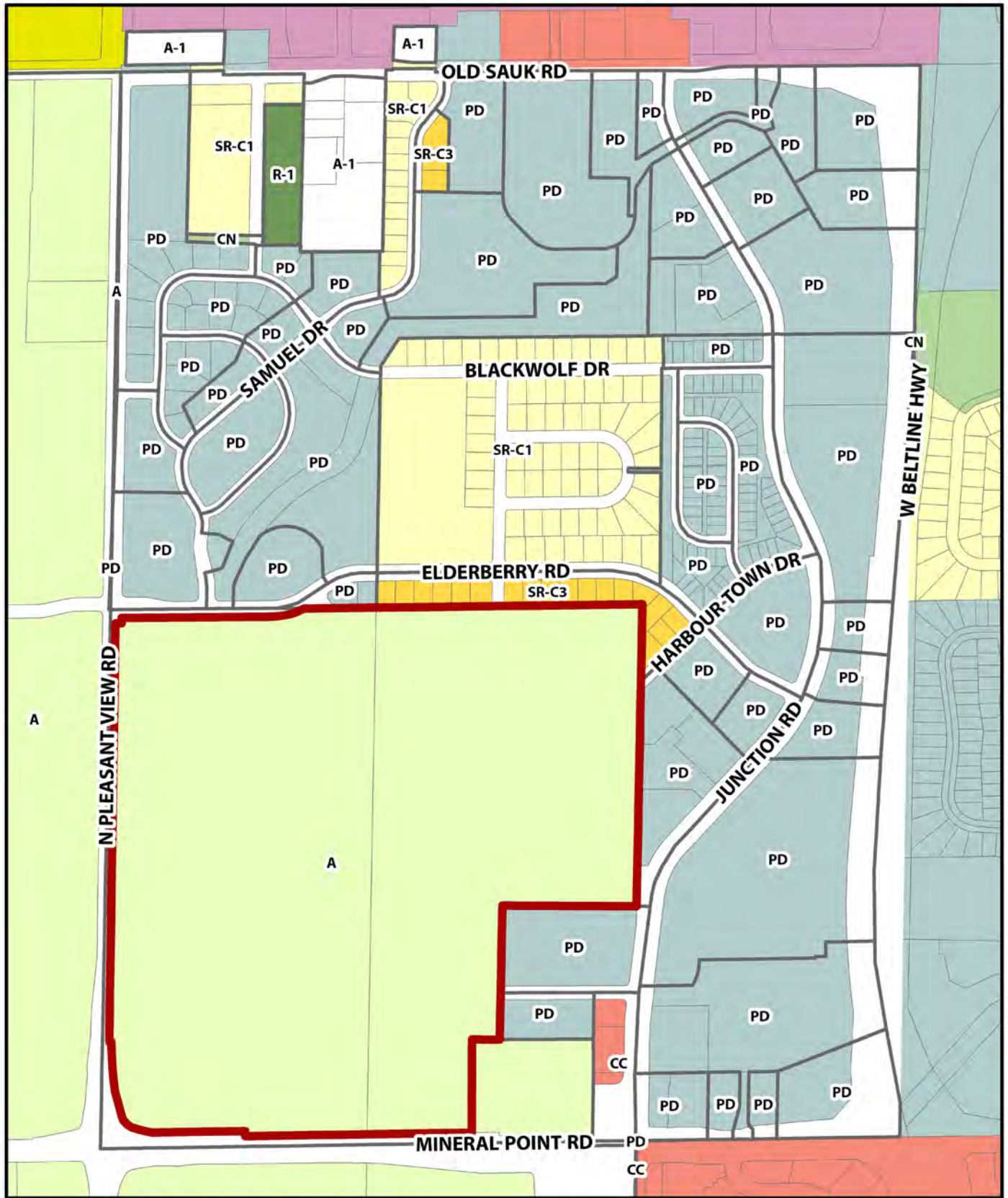
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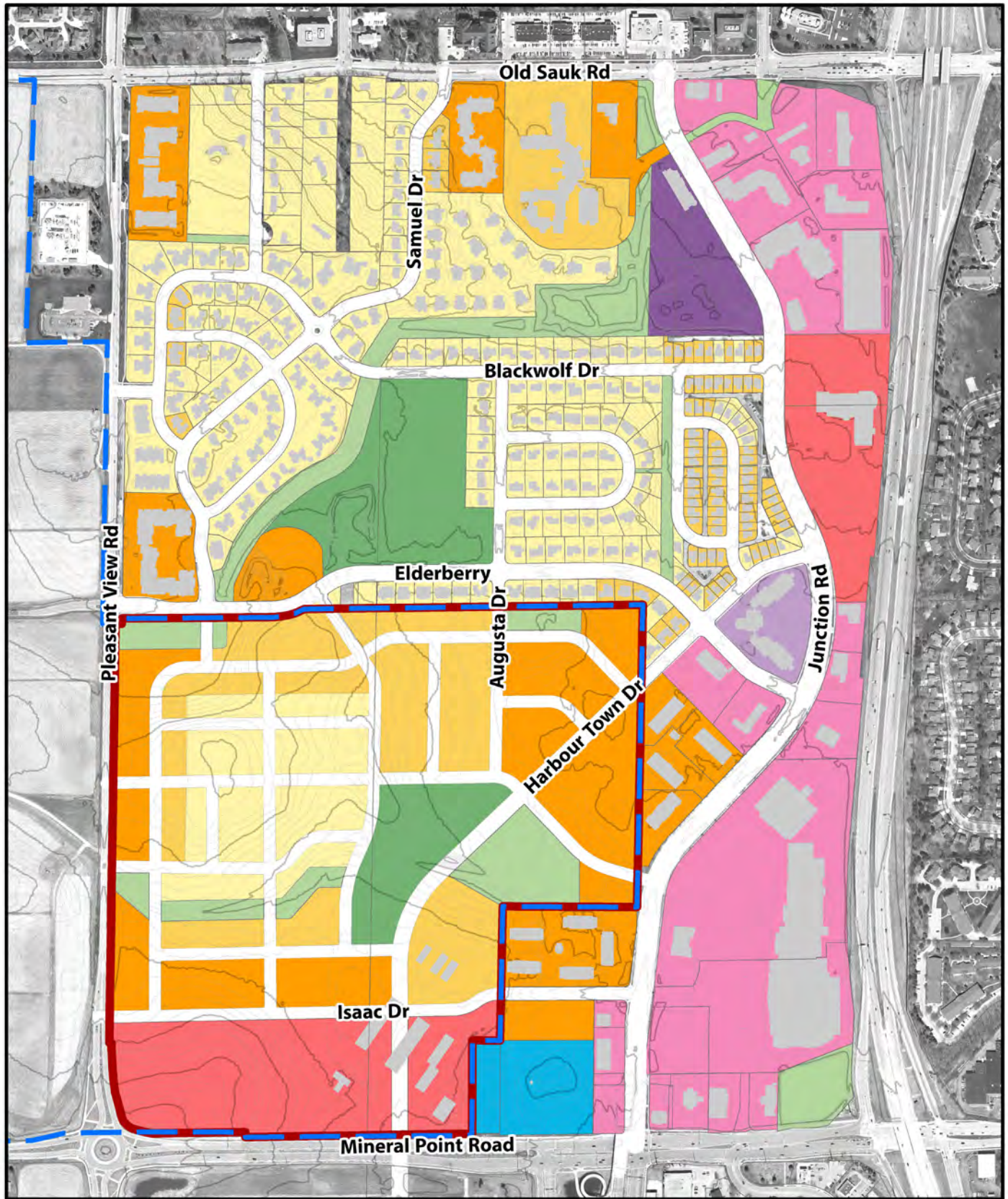
<p>Map 5: Existing Land Use</p> <p>Junction Neighborhood Development Plan Amendment May 2018 City of Madison Planning Division Author: djpg</p>	Planning Area	Agriculture and Vacant	Residential
	Building Footprints	Commercial	Institutional
	Overhead Electric Transmission Lines	Parks and Open Spaces	Industrial
			Right-Of-Way

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<p>Map 6: Existing Zoning</p> <p>Junction Neighborhood Development Plan Amendment May 2018 City of Madison Planning Division Author: djpg</p>	<p> Planning Area</p> <p>Madison Districts</p> <p>Residential Districts SR-C1, SR-C2, SR-C3, SR-V1, SR-V2, TR-C1, TR-C3</p> <p>Commercial Districts CC, CC-T, NMX</p> <p>Employment Districts EC, SE</p> <p>Special Districts A, CN, CI, PD, PR</p>	<p>Dane County Districts</p> <p>Residential Districts R-1, R-1A, R-3, R-3A, R-4</p> <p>Rural Homes District RH-1, RH-2, RH-3, RH-4</p> <p>Commercial Districts C-2, CO-1</p> <p>Recreation District RE-1</p> <p>Agricultural Districts A-1, A-2(1), A-3</p>	<p>Date Printed: 5/16/2018</p>
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Map 7:
Future Land Use
and Street Plan

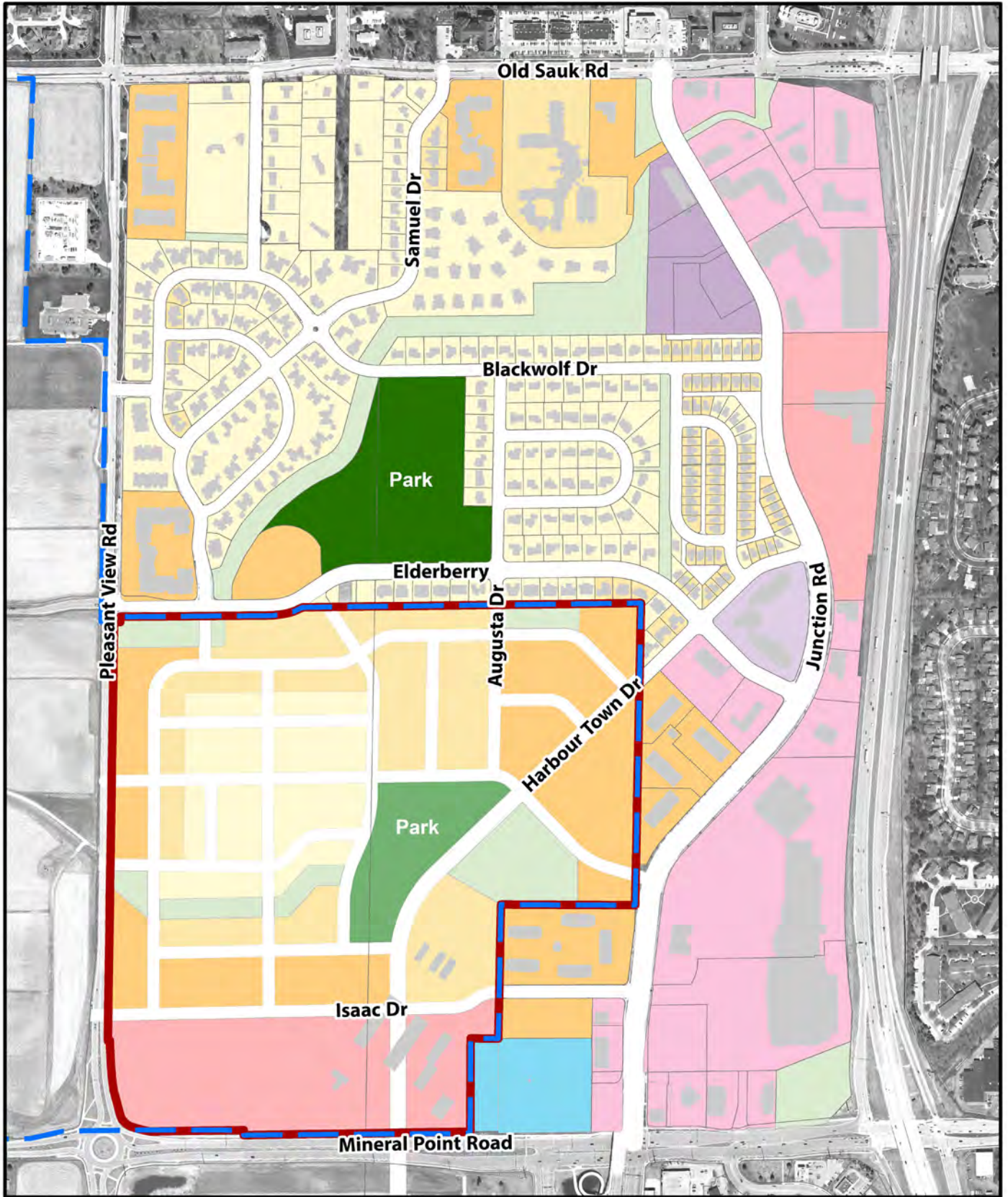
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May 2018
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Author: pljg

Planning Area	Housing Mix 1 (< 8 du/ac)	Neighborhood Mixed Use	Employment	Other Open Space and Stormwater Management
West Madison Ag Research Station	Housing Mix 2 (8-20 du/ac)	Community Mixed Use	Institutional	Park
	Housing Mix 3 (20-40 du/ac)	Community Retail and Service		

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Map 8:
Parks & Open Space Plan

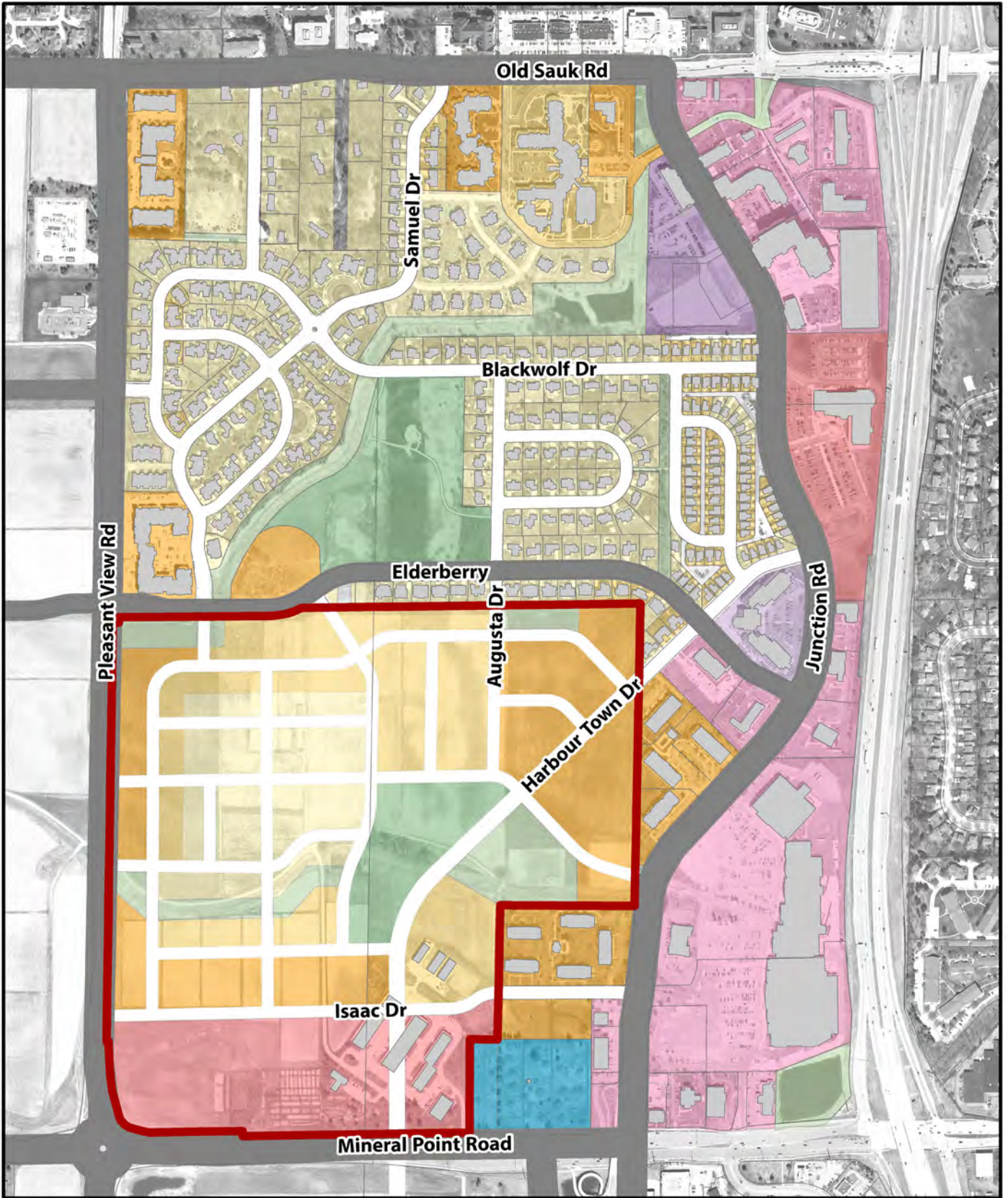
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Author: pljgg

- Existing Park
- Planned Park
- Other Open Space and Stormwater Management

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Map 9:
Transportation Plan:
Roadways

Junction Neighborhood
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May 2018
City of Madison Planning Division
Author: pljg

-  Arterials
-  Collectors

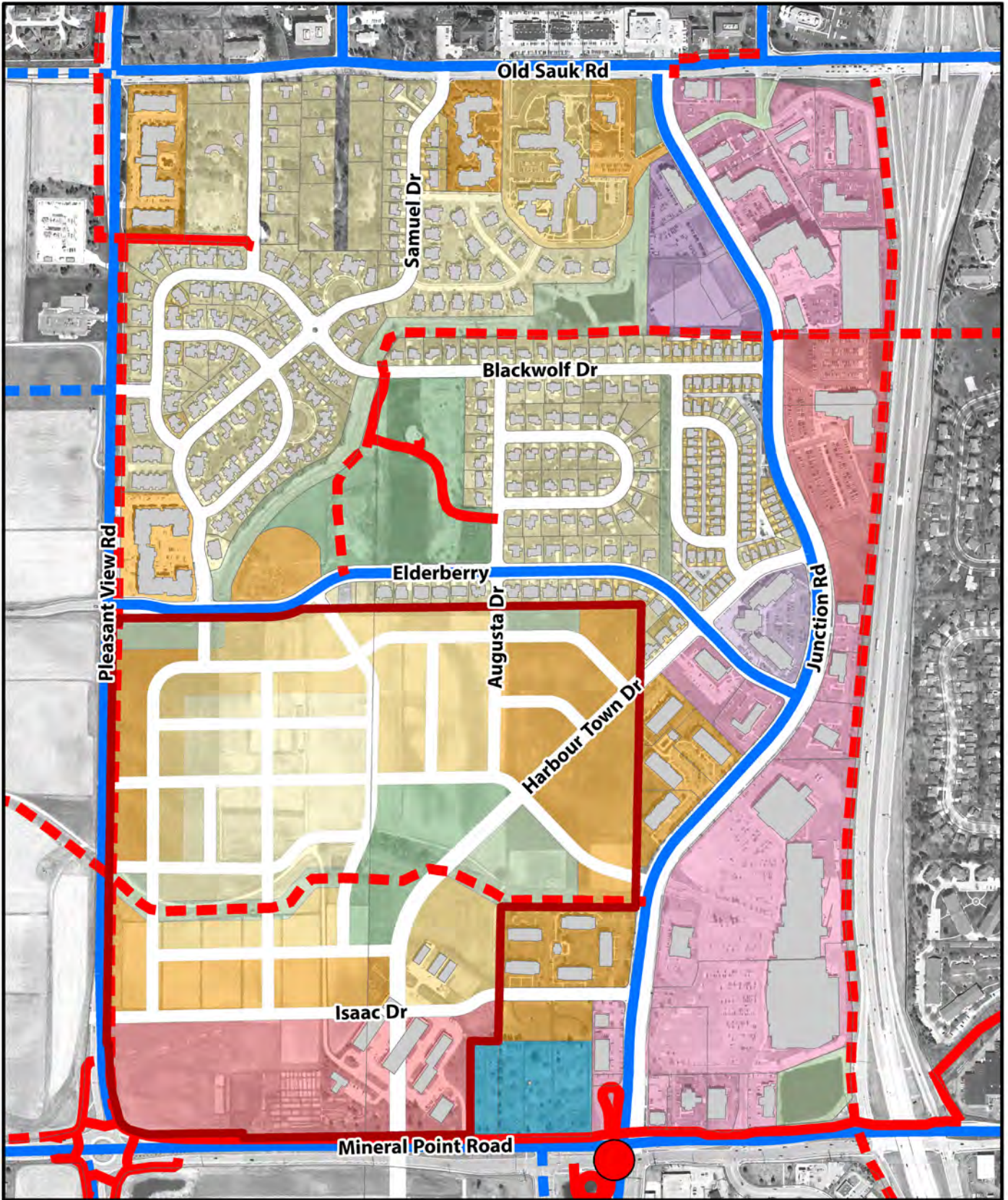


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Map 10:
Bicycle & Pedestrian Plan

Junction Neighborhood
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May 2018
City of Madison Planning Division
Author: pljg

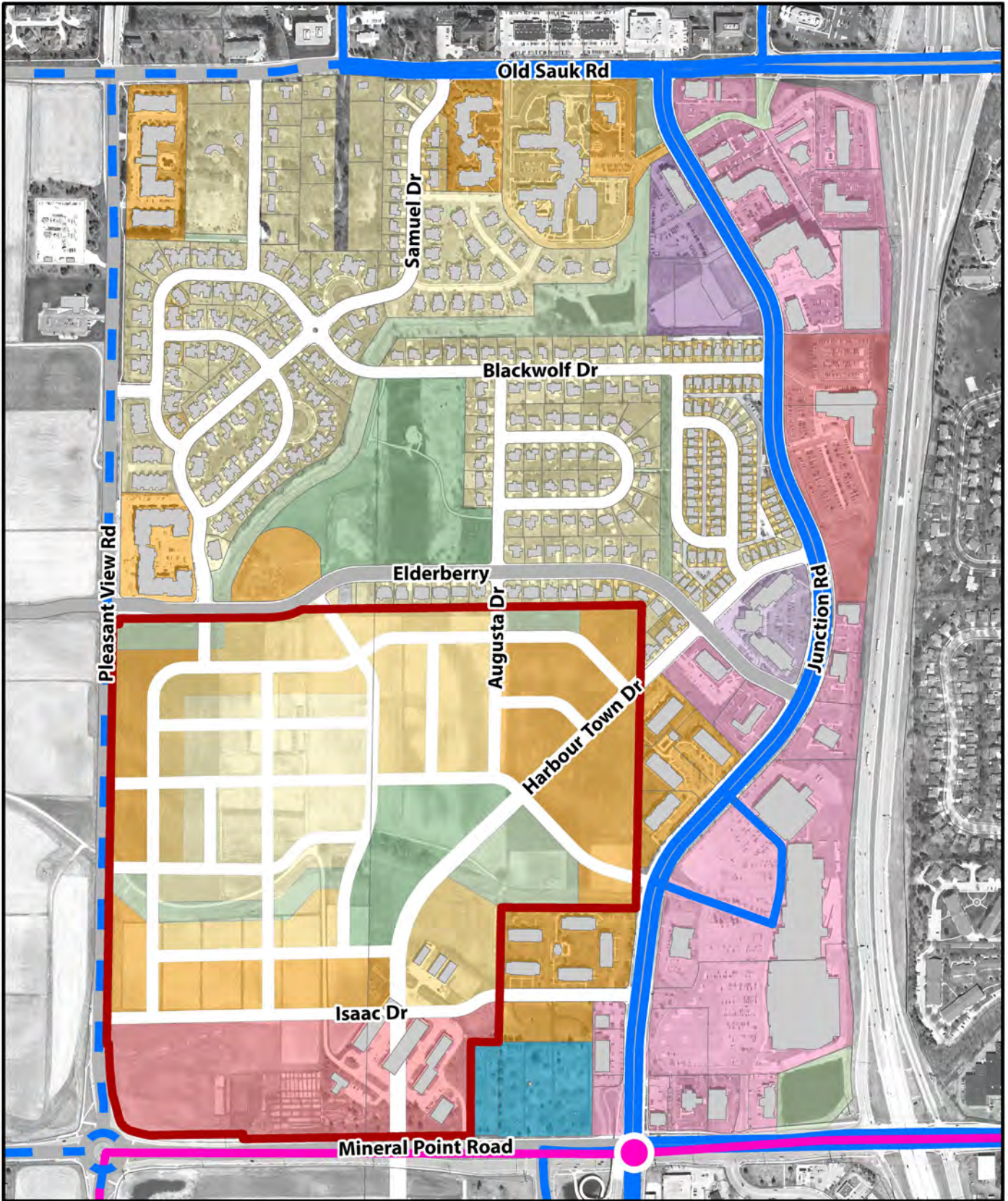
- Existing Shared-Use Path
- - - Proposed Shared-Use Path
- Existing On-Street Bicycle Facility
- - - Proposed On-Street Bicycle Facility

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Map 11:
 Future Transit Plan
 Junction Neighborhood
 Development Plan
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 May 2018
 City of Madison Planning Division
 Author: pljgg

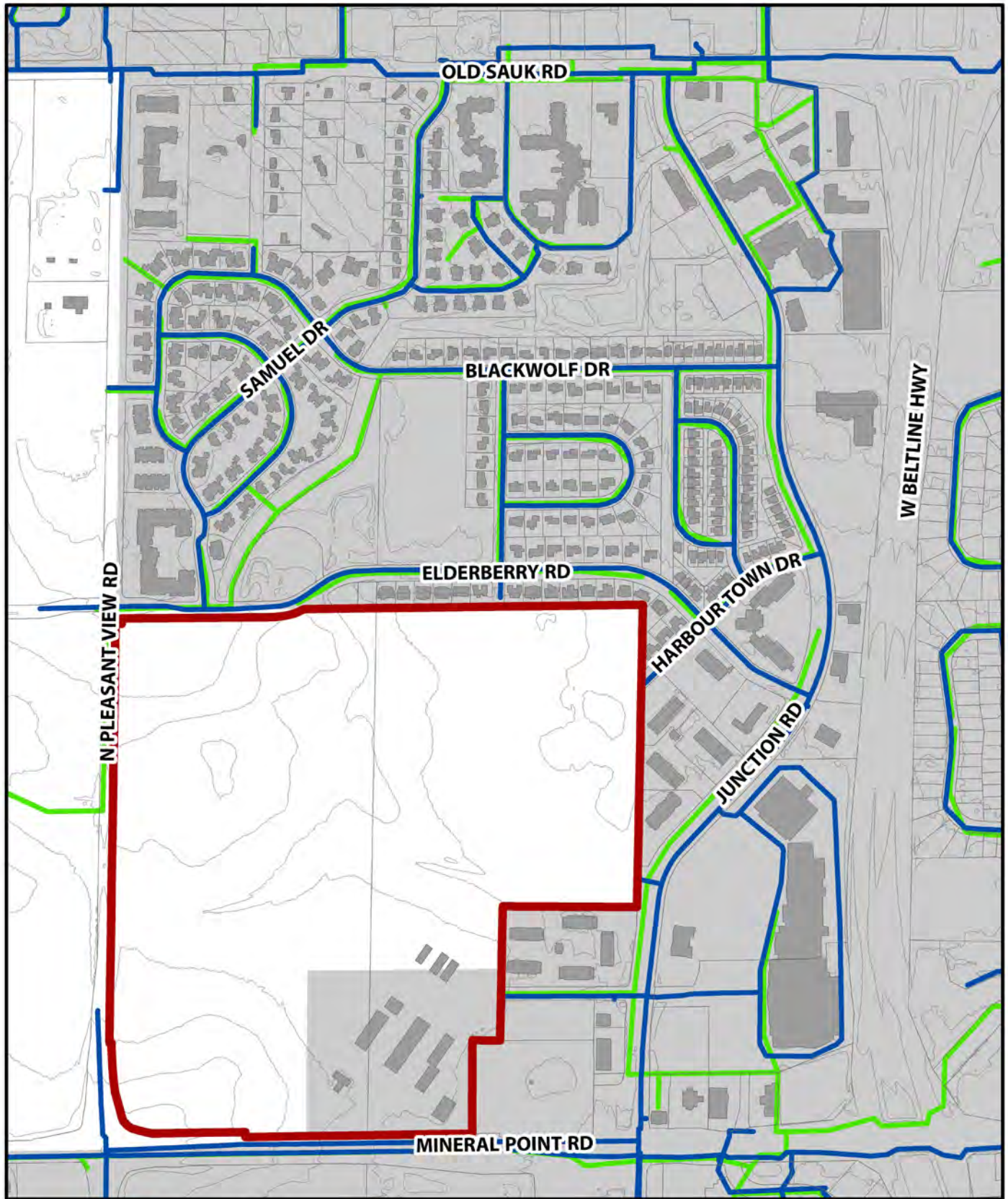
-  Existing Transit Route
-  Potential Bus Rapid Transit Station
-  Potential Transit Route
-  Potential Bus Rapid Transit
-  Potential Transit Streets

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Map 12:
Utilities, Urban
Service Area

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Author: plpg

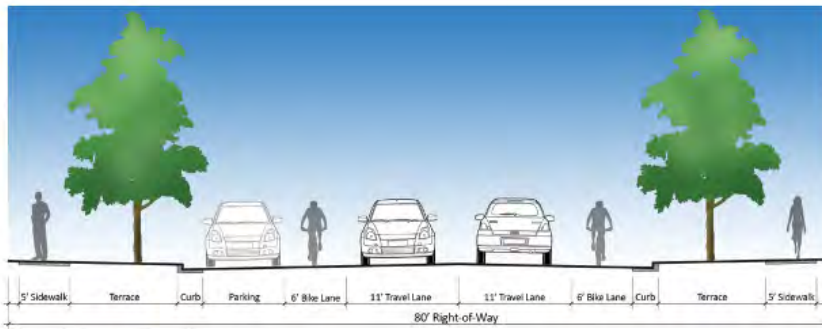
- Planning Area Boundary
- Water Main
- Central Urban Service Area
- Sanitary Sewer Main
- 10 ft Contour

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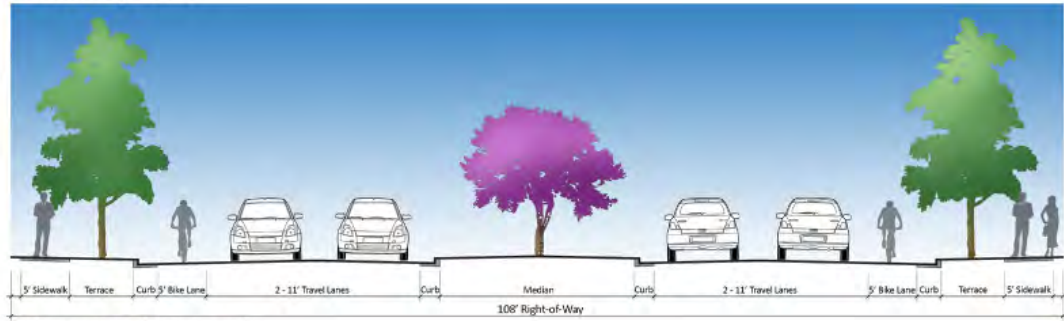
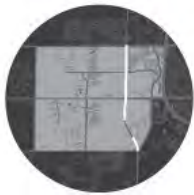
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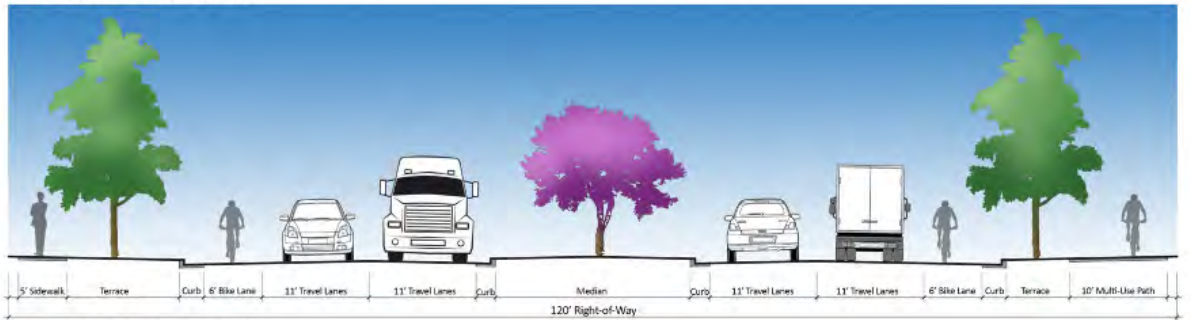
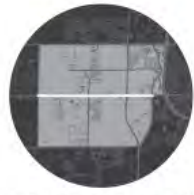
Figure 1 Potential Street Cross Sections



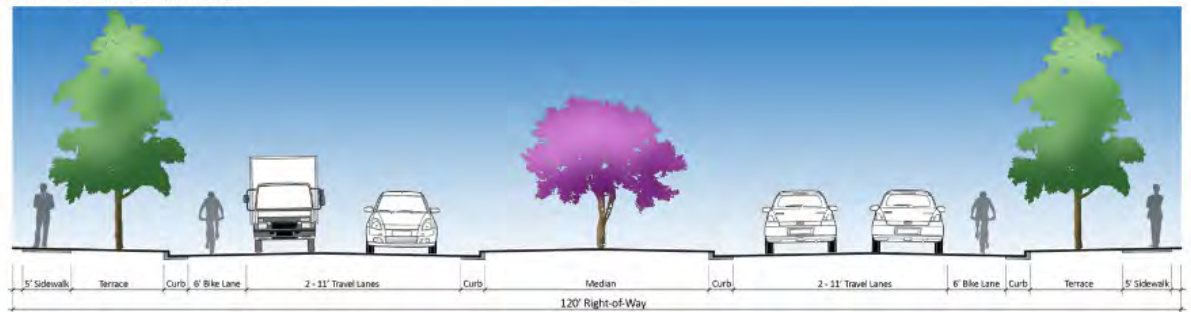
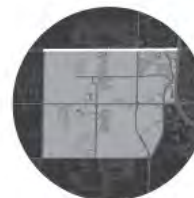
80' Right-of-Way - Elderberry Road



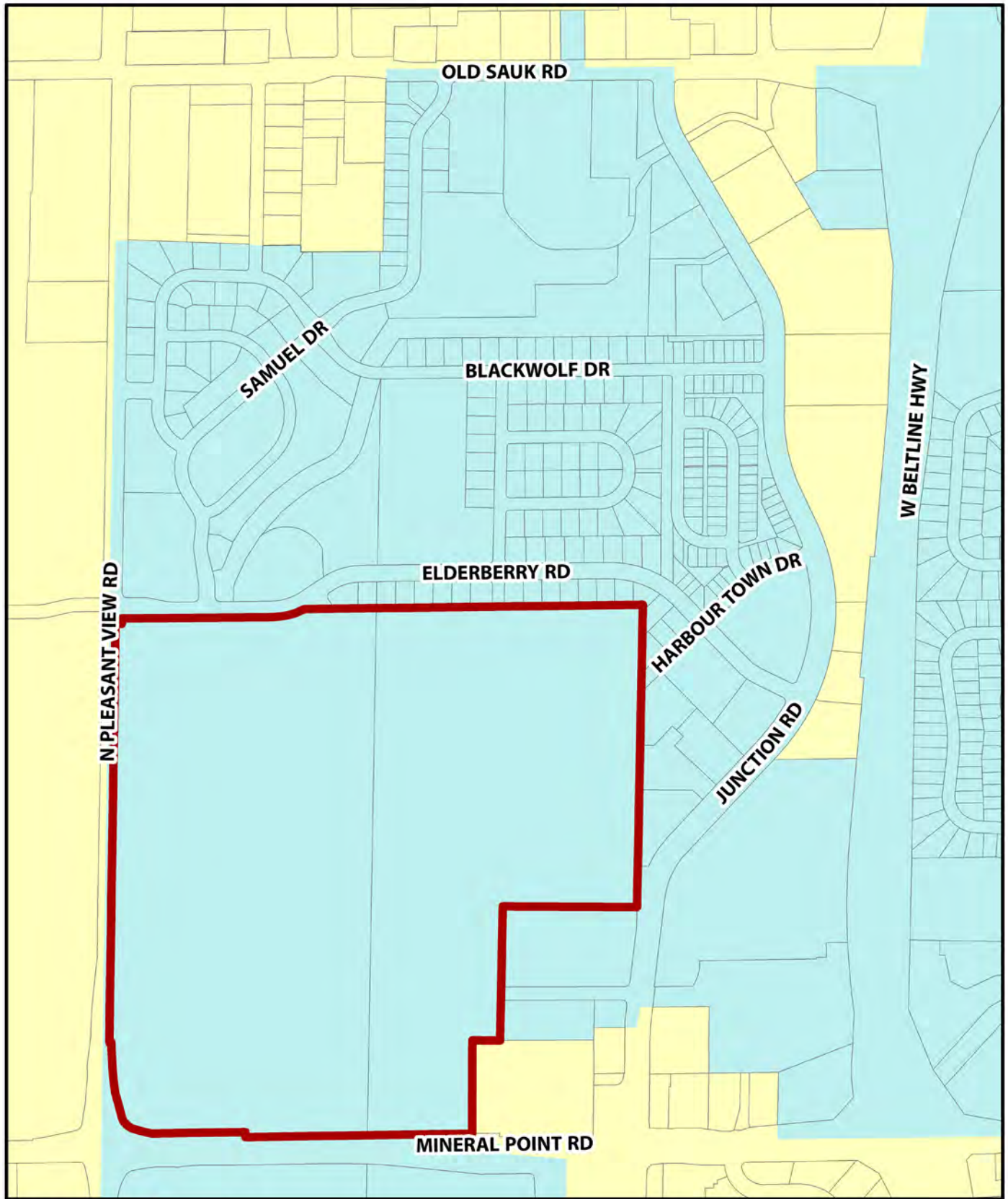
108' Right-of-Way - Pleasant View Road



120' Right-of-Way - Mineral Point Road



120' Right-of-Way - Old Sauk Road



Appendix Map 1:
School Districts

Junction Neighborhood
Development Plan
Amendment
May 2018
City of Madison Planning Division
Author: plp/g

- Planning Area
- Madison Metro
- Middleton - Cross Plains



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Resolution Placeholder