

PLANNING UNIT REPORT
DEPARTMENT OF PLANNING AND DEVELOPMENT
April 25, 2005

**PROPOSED ANNEXATION OF THE "FOBES" PROPERTY LOCATED IN THE 5800
BLOCK OF EAST BUCKEYE ROAD FROM THE TOWN OF BLOOMING GROVE TO
THE CITY OF MADISON:**

1. Requested Action: Approval for the annexation of the Fobes property from the Town of Blooming Grove to the City of Madison.
2. Applicable Regulations: Section 66.021 of the Wisconsin Statutes outlines the process for annexation to municipalities in the State of Wisconsin.
3. Report Drafted By: Bill Roberts, Planner IV.

GENERAL INFORMATION:

1. Applicant: Jack Fobes, Mary Shipman, Joan Fobes, Tim Erickson, all property owners or electors on this site. Michael J. Lawton, Lathrop and Clark, LLP, P.O. Box 1507, Madison, WI 53701 (agent).
2. Status of Applicants: Property owners, electors and their agent.
3. Development Schedule: No specific development schedule or plan is known at this time.
4. Parcel Location: South side of East Buckeye Road just east of Interstate Highway 90, Town of Blooming Grove, adjacent to the 16th Aldermanic District.
5. Total Annexation Size: 17.6 acres.
6. Existing Land Use: Predominantly vacant land that contains one single-family dwelling.
7. Surrounding Land Use and Zoning (see map):
 - North – Multi-unit residential in the City of Madison zoned R4 and PUD-SIP.
 - East – Active stone quarry in the Town of Blooming Grove.
 - South – Vacant land zoned Agricultural in the City of Madison.
 - West – Predominantly single-family residential along the west side of the Interstate Highway south of Buckeye Road.
8. Adopted Land Use Plan: This site is not within any approved neighborhood plan. The Peripheral Area Development Plan shows this area as "Urban Expansion Area A". The

characteristics of this classification is that the area is suitable for urban development, and urban services can be extended efficiently.

PUBLIC UTILITIES AND SERVICES:

This property can be served with a full range of urban services prior to further development. However, this site is not located within the adopted Central Urban Service Area boundary.

ANALYSIS, EVALUATION AND CONCLUSION:

The petitioners are seeking to annex this property and do not have a specific development plan at this point, although the developer of the property (Jim Hovde) has indicated a desire to build multi-family rental buildings on the property. The 17.6 acre parcel has a rather unusual shape and is directly adjacent to the Interstate Highway. In addition, the site is located adjacent to an active stone quarry operation in the Town of Blooming Grove. Future development plans for this property will be reviewed in the context of these two adjacent noise producing uses. The development of residential uses on the property would need to incorporate noise mitigation. The adopted Peripheral Area Development Plan recommendations and map for this area are attached.

The applicants and their attorney are aware that prior to any further development occurring on this site, several things need to occur. The next step in development of this neighborhood would be the preparation and adoption of a specific neighborhood plan, followed by the process of adding this area to the Central Urban Service Area, as well as establishing appropriate permanent zoning and a related subdivision of this property. The land will be assigned a temporary zoning of Agricultural upon annexation.

RECOMMENDATIONS:

The Planning Unit recommends that the Plan Commission forward this petition for direct annexation and the annexation ordinance to the Common Council with a favorable recommendation.

PLANNING AREA E4

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DEVELOPMENT PLAN RECOMMENDATION: URBAN EXPANSION-A
 RECOMMENDED URBAN JURISDICTION: C. MADISON
 PRESENT JURISDICTION: C. MADISON, T. BLOOMING GROVE

LAND USE	ACRES		TOTAL
	INSIDE USA	OUTSIDE USA	
DEVELOPED OR SUBDIVIDED LAND	---	207	207
EXISTING OR REC. OPEN SPACE LAND	---	---	---
RURAL USE OR VACANT LAND	---	1,627	1,627
TOTAL ACRES	---	1,834	1,834

Basis for Development Plan Recommendation

Planning Area E4 is recommended as an Urban Expansion-A district for the following reasons:

- This area consists primarily of rolling farmland, with few development constraints. There is a scattering of existing development, including two residential subdivisions, but few uses that would be difficult to incorporate into a more urban development pattern.
- The City of Madison can easily provide urban services to this area as a logical extension of services already available in the residential neighborhoods just west across Interstate Highway 90.

Sanitary sewer will be provided to most of Area E4 through construction of a major interceptor beginning at the MMSD Far East Interceptor at a low point along the C&NW Railroad right-of-way, and extending northeasterly to Door Creek, and continuing northward up the Door Creek Valley. A narrow strip of land along the western edge of Area E4 can easily be served by extending existing City of Madison sewer lines. A small area north of Cottage Grove Road can be served by extending the City sewer line in the Heritage Heights greenway under Interstate Highway 90. A somewhat larger area south of Cottage Grove Road can be served by extending the existing City sewer in Buckeye Road under the Interstate and then northeasterly.

Although these latter two small areas are easily provided with sanitary sewer, they do not provide sufficient development potential by themselves to create complete urban neighborhood environments, nor support efficient extension of other urban services. Thus, while the first phases of urban expansion east of the Interstate may be sewered from existing City lines, the designation of E4 as a first stage Urban Expansion district, assumes that the Door Creek Interceptor will be built when needed to serve urban development of the entire district.

4.5

- Projected commercial and employment growth on Madison's east side is expected to create a demand for additional housing opportunities. The American Center office district development, the growth of the East Springs Centre commercial district, and proposals for additional office developments along Highway 30, for example, will generate additional housing needs for employees.

There is relatively little vacant residential development land remaining on Madison's east side, and most of that is concentrated in a single neighborhood. Residential development at urban densities in Area E4 would increase the availability of housing with relatively convenient access to the east side growth centers and provide greater housing diversity.

- The City of Madison considers it desirable to direct more of its urban growth, both commercial/industrial and residential, eastward, rather than continuing the disproportionate concentration of growth in the west that has characterized the last decade. The recent expansion of commercial development and proposed employment districts on the east side is an indication that a more "balanced" growth trend may be beginning. Area E4 will provide a location for additional east side residential growth as well.
- Most of Area E4, including that portion not presently within the City of Madison, is already within the Madison Metropolitan School District. Children living in residential neighborhoods developed here can attend Madison public schools.

Land Use Recommendation

Area E4 should be developed primarily for residential uses. This land is well suited to residential development, and the east side now has large areas of vacant nonresidential land available both within the Urban Center and in the designated Urban Expansion districts (See descriptions for Areas N10, E1, and E5).

It is not recommended, therefore, that any major activity centers or regional commercial or employment activities be developed in this area. Despite the high visibility of parts of the Area from the Interstate Highways, there is no easy access to these highways, and access to the area will be via the other arterial streets. The area is not considered suitable as a location for major regional traffic generators.

Some limited additional office-research-type development might be appropriate in the vicinity of the existing Astronautics complex just east of Interstate Highway 90, north of Cottage Grove Road.

Any future convenience commercial district developed to serve the new neighborhoods should probably be located in the vicinity of the Sprecher and Cottage Grove Road intersection, where the major east-west and north-south streets meet.

It is specifically recommended that commercial strip development not be permitted along the arterial streets leading into Madison.

Other Planning Considerations










Interstate Highway 94 is a major entry point to the Madison urban area from the east. In order to preserve the attractiveness of this important gateway to the City as the lands east of Interstate Highway 90 are urbanized, a landscaped buffer strip should be created along both sides of Interstate Highway 94 between Seminary Springs and the I-94/I-90 interchange. Maintaining a more naturalized appearance along the edges of this corridor would also enhance the contrast with the dramatic long views over the City available from the highway just west of the interchange.

Planning Recommendations

The City should begin preparation of Neighborhood Development Plans for the first phase of urban development within Area E4.

Preliminary planning for the recommended buffer strip along the Interstate Highway 94 corridor should also begin soon. The recommended boundaries of the proposed buffer strip should be determined and steps taken to ensure that the needed lands are reserved for this purpose.

MAP 1
PERIPHERAL AREA DEVELOPMENT PLAN
OCTOBER, 1990

-  EXISTING URBAN CENTERS
-  URBAN EXPANSION - A
-  RECOMMENDED DEVELOPMENT AREA WITHIN OTHER DISTRICT CLASSIFICATION
-  URBAN EXPANSION - B
-  PERMANENT OPEN SPACE
-  RECOMMENDED OPEN SPACE AREA WITHIN OTHER DISTRICT CLASSIFICATION
-  TRANSITION RESERVE
-  UNINCORPORATED URBAN USE
-  AGRICULTURE/RURAL USE

