

PLANNING UNIT REPORT  
DEPARTMENT OF PLANNING AND DEVELOPMENT  
May 9, 2005

**UNIVERSITY RESEARCH PARK-PIONEER PRELIMINARY PLAT:**

1. Requested Action: Approval of a preliminary plat located in the 8500 Block of Mineral Point Road known as "University Research Park-Pioneer".
2. Applicable Regulations: The subdivision process is outlined in Section 16.23(5) of the Madison Subdivision Regulations. All subdivisions need to conform to Wisconsin Statutes Chapter 236.
3. Report Drafted By: Bill Roberts, Planner IV and Bradley J. Murphy, Planning Unit Director.

**GENERAL INFORMATION:**

1. Applicant (Subdivider): University of Wisconsin System, Board of Regents, represented by Mark Bugher, 510 Charmany Drive, Madison, WI 53719.
2. Status of Applicant: Property owner/representative.
3. Development Schedule: 2006 and beyond.
4. Parcel Location: West side of County Highway M between Valley View Road and Mineral Point Road, 9<sup>th</sup> Aldermanic District, Middleton-Cross Plains School District.
5. Existing Conditions: Undeveloped lands/television transmission tower site.
6. Site Size: 262 acres.
7. Proposed Land Use: Research and development center-retail office use, residential uses.
8. Surrounding Land Use and Zoning (see map):
  - North – University Research Station, mix of residential and commercial uses north of Mineral Point Road in the City of Madison.
  - East – Mix of commercial uses and multi-family residential, single-family residential (Applewood Subdivision), institutional use (Bishop O'Connell Center) in the City of Madison.
  - South – Vacant land and land under development for residential uses in the City of Madison and Town of Middleton.

West – Predominantly vacant undeveloped land in the City of Madison and Town of Middleton.

9. Adopted Land Use Plan: The Pioneer Neighborhood Development Plan recommends primary use of this property to be a research and development center with an urban mix component, as well as some limited medium or high density residential.

#### **PUBLIC UTILITIES AND SERVICES:**

This property will be served by the full range of urban services as development occurs.

#### **ANALYSIS AND EVALUATION:**

This is an application for a preliminary plat that will establish the proposed streets, lots and future development sites within this property that is owned by the University of Wisconsin. This is the first subdivision application for non-residential development submitted for review occurring within the boundaries of the recently adopted "Pioneer Neighborhood Development Plan" on the western edge of the City.

#### **Existing Site Characteristics**

This is a predominantly undeveloped parcel with the exception of the television transmission tower located on the northern half of this property. The site extends along the west side of Highway M south of Mineral Point Road to Valley View Road. This subdivision plat represents the largest single development parcel within the Pioneer Neighborhood Development Plan area. It is approximately 260 acres of land extending for one mile along County Trunk Highway "M" between Mineral Point Road and Valley View Road. The site is within two drainage basins. The northern two-thirds of the site drain to the north as part of the lower Pheasant Branch Creek Sub-Watershed Drainage Basin drains to the south as part of the upper Badger Mill Creek Sub-Watershed Drainage Basin. The site contains several areas of steep slopes and woodlands. These existing site characteristics and existing conditions are more fully described in the Pioneer Neighborhood Development Plan.

#### **Proposed Development**

The application before the Plan Commission and Common Council at this time is only requesting approval of the preliminary plat. Future zoning map amendments and final plats will be submitted prior to any development occurring on the site. The application indicates the future application for proposed zoning of this land will follow the land uses as described in the preliminary plat are described in the Pioneer Neighborhood Development Plan adopted in 2004. The application references Map 6 of the neighborhood development plan (attached) for the location and description of the following land uses:

- Research and development center district.
- Urban mix district.
- Residential-commercial mix district.
- Medium-high or high density residential district.

- Private open space.
- Public parks.
- Drainage (stormwater management).

In comparing the preliminary plat to the Pioneer Neighborhood Development Plan map, the majority of this site will be developed as a research and development center, with a cluster of three lots on the western edge of the plat that will be part of the urban mix district. Two lots in the plat also along the western edge would be developed for medium-high or high density residential.

### **Consistency with the Adopted Plan**

The Pioneer Neighborhood Development Plan was adopted on April 20, 2004. The plan was a follow-up and major amendment to the Westside Neighborhood Plan prepared earlier to manage growth on the City's far west side. This preliminary plat is the first step in the development of the research center. The process for preparation of the Pioneer Neighborhood Development Plan began in January 2003. There was considerable discussion with the community, property owners, including University of Wisconsin representatives in preparation of this plan. The neighborhood plan was reviewed by a number of City committees and boards, including the Plan Commission, the Long-Range Transportation Planning Commission, the Pedestrian-Bicycle-Motor Vehicle Commission, Transit and Parking Commission, Parks Commission and the Economic Development Commission, as well as the Common Council.

The proposed preliminary plat of University Research Park-Pioneer conforms to the provisions of the adopted neighborhood plan. The street pattern and proposed uses are consistent with the development plan and the University's intent to develop a research park at this location. However, as noted in the attached memo from Metro Transit there is a potential issue with providing transit service without the completion or extension of roadways into the surrounding properties to the west. The plat will create incomplete intersections at the crossing of primary collectors and arterial corridors.

The northern portion of the site (Outlot 28 on the attached plat) will continue to be used for some time as the site of the existing television transmission tower. The site will be further developed at some future time once the tower is removed from this site.

The southern portion of the site will create the approved street pattern contained in the adopted neighborhood plan by providing the extension of Pleasant View Road through the western portion of the parcel and the extension of Watts Road westerly to this neighborhood. When the Pioneer Neighborhood Development Plan was approved, it was approved with the understanding that there would be follow-up studies in several key areas (see attached approval resolution material). The steps required as follow-up were the following:

1. Amendment to the RPSM District zoning.

Planning staff and the City Attorney's Office are preparing a new Research and Development Center District zoning district that will be reviewed and approved by the Plan Commission and Common Council as part of the first final plat and zoning

map amendments for the area included within the preliminary plat. A draft of this new district is currently under staff review.

2. Complete review of west side services, complete conceptual transit service extension plan for the neighborhood.

Madison Metro is working on this matter and an update is contained in the attached memo from Tim Sobota.

3. Establish general locations and route for bicycle and pedestrian connections into and through the neighborhood, including crossing of major barriers.

Metropolitan Planning Organization staff are taking the lead on this effort and are working with an interagency staff team to complete this component which will be made part of the final plat and zoning map amendment approval. The recommendations from this group are close to being completed.

4. Further review of design and right-of-way requirements for areas within the neighborhood plan and off-site to handle Phase A development, including pedestrian bike projects in Phase A.

City Engineering and Traffic Engineering staff comments are attached.

5. TDM Plans and TMA for the area including transit service, parking supply reduction and trip generation caps (including certain mandatory features).

This information will be required as part of the future final plat and zoning map amendment for the lands included in this preliminary plat.

6. Development of impact fees zones and assessments districts for off-site transportation capacity expansions/capital projects including ped, bike, and transit service needs assessments.

Traffic Engineering will be working with City Engineering, the Planning Unit, the City Attorney's Office, and Madison Metro to establish impact fee zones and assessment districts to cover lands included within the Pioneer Neighborhood. The Plan recommends that this work be completed prior to the recording of the first final plat for this development.

7. First phase of infrastructure improvements and building permits anticipated.  
The Plan anticipated that infrastructure improvements and building s permits would be issues as soon as the summer of 2005. It also indicates that permits will not be issued until the preceding 6-steps are completed. At this time, if appears that permits for this development will not be issued until 2006.

8. Area-wide long-range regional study for the Beltline interchanges and future arterial and collectors to serve development.

The Plan recommends that this area-wide study be completed between 2004 and 2007. The City Traffic Engineering is taking the lead to develop the scope of work for this project. The Madison Area MPO convened a meeting between the Wisconsin Department of Transportation, Dane County, and City staff to discuss the scoping of this project. The staff from the Wisconsin Department of Transportation have indicated an interest in partnering with the City to complete this project.

9. Identify alternatives to extend high capacity transit including design and right-of-way requirements.

The plan recommends that is recommendation be considered as part of the Transport 2020 study.

The impact on the existing transportation system of the development proposed throughout this neighborhood was of paramount interest to all involved in the preparation of the plan. A large part of the follow-up studies and reports were required as an attempt to manage the impacts of traffic on Mineral Point Road, Junction Road and Highway M and other west side roads.

Attached to this staff report are certain elements of the adopted neighborhood plan, most notably the text dealing with the research and development center, which is the predominant land use proposed within this preliminary plat.

This preliminary plat is included in Phasing Area A in the adopted plan and noted that it was expected that development would begin in this area within the next five years after the adoption of the plan. The northern portion of the plan (tower site, Outlot 28) is included in Phasing Area C within the plan. Specifically the plan states that "land in and near the UW communication towers were placed in Area C due to safety concerns associated with the tower and the need for land assembly and coordinated redevelopment along Junction Road. Further development and redevelopment in Phasing Area C is not expected to start for 10 years."

A relatively small triangular shaped parcel beyond the limits of the plat at Valley View Road and Highway M is included in Phasing Area B within the adopted plan. This property is owned by Janet Hoopes. The plan was developed to provide flexibility to the current owner and the University research Park to develop these lands as currently shown on the preliminary plat or to accommodate a land swap between the two property owners. At the present time, it is our understanding that discussions have occurred between the two property owners but that no agreement on a possible land exchange has been finalized. The plan provides that in the event that the land exchange does not occur, that the access to this triangular parcel will be provided from Street C as shown on the preliminary plat. This street will need to be extended to the northern edge of the Hoopes property to accommodate future development of the Hoopes property. This roadway extension could be vacated when development plans are known for this that results in a roadway extension not being needed.

**CONCLUSION:**

This preliminary plat represents the first step in the development of the University Research Center within the Pioneer Neighborhood. The preliminary plat puts into place a street layout and lot configuration that will be used as a basis to consider future final plats and zoning map

amendments that will need to be approved prior to any development of this site. Prior to approval of the final plat and zoning map amendment, several items as noted in this staff report must be accomplished. The studies and activities tied to this plat are listed as conditions of approval.

This proposed preliminary plat is consistent with the adopted neighborhood plan and the intent to have a research and development center developed on this site.

### **RECOMMENDATIONS:**

The Planning Unit recommends that the Plan Commission forward this preliminary plat to the Common Council with a favorable recommendation subject to the following:

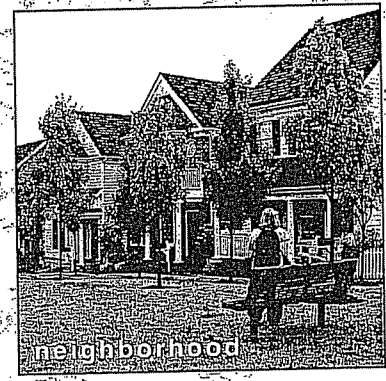
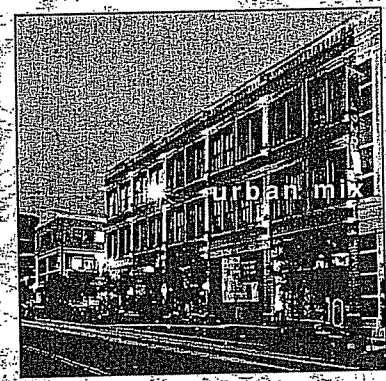
1. Reviewing agency comments.
2. Additional right-of-way will be required at the time of final platting along Highway M and Mineral Point Road and dedicated in accordance with the direction of the City Engineer and City Traffic Engineer.
3. There shall be no development on the property until the final plat is approved and recorded and until a zoning map amendment, as been approved covering portions of the plat area to be included in the first phases of development.
4. The preliminary plat shall be revised to incorporate all of the proposed local paths, trails, and crossings and the proposed regional multi-use paths as shown on the transportation plan map (Map 7) in the Pioneer Neighborhood Development Plan.
5. The potential future high capacity transit route, as identified on the transportation plan Map shall be considered by Traffic Engineering and the applicant and appropriate additional right-of-way dedications included on the final plat to accommodate this route.
6. As part of the first final plat, a woodland management plan shall be submitted.
7. An additional pedestrian connection shall be included throughout Outlot 2 to connect to lands west of this proposed plat, which will be developed in the future.
8. As part of the first final plat the applicant shall further define the proposed uses for all outlots. This includes the triangular outlots created by the Watts Road/Pleasant View Road one-way couplet, the detention basins, woodlots, and the transmission tower outlot.
9. The final plat shall consider and include appropriate recommendations from the bicycle and pedestrian study being completed by the Madison Area Metropolitan Planning Organization for the Westside.
10. The first final plat shall include additional design and right-of-way requirements for roads within and adjacent to the plat and for ped/bike projects as identified by the City's Traffic Engineer.
11. The first final plat shall include an application to rezone all properties identified for research and development center uses, with the exception of the transmission tower outlot, to the new research and development center zoning district. Residential lands and the urban mix district are recommended for Planned Unit Development/General Development Plan zoning at this time.
12. The applicant shall submit a transportation demand management plan and recommendations to establish a transportation management association for the plat area which include transit service, parking supply reductions, trip generation caps (including certain mandatory features) which will be considered as part of the

approval of the first final plat and zoning map amendments. The Neighborhood Development Plan recommends that the Traffic Engineer provide criteria for the establishment of the TDM plan and TMA to the property owner.

13. The preliminary plat is being approved conditioned upon the application of impact fees and assessment district charges for off-site transportation capacity expansions/capital projects, including ped, bike, and transit services, which will also be part of the final plat review.
14. The applicant shall work with Traffic Engineering, Madison Metro and Planning staff to develop an appropriate design for the intersection of Watts Road and Pleasant View Road to provide for satisfactory vehicular and transit service in the event that the streets in this plat are built before the land to the west is acquired to complete the Watts/Pleasant View Road one-way couplet and extension north to Mineral Point Road.







# Pioneer Neighborhood Development Plan

City of Madison, Wisconsin

Adopted: April 20, 2004

# 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.

### B. Pioneer Neighborhood Plan Follow-up Studies

Action	Timeline	Suggested Lead Staff (and team members)	Suggested Lead Committee	Comment
1. Amendment of the RPSM District. (Development of Design Guidelines for urban mix district)	Summer/Fall 2004 (Prior to Phase A development approvals)	Planning Unit (City Attorney, Inspection)	Plan Commission	
2. Complete review of Westside Services. Complete Conceptual Transit Service Extension Plan for neighborhood.	Fall 2004 (Prior to Phase A development approvals)	Metro (Planning Unit/ MPO, Traffic Engineering)	Transit & Parking Commission	To be completed as part of already scheduled greater Westside Study.
3. Establish general locations and routes for bicycle and pedestrian connections into and through the neighborhood including crossings of major barriers.	Summer/Fall 2004 (Prior to Phase A development approvals)	Planning Unit/ MPO (Traffic Engineering, Engineering)	Pedestrian-Bicycle-Motor Vehicle Commission	Complete Westside prior to Eastside as had been requested by PC and PBMVC.
4. Further review of the design and right-of-way requirements for areas within the NDP and off-site to handle Phase A development including ped/bike projects in Phase A.	2004-2005 (As part of any Phase A zoning and subdivision plat approval)	Traffic Engineering/City Engineering (Planning Unit)	Pedestrian-Bicycle-Motor Vehicle Commission	
5. TDM plans and TMA for the area including transit service, parking supply reductions and trip generation caps (include certain mandatory features).	2004-2005 (As part of any Phase A zoning and subdivision plat approval)	Traffic Engineering (Metro, Planning/ MPO, Parking)	Long-Range Transportation Planning Commission	Establish criteria to be used by property owners/developers.

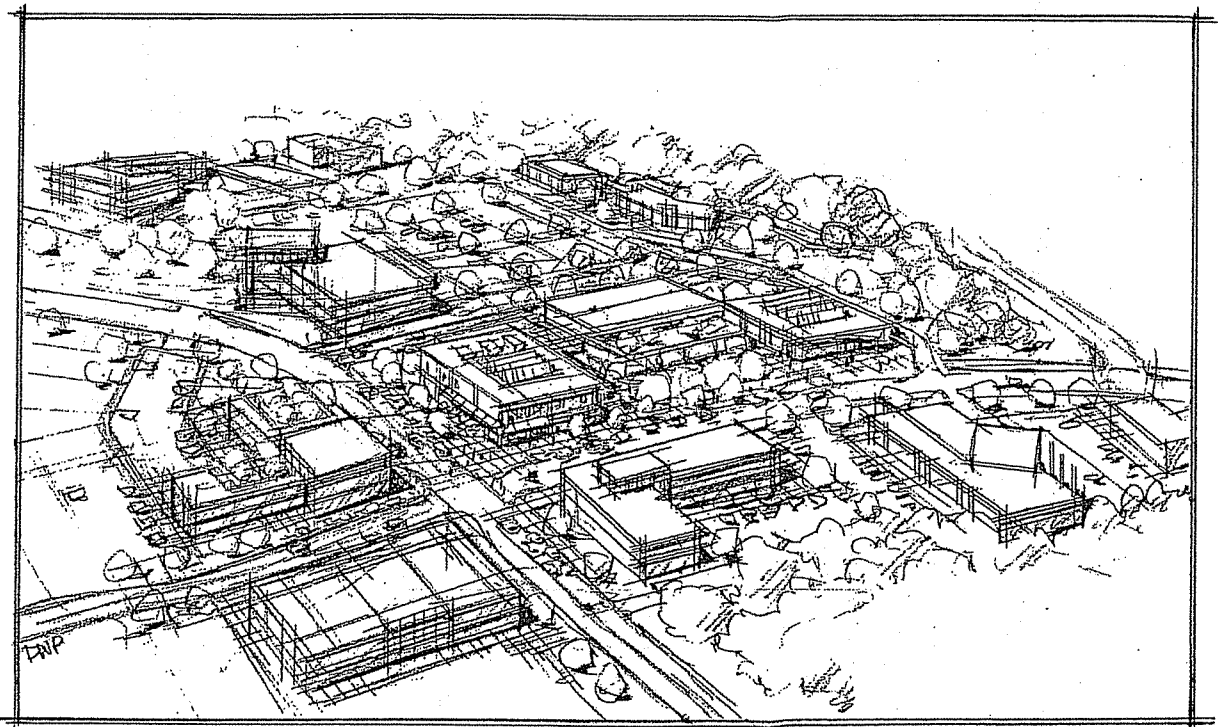
<u>Action</u>	<u>Timeline</u>	<u>Suggested Lead Staff</u> (and team members)	<u>Suggested Lead</u> <u>Committee</u>	<u>Comment</u>
6. Development of Impact Fee Zones and Assessment Districts for off-site transportation capacity expansions/capital projects, including ped, bike and transit service needs assessment.	2004-2005 (Prior to recording of any plat as part of Phase A)	Traffic Engineering (Engineering, Planning Unit, City Attorney, Metro)	Board of Public Works Board of Estimates	
7. First Phase A infrastructure improvements and building permits anticipated.	Spring/Summer 2005		Plan Commission	Permits will not be issued until Steps 1 through 6 are completed.
8. Area-wide long-range regional study for the Beltline interchanges and future arterials and collectors to serve development, including all options, cross-sections and grade separated intersections, including additional Beltline crossings.	2004-2007	City Engineering/Traffic Engineering Planning Unit/MPO	Long Range Trans. Planning/Plan Commission	Need budget authorization and agreement with WDOT.
9. Identify alternatives to extend high capacity transit (bus ways, light rail, etc.), including design and right-of-way requirements.	2004-2006	Planning Unit (Engineering, Metro, Traffic Engineering)	Transit & Parking Commission	Incorporate into Transport 2020 follow-up.

## City of Madison

# *Pioneer Neighborhood Development Plan*

### Summary

The *Pioneer Neighborhood Development Plan* envisions a place for leaders in technology and research, a place for people looking for a new environment to live and work, and a place for Madison's entrepreneurial spirit to thrive. Through its residential, commercial, and research areas, the *Plan* envisions a place for the pioneering spirit that will continue to make Madison a community of ideas and creativity.



*Artist sketch of the proposed UW Research Center*

#### **Pioneering Research and Employment Centers**

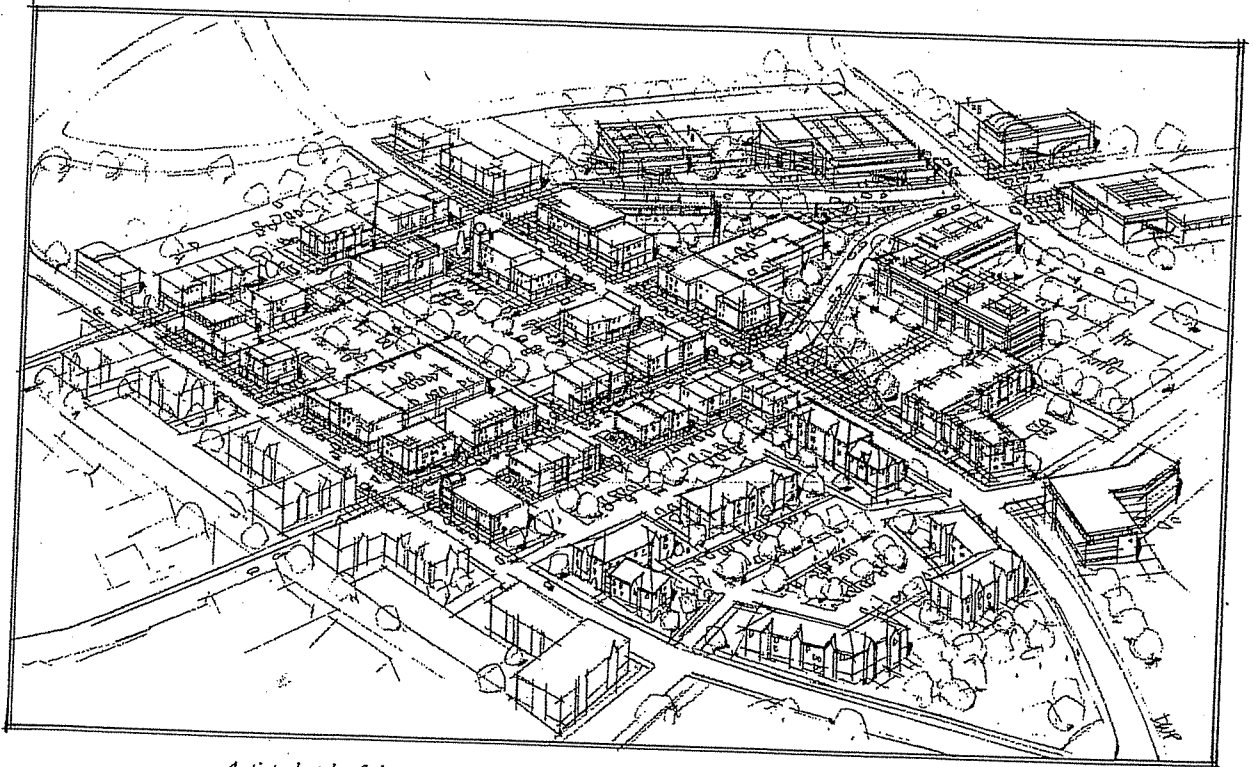
The University of Wisconsin is one of the preeminent research institutions in the world. To meet the needs of researchers in the new millennium, it is looking at new ways to develop that research. The existing University of Wisconsin Research Park, off of Whitney Way, has been a world model in bringing that research to fruition. In response to its success, the University is now proposing a new research park on Madison's far west side.

While continuing the momentum and mission of the original Research Park, this *Plan* envisions a new research environment developed in an urban form—a significant departure from the typical “park” model. Key principles of urban form include buildings placed closer to streets, emphasis on street-level activity, and access to nearby goods and services. The goal is to build a space where employees feel connected—to each other, nearby services, their community, and the world around them.

The *Plan* also calls for additional high-value employment areas, with offices, light industry, and production possibilities close to the new UW Research Center. This physical proximity suggests an exciting opportunity for ideas, business relationships, and capital to intermingle among the districts, the University's adjacent West Madison Agriculture Research Station, and the University campus.

### A Pioneering Way to Live, Shop, and Recreate

Every good neighborhood needs a heart, where residents and employees can gather to meet, shop, relax, and recreate. This *Plan* recommends a central mixed use destination called the "Urban Mix District" at the convergence of job and residential areas. The main focus of activity will be near the future intersection of Watts and Pleasant View Roads. The center will feature multi-story mixed-use buildings on or near the sidewalks. First floors will be devoted to commercial and other active uses, while upper floors will include a mixture of housing, offices, and research facilities. Creative uses of public spaces should be encouraged—such as sidewalk dining and intimate urban squares. Higher density urban housing options will be featured towards the edges of this district to enhance business and recreational activity.



*Artist sketch of the proposed "Urban Mix District", where Watts and Pleasant View Roads will intersect*

To satisfy a range of incomes and lifestyles, the *Plan* calls for many housing options in different parts of the Pioneer Neighborhood. Lands east of South Point Road will emerge as a safe, convenient “traditional neighborhood,” built with time-honored design principles. Key features include an interconnected street pattern; different housing types mixed together rather than segregated from one another; neighborhood gathering points such as schools, parks, and small retail and service centers; and a comprehensive trail and street system linking neighborhoods to each other and to job centers. Housing in this area will be close enough to goods and services that a trip to the store will at most require a healthy walk. With the planned bike and pedestrian system, kids can also explore their world without turning parents into chauffeurs.



*Traditional neighborhood design emphasizes streets as public spaces and houses connected to the street*

Housing densities will decrease as one moves further west in the neighborhood. Housing types there will be focused on single-family homes to recognize the transition to low density subdivisions in the Town. Interconnection in the street and open space system will remain.

### **A Pioneering Way to Get Around**

The Pioneer Neighborhood is designed to incorporate transportation options that place pedestrians, bicyclists, and transit riders on equal footing with automobile drivers. Linking future land use districts will be an interconnected network of streets, paths, transit lines, and sidewalks to provide people a range of viable transportation choices. The *Plan* acknowledges that street capacity expansions should be accompanied by a major commitment to serve this urban neighborhood with transit service—both bus routes in the short-term and a high-capacity transit system in the longer-term. Local bike routes, paths, and sidewalks will also connect with a regional path network and surrounding neighborhoods.

Major transportation studies and projects will ultimately be required to serve traffic increases from within and outside of the neighborhood. These include a proposed extension of Pleasant View Road south from Mineral Point Road to reconnect to existing Highway M at Valley View Road. The recommended route is a safe distance west of the UW telecommunications tower. This major street connection could take a large amount of regional traffic off of Junction Road (existing M). A westerly extension of Watts Road will provide another essential connection into the neighborhood and to other key destinations on the west side of Madison. These two streets will intersect in a creative “couplet” design in the “Urban Mix District” to facilitate traffic movement and create people-oriented spaces.

### **The Pioneer Neighborhood**

The design of the Pioneer Neighborhood will reflect the various ways we live. Living means both work and play. It means continual movement of goods, ideas, and people. Neighborhoods should stimulate residents and visitors, both mentally and physically. That is the overarching vision of the *Pioneer Neighborhood Development Plan*. We invite you to explore this exciting vision.



## Neighborhood Goals

### A. Overall

Create a comprehensive *Pioneer Neighborhood Development Plan* that integrates an urban employment center, a mixed-use neighborhood center, light industrial uses, small-scale neighborhood commercial uses, institutional uses, and a mix of residential dwelling types, densities, and prices developed as a true neighborhood.

### B. Land Use

1. Use natural features and open space to shape the *Neighborhood Development Plan*.
2. Integrate employment, retail, and residential uses to encourage pedestrian access and accommodate the needs of daily living.
3. Develop public service facilities and utilities appropriate to the location and community needs.
4. Create strong relationships between the job centers and residential areas.
5. Coordinate with adjacent neighborhood plans to ensure planning continuity.

### C. Urban Design

1. Incorporate pedestrian-oriented, higher-density design concepts that create attractive, quality, urban, walkable pedestrian spaces.
2. Include design concepts that de-emphasize and reduce the use of large surface parking lots on individual properties, and instead promote shared, structured, and on-street parking.
3. Lay out streets, buildings, and public open spaces to take advantage of long views created by neighborhood topography.

### D. Housing and Economic Development

1. Develop a more urban model for job centers as an alternative to the typical "park" model.
2. Integrate convenience retail and business service uses needed by employees and visitors within and adjacent to the job centers.
3. Include a mix of housing types, lot sizes, and densities, including single-family detached and attached housing, condominiums, apartments, and senior housing.
4. Provide for a wide range of housing targeted toward a broad range of income levels.

### E. Transportation

1. Integrate Pioneer Neighborhood development planning with regional roadway, pathway, utility, and land use planning initiatives.
2. Provide connections within and among the job centers, neighborhood commercial centers, and residential neighborhoods, emphasizing the use of through streets and a modified grid street system.
3. Improve existing arterial and collector roads. Locate/relocate collector and local roads to respond to topographic and drainage patterns, and to accommodate and minimize conflict between land uses.
4. Enhance opportunities to serve the area with alternative modes of transportation. Plan for future extension of public transportation and bike facilities.
5. Incorporate pedestrian connections throughout the neighborhood, to adjacent neighborhoods, and to regional facilities. Establish a network of sidewalks and trails that promotes pedestrian mobility.



County  
Airport

6. Balance the needs of traffic flow with the interest in creating a safe and attractive place to live, work, shop, and play.

## **F. Open Space**

1. Use topographic relief and open space/drainage corridors for trail connections and as transition areas between land uses.
2. Preserve environmentally-sensitive areas and unique natural features.
3. Connect open space/drainage corridors and trails to surrounding regional systems.
4. Locate area-wide storm water management systems in accordance with detailed stormwater plans and in conjunction with open space amenities like wetlands, woodlands, and parklands.
5. Reduce stormwater runoff through the use of infiltration areas including within parking lots.
6. Incorporate village greens and squares, including consideration of non-public means to assure their long-term maintenance.
7. Meet the City's standards for providing park and open spaces and the development of those spaces.



City of Madison  
Pioneer Neighborhood  
Development Plan

Map 7  
Transportation Plan

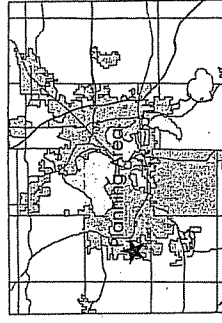
**Street Functional Classification**

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

**Transit & Paths**

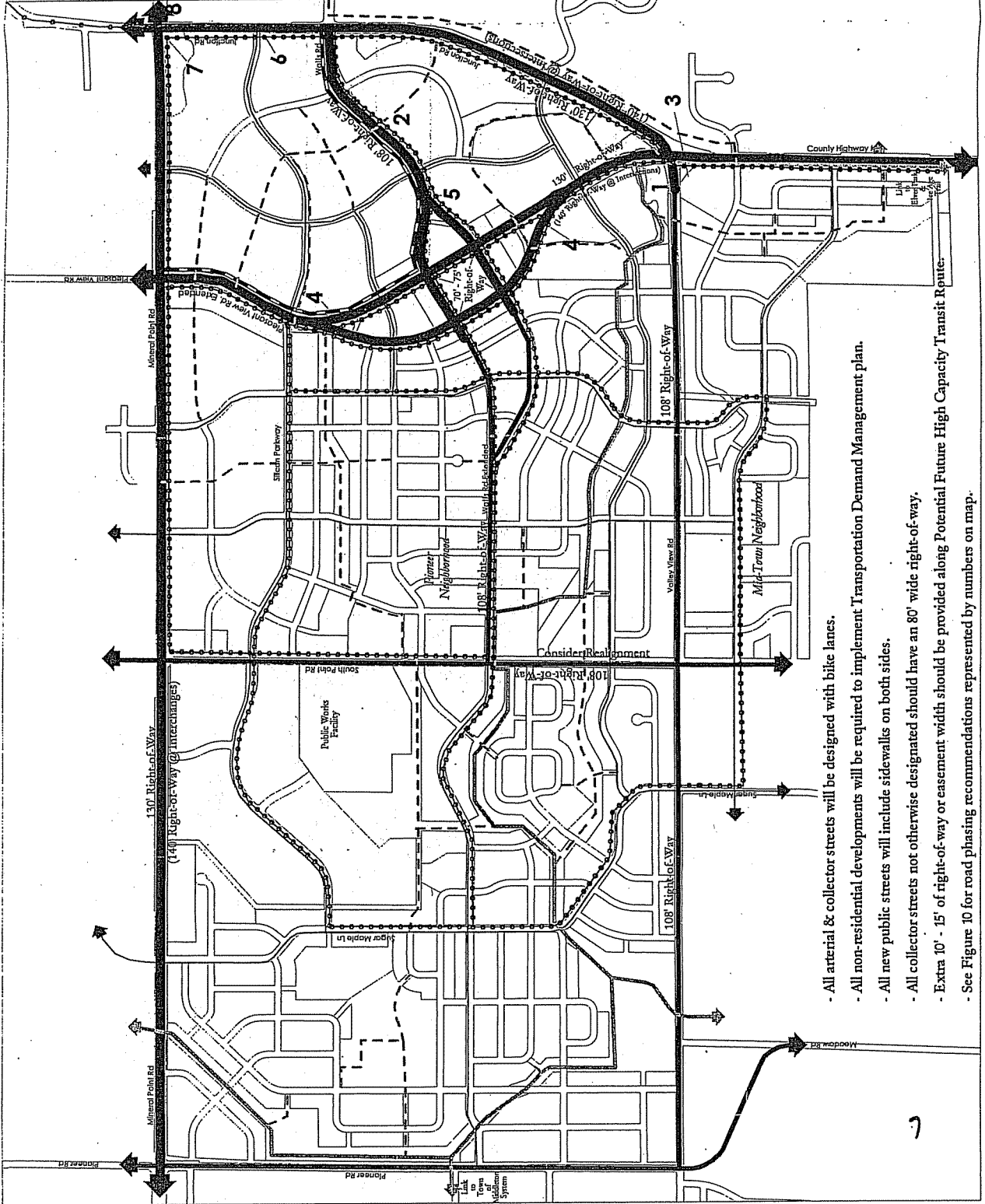
- Existing Bus Routes
- Future Bus Transit Route Possibilities
- Potential Future High Capacity Transit Route
- Proposed Regional Multi Use Paths
- Proposed Local Paths, Trails, and Crossings

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



April 2004

Source: Planning Board - Data County IIO 2001.  
Parcel Boundaries - Data County IIO 2001.  
Other Information - VAA Site Inventory & Street Associates 2001.



- All arterial & collector streets will be designed with bike lanes.
- All non-residential developments will be required to implement Transportation Demand Management plan.
- All new public streets will include sidewalks on both sides.
- All collector streets not otherwise designated should have an 80' wide right-of-way.
- Extra 10' - 15' of right-of-way or easement width should be provided along Potential Future High Capacity Transit Route.
- See Figure 10 for road phasing recommendations represented by numbers on map.

**City of Madison  
Pioneer Neighborhood  
Development Plan**

**Map 8**

**Phasing & Utility  
Extension Plan**

*Proposed Utilities & Community Facilities*

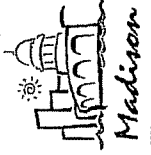
- - - Interceptor Sanitary Sewer Mains\*
- - - Local Sanitary Sewer Mains\*
- - - Water Mains\*
- Ⓢ Potential Future Well Site
- Watershed Boundaries
- Major Planned Stormwater Drainage & Detention
- Existing Overhead Transmission Lines
- Priority Area to Bury or Relocate Overhead Transmission Lines
- Potential Fire Station Siting Zone

*Development Phasing Timeline*

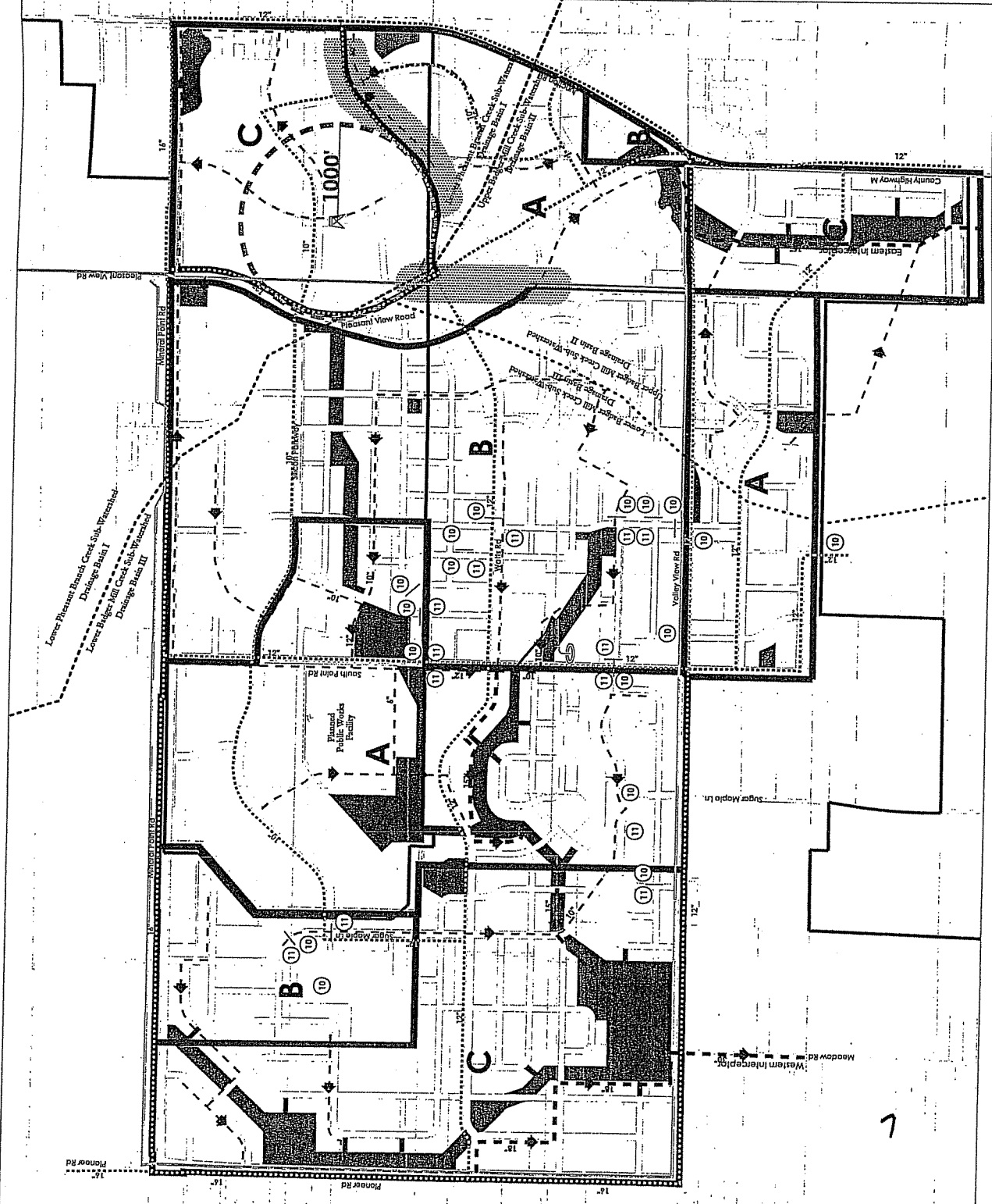
- Boundaries of Development Phasing Areas
- A:** 0-5 Year Projected Phasing of Development Start
- B:** 5-15 Year Projected Phasing of Development Start
- C:** 10+ Year Projected Phasing of Development Start
- January 2004 Urban Service Area Boundary



\*All other local mains should be sized at minimum 8-inch diameter unless otherwise noted.



April 2004  
Staff:  
Municipal Boundaries - Dale County IFO 2001  
Paved Boundaries - Dale County IFO 2001  
Other Information - VEA Site Inventory & Served Area 2001



## C. Land Use and Urban Design Recommendations

### 1. Research and Development Center District (see also Figure 5)

The Research and Development Center District (RDCD) is located on the University of Wisconsin's properties along Junction and Mineral Point Roads. Like the existing University Research Park, the primary mission of the RDCD is to develop businesses that are spun-off from research occurring at the University of Wisconsin. These types of start-up companies generally require affordable office and incubator space. The location adjacent to the West Madison Experimental Agricultural Research Station creates opportunities to develop agriculture-related technology businesses, with testing plots and ideas in close proximity. Moreover, the west central portion of the district is located on a high point, affording views of the Wisconsin State Capitol building. Sight lines should be optimized during final design and construction.

Primary uses within the RDCD include high-technology research, development, testing, professional offices, and business incubators. To accommodate the potential for high-capacity transit, a location for a transit center north of Watts Road near the transition area between the RDCD and the Urban Mix District and sufficient public ways for the route/line should be reserved. Commercial "support" or hospitality services should be provided for employees of the district, with possible locations within and adjacent to the RDCD. These may include coffee shops, delis, day care facilities, or hotels.

While the uses within the RDCD will resemble those in the existing UW Research Park, the character will be noticeably different. Figure 6 depicts desired urban design features for a portion of the district. In addition the RDCD emphasizes:

- Achieving a minimum development density;
- Buildings that are oriented towards the street, with parking behind;
- Underground and/or structured parking in strategic locations;
- Planning for on-site building expansion at the time of site plan approval;
- More street and sidewalk connections to the rest of the neighborhood and within the district;
- Smaller blocks and lots than the existing UW Research Park;
- Commercial support services to meet the needs of district employees and tenants (deli, day care facility, hotel); and
- More urban, usable open spaces.

Figure 5 introduces the concepts of "minimum FAR (floor area ratio) in first building phase" and "site-plan build out minimum FAR." Planning for on-site building expansion is a critical idea that should be practiced in the Research and Development Center, Employment, and Light Industrial Districts. This will provide a clear path towards achieving recommended "build-out" development densities and help to retain and grow each business without costly relocations. Specifically, with initial site plan submittals, businesses and developers should indicate how they can achieve the minimum required FAR—both during the first building phase and at future build-out. The "build-out" site plan should indicate how future building and parking expansion can be accomplished, even if no expansion is planned in the immediate future. As an example, a build-out site plan could show the future construction of a tiered parking structure to replace a surface parking area, with the former surface parking area then converted for building expansion.

Building heights within the Research and Development Center District will range from two to six stories in areas near the Urban Mix District, and from one to four stories in other areas. A minimum of two story buildings are encouraged. One story buildings are discouraged. Certain types of research and development uses may require one story buildings because of specific structural or ventilation



needs. These one-story buildings would be most appropriately located near the eastern edges of the district.

To provide greater activity at the street level, a minimum of 50% of the front building façades will be located within ten to thirty feet from the street, with entrances oriented toward the street. Ancillary business services, such as cafeterias, fitness centers, and coffee shops, will be located on the ground floor fronting on the main street.

On-street parking within the Research and Development District will be available on most streets. Employee parking and loading areas will be located either behind or alongside buildings. The City and UW Research Park should work together to develop a consistent approach for lots with double street frontage. Small visitor parking areas will be allowed in front of the buildings. Underground, structured, and shared parking will be encouraged. The RDCD should include at least one shared parking structure during an early phase of development. Bike parking facilities will also be provided. All development in the RDCD will be expected to prepare a Transportation Demand Plan and to participate in a Transportation Management Association.



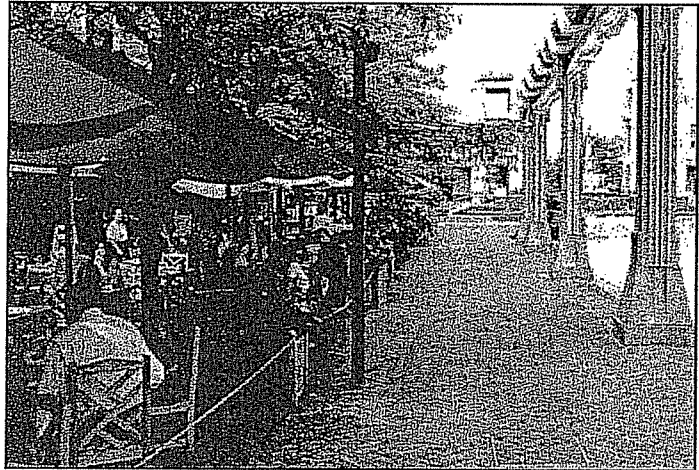
*Natural light fills interior corridor space*

It will be important to incorporate existing woodlots within the site design of individual lots. Existing natural features provide an opportunity for an internal path system (see Map 7), and sidewalks will be required on both sides of all streets. Although topography in the district is hilly, the streets are still connected to each other and to others in the neighborhood. Long views of the Capitol, Lake Mendota, and the Cityscape should also be preserved.

The Research and Development Center District will be developed in two main phases. The portion of the district located south of the western extension of Watts Road is expected to develop over the next ten years. The portion located north of Watts Road is not expected to develop until the southern phase is approaching build-out. Most of this northern area will not be able to develop until the communications tower is removed. The proposed development plan for the northern section, as depicted in Map 6, is fairly conceptual and should be revisited during final site planning and platting.

## 2. Urban Mix District (see also Figure 5)

At the heart of the Pioneer Neighborhood is the Urban Mix District. The Urban Mix District is located around the future intersection of the western extension of Watts Road and the southern extension of Pleasant View Road. Although both roads will be four lanes with a landscaped median outside of the Urban Mix District, they will split into one-way, two-lane roads once inside the district. It will be from the intersections of this "couplet" from which the Urban Mix District will emerge.



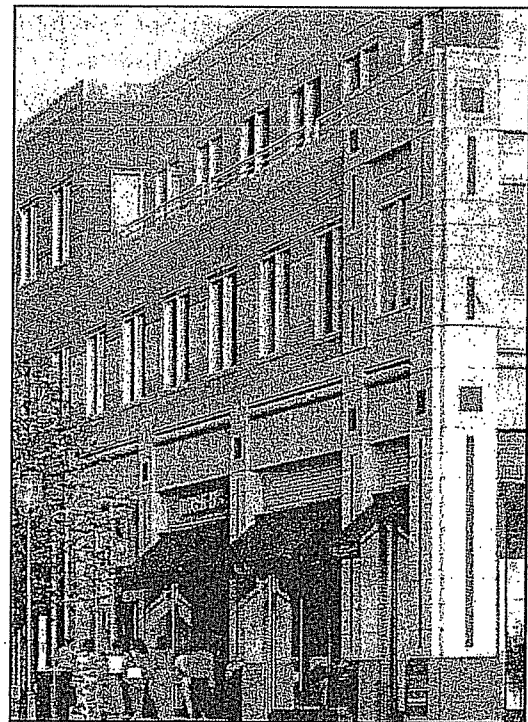
*Example of urban open space and outdoor dining*

The district will feature a pedestrian friendly design, including buildings that create a sense of street enclosure, street level architecture, parking on both sides of the "couplet" sections, and a relatively narrow pavement width to encourage pedestrian activity. The streets should be designed to serve multiple functions with particular attention towards safe and comfortable pedestrian crossings.

With its dynamic mix of retail, restaurants, and services for area employees and residents, the Urban Mix District will be the gathering place within the Pioneer Neighborhood. It will be important to develop the district and adjacent medium-high to high density residential areas at sufficient densities and with quality, pedestrian-oriented design to support walkable streets and high-capacity transit in the long-term. The high demand for housing on Madison's west side will make residential development a viable option in the district. This *Plan* calls for around 400 dwelling units to be built in the Urban Mix District alone.

Figure 7 depicts the desired urban design character of the Urban Mix District. Retail and business services will be located on the first floor, with housing, offices, and research uses above. Auto-oriented uses will not be allowed in the district. Urban open spaces, such as plazas or squares, will be integrated into the overall development pattern, including a pedestrian plaza or park. These areas should be promoted for dining, entertainment, open air markets, and other activities that would be integral to or adjacent to businesses. Carefully designed hardscape improvements and pedestrian amenities should be emphasized.

Buildings within the Urban Mix District will range from two to six stories, with facades staggered above the third floor to provide architectural interest, increase sunlight, and decrease the appearance of building mass at the street. Building entrances will be oriented toward the street and/or urban open spaces.

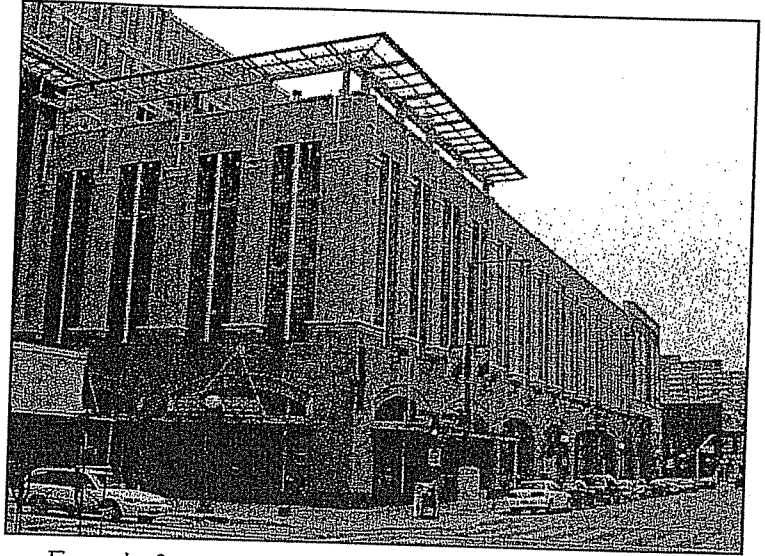


*Example of building placement and staggered building façade at the third story.*



Within the Urban Mix District, on-street parking will be available on all streets. Surface parking should be mainly directed to behind or on the side of buildings. Underground, structured, and shared parking will also be strongly encouraged, through a combination of regulations and incentives.

While off-street locations are preferred, structured parking within the Urban Mix District could be located within a mixed-use building, with first floor retail and parking above. The building should be designed to blend the parking structure with the overall character of the district. Nonresidential



*Example of structured parking in mixed-use building with first floor retail. The building design and façade hide the visual presence of the parking structure.*

development in the district will be expected to prepare Transportation Demand Management Plans at the time of zoning and platting approvals.

The couplet in the center of the Urban Mix District is a unique feature of the neighborhood that has the potential to provide a safe setting for pedestrians, keep auto traffic slow but smoothly flowing, and allow for parking and retail uses on both sides of each street segment. But because the couplet creates not just one "main street", but four smaller ones, potential drive-by business will be somewhat diluted. To help create a strong, vibrant retail area in the heart of the Urban Mix District, it will be important to:

- Ensure that the retail development market is focused in the Urban Mix District. This will include not allowing competing retail development centers in other parts of the neighborhood, while still providing for scattered convenience services.
- Provide adequate way-finding signs for pedestrians, bicyclists, and auto traffic to direct them to various stores and parking facilities.
- Be patient for the market to emerge for the full development of the Urban Mix District.



---

## Traffic Engineering Division

David C. Dryer, City Traffic Engineer

Madison Municipal Building  
215 Martin Luther King, Jr. Boulevard  
P.O. Box 2986  
Madison, Wisconsin 53701-2986  
PH 608/266-4761  
TTY 608/267-9623  
FAX 608/267-1158

May 10, 2005

TO: Plan Commission

FROM: David C. Dryer, P.E., City Traffic Engineer

SUBJECT: **8501 Mineral Point Road – Preliminary Plat – University Research Park – Pioneer NDP**

The City Traffic Engineering Division has reviewed the subject development and has the following comments.

**MAJOR OR NON-STANDARD REVIEW COMMENTS** (Comments which are special to the project and/or may require additional work beyond a standard, more routine project.)

1. As noted in the Council adopted resolution approving the Pioneer Neighborhood Development Plan, the development phasing for the plat shall follow the phasing recommendations included in the plan on Map 8 and the time line for the follow up studies in Exhibit A. The final plat may need to be revised based upon the phasing recommendations included in the adopted plan on Map 8 and the time line for the follow up studies in Exhibit A. There are several follow-up studies pending which will need to be coordinated with the subject plat. The conditions that follow delineate the specific connections with the subject plat.
2. One area needing further study is the intersection of CTH M and CTH S, which is under the jurisdiction of Dane County. The intersection of CTH M and CTH S is functioning today at a level of service "F" for certain movements during peak travel times. The City of Madison has itself investigated options for the intersection including the addition of several more lanes. These alternatives will require some time to investigate and share with the community. A letter is available that the City has received from the County Executive outlining the County position on the matter as the intersection involves county trunk highways on 3 of the 4 legs of the intersection. At this point, no solution is ready to be advanced and the intersection's jurisdiction is under Dane County control. Therefore, city staff is continuing to put an emphasis on securing the funding of the Pleasant View Road corridor as it is hoped that it will provide a parallel roadway option for vehicular traffic.
3. It is our recommendation that the City continue its focus on the Pleasant View Corridor in order to provide access and some capacity for this development and the multi-county traffic shed which the CTH M/CTH S, USH 12/14 (Beltline) intersections serve. At the same time, the City, Dane County and the Wisconsin Department of Transportation should proceed with the area-wide long-range regional study and development transportation plan.
4. The preliminary plat is conditionally approved subject to the final plat being revised to include the locations and routes of bicycle and pedestrian connections into and through the neighborhood, including crossings of major barriers, based on the plan from the Planning Unit, MPO, Traffic Engineering and City Engineering Divisions.
5. The preliminary plat is conditionally approved subject to the final plat being revised to include the design and right-of-way requirements for the plat, areas within the neighborhood development plan, and off site areas to handle both Phase A and future development, including

pedestrian and bicycle projects for Phase A and future phases, based on the plan from the Planning Unit, MPO, Traffic Engineering and City Engineering Divisions. Specifically, the plat shall be revised to show right-of-way requirements on CTH S, CTH M, and the internal streets based upon the plan noted.

6. The preliminary plat is conditionally approved subject to the final plat being revised to include a transportation demand management (TDM) plan and transportation management association (TMA) plan for the area and the plat, including transit service, parking supply reductions and trip generation caps. The subject TDM plan and TMA plan shall be reviewed and approved by the Planning Unit and Traffic Engineering Division.
7. The preliminary plat is conditionally approved subject to the final plat being placed on notice about its responsibilities and requirements for special assessments for off-site transportation capacity extension/capital projects, including pedestrian, bicycle and transit service needs.

### GENERAL OR STANDARD REVIEW COMMENTS

In addition, we offer the following General or Standard Review Comments:

8. The applicant shall execute and return the attached declaration of conditions and covenants for streetlights & traffic signals prior to sign off. The applicant will need to provide a deposit for their reasonable and proportionate share of future area traffic signals and associated intersection changes.
9. There will be access restrictions for the plat of this final plat and shall be noted on the face of the plat as follows:
  - a. No Access shall be granted along the westerly right-of-way line of County Hwy M, unless otherwise approved by the City Traffic Engineer.
  - b. No Access shall be granted along the right-of-way line of County Hwy S, unless otherwise approved by the City Traffic Engineer.
10. Final utility easements shall be coordinated with the final plat.
11. The plat shall be revised to show Street 'A' extended through Lot 17 to connect with the adjoining parcel.
12. The Developer shall enter into a subdivision contract for the installation of public infrastructure required to serve the plat. This is likely to include improvements along CTH M and at the intersection of Watts Road and CTH M.
13. Public signing and marking related to the development may be required by the City Traffic Engineer for which the developer shall be financially responsible.

Please contact Dan J. McCormick, P.E., City Traffic Engineering at 266-4761 if you have questions regarding the above items.

Contact Person: Dave Jenkins  
Fax: 608-848-2255  
Email: dave.Jenkins@jdsdinc.com

DCD:DJM:dm

**DECLARATION OF CONDITIONS AND COVENANTS  
FOR THE DEVELOPMENT/PLAT OF  
University Research Park - Pioneer  
City of Madison, Dane County, Wisconsin**

WHEREAS, \_\_\_\_\_,  
owner of the Development/Plat known as \_\_\_\_\_, recorded  
in Volume \_\_\_\_\_ of Plats on page(s) \_\_\_\_\_, in the Dane County Register of Deeds Office,  
will be benefited through the installation by the City of Madison of street trees and street lighting within the  
public right-of-way for all lots included in said plat.

NOW THEREFORE, the undersigned owner, hereby declares and provides that all lots in said plat  
in the City of Madison are subject to conditions and covenants as follows:

1. That the owner concurs with the City of Madison's policy to promote and enhance the beauty and general welfare of the City through the planting and maintenance of street trees or shrubs and installation and maintenance of street lights, within the public right-of-way, adjacent to the owner's property.
2. That the owner acknowledges that it is the City of Madison's policy to assess the full cost, including inspection and supervision, of the initial installation of street trees and street lights.
3. That the owner, his/her heirs, successors and assigns, waives notice and hearing to the assessment for street trees and street lights in accordance with Section 66.0703(7)(b), Wisconsin Statutes; Section 66.0701, Wisconsin Statutes; Paragraph (11), Section 10.10; and Paragraph (10), Section 10.39, Madison General Ordinances.

IN WITNESS WHEREOF, we have hereunto set our hands and seals this \_\_\_\_\_  
day of \_\_\_\_\_, 20\_\_\_\_.

\_\_\_\_\_  
\_\_\_\_\_

State of Wisconsin)  
County of Dane )ss

Personally came before me this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_.

The above named \_\_\_\_\_  
to me known to be the person(s) who executed the foregoing instrument and acknowledged the same.

\_\_\_\_\_  
Notary Public, Dane County, Wisconsin  
My Commission Expires \_\_\_\_\_

Return to: City Traffic Engineering Division  
Suite 100, Madison Municipal Building  
215 Martin Luther King Jr. Blvd.  
PO Box 2986, Madison, WI 53701-2986

DECLARATION OF CONDITIONS AND COVENANTS FOR THE DEVELOPMENT/PLAT OF

University Research Park - Pioneer

City of Madison, Dane County, Wisconsin

WHEREAS, \_\_\_\_\_, owner of the Development/Plat known as \_\_\_\_\_, will be benefited through the installation by the City of Madison of traffic signals within the public right-of-way in and adjacent to said Development/Plat.

NOW THEREFORE, the undersigned owner, hereby declares and provides that said Development/Plat in the City of Madison is subject to conditions and covenants as follows:

- 1. That the owner acknowledges that it is the City of Madison's policy to promote general welfare of the City through the installation, operation and maintenance of traffic signals, within the public right-of-way, adjacent to the owner's property.
2. That the owner acknowledges that it is the City of Madison's policy to assess the full cost, including inspection and supervision, of the initial installation of traffic signals, including intersection improvements associated with such signals.
3. That the owner, his heirs, successors and assigns, acknowledges that the City intends to special assess the proportionate and reasonable cost for the installation of traffic signals and associated intersection improvements in accordance with Section 66.0703(7)(b) Wisconsin Statutes and Section 66.0701, Wisconsin Statutes. The proportional share of the cost is based on a parcel's daily trips generated as defined by the industry standard known as the Institute of Transportation Engineers' Trip Generation Manual. As of 2005, the City is assessing approximately \$40 per trip for the capital cost of improvements.
4. That the owner, his heirs, successors and assigns acknowledges that the City intends at a future date and pursuant to the then current City Ordinance to assess an annual special charge to property owners to cover their proportionate share of the costs associated with the operation and maintenance of traffic signals.
5. That the owner, his heirs, successors and assigns acknowledges that permanent easements may be necessary for installation, operation and maintenance of traffic control equipment on their lands, and such easements would be considered as project costs.

IN WITNESS WHEREOF, we have hereunto set our hands and seals this \_\_\_\_\_ day of \_\_\_\_\_, 2004.

State of Wisconsin)
County of Dane )ss

Personally came before me this \_\_\_\_\_ day of \_\_\_\_\_, 2004.

The above named \_\_\_\_\_ to me known to be the person(s) who executed the foregoing instrument and acknowledged the same.

Notary Public, Dane County, Wisconsin
My Commission Expires \_\_\_\_\_

Return to: City Traffic Engineering Division
Suite 100, Madison Municipal Building
215 Martin Luther King Jr. Blvd.
PO Box 2986, Madison, WI 53701-2986



## Madison Metro Transit System



1101 East Washington Avenue  
Madison, Wisconsin 53703  
Administrative Office: 608 266 4904  
Fax: 608 267 8778

May 6, 2005

TO: Plan Commission  
FROM: Timothy Sobota, Transit Planner, Metro Transit  
SUBJECT: **8501 Mineral Point Road – Preliminary Plat – Pioneer University Research Park**

Metro Transit has reviewed the subject development and has the following comments.

**MAJOR OR NON-STANDARD REVIEW COMMENTS** (Comments which are special to the project and/or may require additional work beyond a standard, more routine project.)

1. The preliminary plat creates incomplete or otherwise incompatible intersections at the crossings of the primary collector and arterial corridors of the plat (Valley View Road/Pleasant View Road/Cty Hwy M; Pleasant View Road/Watts Road). Provision of any transit service to this plat area – absent construction of these major intersections – would require operation on the limited local street network (Streets A/B/C), or a specialized plan for interim traffic operations through the partial intersections being proposed.
2. Metro Transit presented a proposal for a conceptual transit service extension plan serving the Pioneer neighborhood to the Transit and Parking Commission on February 10, 2004.
3. Metro Transit has needed to delay completion and implementation of a Westside service study into 2006, due to declining State transit aids that would fund such transit service expansions.
4. A new funding source (such as a Transportation Management Association) would be required to pay for the annual costs of the route proposed in the conceptual transit service extension plan.

### GENERAL OR STANDARD REVIEW COMMENTS

In addition, we offer the following General or Standard Review Comments:

5. Metro Transit operates bus service seven days a week to the Prairie Towne Center to the northeast of this plat area. This bus stop northeast of the intersection of Cty Hwy M and Mineral Point Road is the closest transit access to the proposed Research Park currently.
6. Metro Transit has identified extension of transit service along Watts Road, between High Point Road and Cty Hwy M, as a primary goal of the Westside service study. This would create bus stops on Watts Road immediately east of the Cty Hwy M intersection – across the street from the proposed Research Park.

Please contact Tim Sobota, Metro Transit at 261-4289  
or by email at <[tsobota@cityodmadison.com](mailto:tsobota@cityodmadison.com)>  
if you have questions regarding the above items.



Digitally signed  
by Tim Sobota  
Date: 2005.05.06  
10:33:48 -05'00'

CC: Project contact person, Dave Jenkins: <[dave.jenkins@jsdinc.com](mailto:dave.jenkins@jsdinc.com)> (email)



## Madison Metro Transit System

Catherine Debo, Transit General Manager

1101 East Washington Avenue

Madison, WI 53703

Administrative Office: 608 266 4904

Customer Information: 608 266 4466

TDD/Device for Deaf: 608 267 1143

[www.mymetrobus.com](http://www.mymetrobus.com)

May 6, 2005

TO: Plan Commission  
FROM: Catherine Debo, Metro Transit General Manager  
SUBJECT: Pioneer Neighborhood Transit Services

The substitute resolution adopting the Pioneer Neighborhood development plan in April of 2004 identified two studies in Exhibit A for which Metro Transit would be the lead agency in completing. The first task included the complete review of Westside Service that Metro had expected to be completed in 2005. The second study action required, prior to any Phase A Development Approvals, was completion of a specific Conceptual Transit Service Extension Plan for the neighborhood.

The completion date for the Westside Service study has since been delayed into 2006, in the face of declining transit aids from the State of Wisconsin. Metro has had to divert staff resources towards the development of contingency plans for service reductions (route consolidations, decreased frequencies, shortened spans of service on weekends and holidays). The review of Westside Service is presently part of this larger contingency plan study with completion targeted for implementation in the Fall of 2006. This implementation timeline may correspond well with the completion of the first buildings in the new UW Research Park for which plat plans have recently been submitted.

Metro completed the conceptual plan for extending transit service to the Pioneer Neighborhood shortly before adoption of the neighborhood plan, presenting it to the Transit & Parking Commission (TPC) at their meeting of February 10<sup>th</sup>, 2004. In this conceptual plan, a new route would connect the West Transfer Point and Pioneer Neighborhood area, with a round-trip time of sixty minutes. If two buses were operating on this route, it would provide thirty-minute headways. Various options for the span of service during traditional commuter hours were provided, to reflect the variety of potential work shift hours as well as to demonstrate the range of dedicated operating funds that would need to be generated to run this service. The conceptual plan did not identify the specific corridor(s) that would be used to reach the Pioneer Neighborhood, or routing within the neighborhood, as it was not known when each of the neighborhood streets would be built or the phasing of building construction.

The conceptual plan, as presented in 2004 to the Transit & Parking Commission, identified the costs associated with creating an entirely new route to serve the whole of the Pioneer Neighborhood, at varying levels of service. Metro continues work on the complete review of Westside service, and will determine in the course of that planning effort whether revised routing of existing service will permit "dipping into" the immediate area of the proposed Research Park plat – without the substantial additional funding resources being necessary. If implemented, such a limited extension could meet an interim need at little or no added cost to the system. This would delay the introduction of an entirely new route eventually required to serve the continued westward growth of the commercial and residential portions of the neighborhood. Using an interim solution would also

May 6, 2005

Page 2

allow greater time to identify and fund the substantial new source of operating revenue needed for the service expansion concept.

As noted in the Conceptual Plan of 2004, one such source of funding might be a Transportation Management Association in the Pioneer Research Park/Neighborhood. Such an Association could potentially collect on-going fees from residential, retail and industrial parties in the Neighborhood in order to make quarterly payments to Metro for the transit operating expenses associated with transit route service.

It should be noted that actual transit service to planned new development areas rarely matches initial conceptual plans due to unknown phasing of street and building construction. The Old Sauk Trails Office Park is an illustrative example of how both route coverage and frequency of service evolves and expands over time in order to reflect the growth and development of an area.

Currently, the closest Metro bus stop to the Pioneer Neighborhood is located in the parking lot of the Prairie Towne Center, north of Mineral Point Road. One of our service goals in the Westside review is the extension of our route coverage along Watts Road between County Highway M and South High Point Road. This would place bus stops on Watts Road directly across County Highway M from the proposed plat area of the University Research Park. As indicated, it might be possible to extend this route network coverage somewhat further across County Highway M to provide a short loop in the area of University Research Park plat area (i.e. briefly "dip into" that development). This step would allow the added time to plan for and implement an entirely new route to serve continued growth of the neighborhood, as well as to secure the associated source of new revenue that would be necessary.

*Catherine S. Delo*

Attch. 2004 Cost estimates related to Conceptual Transit Service Extension Plan, as presented to TPC.

cc: Transit and Parking Commission



**Pioneer Neighborhood  
Transit Service  
Alternatives:  
Buses operate between  
West Transfer Point and  
Pioneer Neighborhood**

Case		Hours/ Day	Span	Cost/ Hour	Cost/ Day	Days/ Year	Cost/ Year	Buses Peak/ Offpeak
A	3 Trips each peak period Hourly trips between peaks	17	6:30a 6:30p	\$53.20	\$904.40	255	\$230,622.00	2/1
B	4 Trips each peak period Hourly trips between peaks	18	6:30a 6:30p	\$53.20	\$957.60	255	\$244,188.00	2/1
C	5 Trips each peak period Hourly trips between peaks	20	6:00a 6:30p	\$53.20	\$1,064.00	255	\$271,320.00	2/1
D	6 Trips each peak period Hourly trips between peaks	21	6:00a 6:30p	\$53.20	\$1,117.20	255	\$284,886.00	2/1
E	Half-hourly trips during peak periods and off-peak	26	6:00a 6:30p	\$53.20	\$1,383.20	255	\$352,716.00	2/2
F	Half-hourly trips during weekends	29	8:00a 10:00p	\$53.20	\$1,542.80	102	\$157,365.60	2/2



Department of Public Works  
**City Engineering Division**

608 266 4751

Larry D. Nelson, P.E.  
City Engineer

City-County Building, Room 115  
210 Martin Luther King, Jr. Boulevard  
Madison, Wisconsin 53703  
608 264 9275 FAX  
608 267 8677 TDD

**Deputy City Engineer**  
Robert F. Phillips, P.E.

**Principal Engineers**  
Michael R. Dalley, P.E.  
Christina M. Bachmann, P.E.  
John S. Fahrney, P.E.  
David L. Benzschawel, P.E.  
Gregory T. Fries, P.E.

**Operations Supervisor**  
Kathleen M. Cryan

**Hydrogeologist**  
Joseph L. DeMorett, P.G.

**GIS Manager**  
David A. Davis, R.L.S.

DATE: May 3, 2005

TO: Plan Commission

FROM: Larry D. Nelson, P.E., City Engineer

SUBJECT: University Research Park - Pioneer Preliminary Plat

The City Engineering Division has reviewed the subject development and has the following comments.

**MAJOR OR NON-STANDARD REVIEW COMMENTS** (Comments which are special to the project and/or may require additional work beyond a standard, more routine project.)

1. All street names are subject to approval of the City Engineer.
2. The Developer shall revise the right-of-way of CTH "M" and Watts Road if required by the City Engineer and City Traffic Engineer. The City shall review the right-of-way requirements with the Developer.
3. The intersection of CTH M and CTH S is functioning today at a level of service "F" for certain movements during peak travel times. The City of Madison is investigating options for the intersection including a multilane facility and a grade separated intersection. These alternatives will require some time to investigate and gain acceptance by the community. We have attached to our comments the letter that the City has received from the County Executive outlining the County position on the matter as the intersection involves county trunk highways on 3 of the 4 legs of the intersection.

At this point, no solution is ready to be advanced. Therefore, city staff is continuing to put an emphasis on the Pleasant View Road corridor as it is hoped that it will provide a parallel roadway option for vehicular traffic. We have also attached a copy of the adopted 2005 budget for Pleasant View Road.

It is our recommendation that the City continue its focus on the Pleasant View Corridor in order to provide the needed capacity for this development and the multi-county traffic shed which the CTH M/CTH S/USH 12 intersections serve. In addition, the City should continue its efforts to bring Dane County and the Wisconsin Department of Transportation to the table to address this issue, which relates directly to existing development in, adjacent, and beyond the City of Madison boundaries.

4. The following note shall be applied to the plat. "All lots created by this document are responsible for compliance with the infiltration, and oil and grease requirements of Chapter 37 of the Madison General Ordinances at the time they develop".
5. A portion of this plat drains to the Upper Badger Mill Creek as such it shall pay fees associated with



the UBMC Impact Fee District. (2005 Rate = \$55.4300/1000 SF).

6. A portion of this plat drains to the PROPOSED Valley View Road Sewer and Drainage Improvement Impact Fee District. Prior to approval, these fees shall be paid in accordance with Section 20.08(5) of the Madison General Ordinances (Est fees = \$134.9837/1000 SF). If plat recordation occurs prior to enactment of the Impact Fee District, owner shall provide a waiver for assessment of these fees.
7. A portion of this plat drains to the Badger Mill Creek Drainage District. Connection fees are due at the time of plat recordation, at the 2005 rate of \$4.7298/1000 SF.
8. The retention basin at Valley View Road shall conform to the approved storm water management plan for the further development of the Upper Badger Mill Creek Watershed. The allowable release rates are as follows: 1) 2 year storm @ 16 CFS; 2) 10 year storm @ 37 CFS; 3) 100 year storm @ 104 CFS.
9. Outlot 8 is subject to deferred City of Madison Sewer Connection Charges. Payment shall be due at time of connection or further subdivision of the outlot.

#### GENERAL OR STANDARD REVIEW COMMENTS

In addition, we offer the following General or Standard Review Comments:

##### Engineering Division Review of Plats (Pre-Preliminary, Preliminary, Final) and Certified Survey Maps

Name: University Research Park - Pioneer Preliminary Plat

#### General

- 1.1 The Developer shall enter into a City / Developer agreement for the installation of public improvements required to serve this plat/csm. The developer shall be required to provide deposits to cover City labor and materials and surety to cover the cost of construction. The developer shall meet with the City Engineer to schedule preparation of the plans and the agreement. The City Engineer will not sign off on this plat/csm without the agreement executed by the developer.
- 1.2 Two weeks prior to recording the final plat, a soil boring report prepared by a Professional Engineer, shall be submitted to the City Engineering Division indicating a ground water table and rock conditions in the area. If the report indicates a ground water table or rock condition less than 9' below proposed street grades, a restriction shall be added to the final plat, as determined necessary by the City Engineer.

#### Right of Way / Easements

- 2.1 The Applicant shall Dedicate a \_\_\_\_\_ foot wide strip of Right of Way along \_\_\_\_\_.
- 2.2 The Applicant shall Dedicate a Permanent Limited Easement for grading and sloping \_\_\_\_\_ feet wide along \_\_\_\_\_.
- 2.3 It is anticipated that the improvements on [roadway name] \_\_\_\_\_ required to facilitate ingress and egress to the plat/csm will require additional right of way and/or grading easements located outside the plat/csm boundary. The developer shall acquire the right of way and/or sloping easements as required by the City at the developer's expense. In the event that the developer is unable to acquire the right of way and/or sloping easements required, the City shall assist the developer in acquiring the property and the developer shall pay the City for all costs associated with the acquisition.
- 2.4 The Developer shall petition for the street vacation of (roadway name) \_\_\_\_\_ and provide a legal description and sketch of the right of way to be vacated after consultation with the City Engineer.

#### Are the following requirements met?

- \* Streets Intersect at right angles.
- \* A 15 foot minimum tangent at intersections from PC of curve to property line.
- \* Arterial intersection spacing generally greater than 1200 feet.
- \* Jogs are avoided at intersections. Arterial streets shall be adjusted to align if spacing less than 300 feet.
- \* Spacing of intersections on local streets shall be greater than 300 feet.

- \* Cul-de-sacs shall be less than 1000 feet long.
- \* 100 foot tangents between curves.

- 2.5 \_\_\_\_\_  
\_\_\_\_\_
- 2.6 Property lines at intersections shall be rounded with a 15 foot radius on \_\_\_\_\_  
\_\_\_\_\_
- 2.7 Property lines at intersections shall be rounded with a 25 foot radius on all streets.
- 2.8 The right of way width on \_\_\_\_\_ shall be \_\_\_\_\_ feet, on \_\_\_\_\_ shall be \_\_\_\_\_ feet and on \_\_\_\_\_ shall be \_\_\_\_\_ feet.
- 2.9 \_\_\_\_\_ shall have a minimum centerline radius of \_\_\_\_\_ feet and \_\_\_\_\_ shall have a minimum centerline radius of \_\_\_\_\_ feet.
- 2.10 The cul-de-sac on \_\_\_\_\_ shall have a minimum radius of \_\_\_\_\_ feet with a minimum reverse curve radius of \_\_\_\_\_ feet.
- 2.11 The plat/csm shall show a temporary limited easement for a temporary cul-de-sac on \_\_\_\_\_ having a radius of \_\_\_\_\_ feet and a reverse curve radius of \_\_\_\_\_ feet. The easement(s) shall expire when the streets are extended.
- 2.12 The developer shall show on the plat/csm a 40 foot utility easement adjacent to [roadway name] \_\_\_\_\_. The easement wording shall be approved by the City Engineer. The intent of the easement is to allow for the relocation of a major transmission line. The actual poles would remain on the right of way however major transmission lines require an easement beyond the space occupied by the poles for safety.
- 2.13 The City Engineer has reviewed the need for pedestrian and bicycle connections through the development and finds that no connections are required.
- 2.14 The Developer shall Dedicate a Permanent Limited Easement for a pedestrian / bicycle easement \_\_\_\_\_ feet wide from \_\_\_\_\_ to \_\_\_\_\_.
- 2.15 The Developer shall provide a private easement for public pedestrian and bicycle use through the property running from \_\_\_\_\_ to \_\_\_\_\_. The developer shall be responsible for the ongoing construction and maintenance of a path within the easement. The maintenance responsibilities shall include, but not be limited to, paving, repaving, repairing, marking and plowing. The developer shall work with the City of Madison Real Estate Staff to administer this easement. Applicable fees shall apply.

**Streets and Sidewalks**

- 3.1 The Developer shall construct Madison Standard street improvements for all streets within the plat/csm.
- 3.2 The developer shall show a ~~30~~ 40 (*Strike one, 30 collector, 40 Arterial*) foot building setback line on the plat/csm adjacent to County Highway M for all lots in the plat/csm adjacent to said roadway.
- Note: No buffer strip shall be dedicated to the City as the City does not want the maintenance.*
- 3.3 Extensive grading may be required due to steep roadway grades.
- 3.4 The developer shall note that City funds for park frontage are limited and will be determined at the sole discretion of the City.
- 3.5 The developer shall construct sidewalk and record a waiver of their right to notice and hearings for the assessments for the improvement of [roadway] \_\_\_\_\_ in accordance with Section 66.0703(7)(b) Wisconsin Statutes and Section 4.09 of the MGO. Said sidewalk constructed in front of and waiver recorded to Lot(s) \_\_\_\_\_.
- 3.6 The Developer shall make the following improvement to [Roadway Name] \_\_\_\_\_. The Developer shall construct sidewalk and \_\_\_\_\_ feet of a future \_\_\_\_\_ foot roadway including curb and gutter on the \_\_\_\_\_ side of the roadway.
- 3.7 The Developer shall construct sidewalk to a plan approved by the City Engineer and complete ditching as required by the City Engineer

along [Roadway Name] \_\_\_\_\_.

- 3.8 The Developer shall grade the right of way line to a grade established by the City Engineer and complete ditching along the roadway as specified by the city engineer along [Roadway Name] \_\_\_\_\_.
- 3.9 **Value of sidewalk installation over \$5000.** The Applicant shall Construct Sidewalk to a plan approved by the City Engineer along Valley View Road & CTH "M". (Also require the City / Developer agreement line 1.1)
- 3.10 **Value of sidewalk installation under \$5000.** The Applicant shall install public sidewalk along \_\_\_\_\_. The Applicant shall obtain a Street Excavation Permit for the sidewalk work, which is available from the City Engineering Division. The applicant shall pay all fees associated with the permit including inspection fees. All work must be completed within six months or the succeeding June 1, whichever is later.
- 3.11 The Applicant shall execute a waiver of their right to notice and hearings on the assessments for the installation of sidewalk along [roadway] \_\_\_ in accordance with Section 66.0703(7)(b) Wisconsin Statutes and section 4.09 of the MGO.
- 3.12 The Applicant shall grade the property line along \_\_\_\_\_ to a grade established by the City Engineer. The grading shall be suitable to allow the installation of sidewalk in the future without the need to grade beyond the property line. The Applicant shall obtain a Street Excavation permit prior to the City Engineer signing off on this development.
- 3.13 Developer shall make improvements to [Roadway Name] \_\_\_\_\_ considered temporary to facilitate ingress and egress to the plat/csm until such time as the ultimate improvement of the roadway is undertaken by the city.
- 3.14 The Developer shall make improvements to CTH "M" and Valley View Road, Street C, and Watts Road to facilitate ingress and egress to the plat/csm.

[Select one of the below comments for either of the above or leave general]

- The above improvement will consist of acceleration and deceleration tapers.
- The above improvement consists of rights turn lanes.
- The above improvement will consist of passing lanes.
- The above improvement will consist of median openings.
- Caution – The improvements indicated above may require right of way outside of the plat/csm. See comment 2.3 to require additional right of way for this purpose.*
- 3.15 The developer shall note the AASHTO design standards for intersection sight distance will be applied during the design of the streets within this plat/csm.
- 3.16 The developer shall confirm that adequate sight distance exists on \_\_\_\_\_ where public streets intersect. If adequate sight distance does not exist, the developer shall change the location of the street intersection or agree to make improvements to the roadways such that the sight distance is achieved or make other mitigating improvements as required by the City.

#### Storm Water Management

- 4.1 An erosion control plan and land disturbing activity permit shall be submitted to the Engineering Division for review and approval prior to grading or any other construction activities. The Preconstruction Meeting for Public Improvements shall not be scheduled prior to issuance of this permit. The applicant shall demonstrate compliance with Section 37.07 and 37.08 of the Madison General Ordinances regarding permissible soil loss rates. The erosion control plan shall include Universal Soil Loss Equation (USLE) computations for the construction period. Measures shall be implemented in order to maintain a soil loss rate below 7.5-tons per acre per year.
- 4.2 The following notes shall be included on the final plat:
- a. All lots within this plat are subject to public easements for drainage purposes which shall be a minimum of 6-feet in width measured from the property line to the interior of each lot except that the easements shall be 12-feet in width on the perimeter of the plat. For purposes of two (2) or more lots combined for a single development site, or where two (2) or more lots have a shared driveway agreement, the public easement for drainage purposes shall be a minimum of six (6) feet in width and shall be measured only from the exterior property lines of the combined lots that create a single development site, or have a shared driveway agreement, except that the easement shall be twelve (12) feet in width along the perimeter of the plat. Easements shall not be required on property lines shared with greenways or public streets. No buildings, driveways, or retaining walls shall be placed in any easement for drainage purposes. Fences may be placed in the easement only if they do not impede the anticipated flow of water.
- b. The intra-block drainage easements shall be graded with the construction of each principle structure in accordance with the approved storm water drainage plan on file with the City Engineer and the Zoning Administrator, as amended in accordance with the Madison General Ordinances. 7
- 4.3 Arrows shall be added to the certified survey map indicating the direction of drainage for each property line not fronting on a public street. In addition, the certified survey map shall include lot corner elevations, for all lot corners, to the nearest 0.25-foot. The following notes shall be added to the certified survey map.

- a. Arrows indicate the direction of surface drainage swale at individual property lines. Said drainage swale shall be graded with the construction of each principal structure and maintained by the lot owner unless modified with the approval of the City Engineer. Elevations given are for property corners at ground level and shall be maintained by the lot owner.
- b. All lots within this certified survey are subject to public easements for drainage purposes which shall be a minimum of 6-feet in width measured from the property line to the interior of each lot except that the easements shall be 12-feet in width on the perimeter of the certified survey. For purposes of two (2) or more lots combined for a single development site, or where two (2) or more lots have a shared driveway agreement, the public easement for drainage purposes shall be a minimum of six (6) feet in width and shall be measured only from the exterior property lines of the combined lots that create a single development site, or have a shared driveway agreement, except that the easement shall be twelve (12) feet in width along the perimeter of the certified survey. Easements shall not be required on property lines shared with greenways or public streets. No buildings, driveways, or retaining walls shall be placed in any easement for drainage purposes. Fences may be placed in the easement only if they do not impede the anticipated flow of water.

- 4.4 Prior to the issuance of building permits, the Developer shall submit a master stormwater drainage plan to the City Engineering Division for review and approval which shows lot corner elevations to the nearest 0.25-foot. For purposes of the plan, it shall be assumed that grading shall be done on a straight line grade between points unless other information is provided. The proposed slope between points shall always be greater than or equal to .0075 ft/ft. If a break in grade is required between lot corners a shot shall be taken at that break in grade to provide the Engineer with enough information to interpret the plan. The Developer shall also show proposed drainage arrows on the plan to indicate the proposed direction of drainage.

The master storm water drainage plan shall be submitted to City Engineering in digital format with elevations/grades/contours shown on the recorded plat map of the development. The digital record shall be provided using the state plane coordinate system – NAD 27.

The following note shall accompany the master storm water drainage plan:

- a. For purposes of this plan, it is assumed that grading shall be a straight line grade between points unless otherwise indicated. All slopes shall be 0.75% or steeper. Grade breaks between lot corners are shown by elevation or through the use of drainage arrows.

No building permits shall be issued prior to City Engineering's approval of this plan.

- 4.5 If the lots within this certified survey map are inter-dependent upon one another for storm water runoff conveyance, and/or a private drainage system exists for the entire site an agreement shall be provided for the rights and responsibilities of all lot owners. Said agreement shall be reviewed and placed on file by the City Engineer, referenced on the certified survey map and recorded at the Dane Co Register of Deeds.
- 4.6 The following note shall be added to the certified survey map. "All lots created by this certified survey map are individually responsible for compliance with Chapter 37 of the Madison General Ordinances in regard to storm water detention at the time they develop."
- 4.7 This plat/csm could affect a flood plain, wetland or other sensitive areas. As such, it shall be reviewed by the Commission on the Environment. Contact Mike Dailey at 266-4058 for further details. The proposed plat/csm may be considered a major change to the environmental corridor and be subject to a public hearing and approval of the Dane County Regional Plan Commission.
- 4.8 A portion of this plat/csm may come under the jurisdiction of the US Army Corp of Engineers and Wisconsin Department of Natural Resources for wetland or flood plain issues or navigable waterway. A permit for those matters may be required prior to construction on any of the lots currently within the plat/csm. Contact the WDNR & USACOE for a jurisdictional determination.
- 4.9 Prior to recording, this plat/csm shall comply with Chapter 37 of the Madison General Ordinances regarding stormwater management. Contact Greg Fries at 267-1199 to discuss these requirements.
- 4.10 This site is greater than one (1) acre and the applicant is required by State Statute to obtain a Notice of Intent Permit (NOI) from the Wisconsin Department of Natural Resources. Contact Jim Bertolacini of the WDNR at 275-3201 to discuss this requirement.
- 4.11 NR-151 of the Wisconsin Administrative Code will be effective on October 1, 2004. Future phases of this project shall comply with NR 151 in effect when work commences. Specifically, any phases not covered by a Notice of Intent (NOI) received from the WDNR under NR-216 prior to October 1, 2004 shall be responsible for compliance with all requirements of NR-151 Subchapter III. As most of the requirements of NR-151 are currently implemented in Chapter 37 of the Madison General Ordinances, the most significant additional requirement shall be that of infiltration.

NR-151 requires infiltration in accord with the following criteria. For the type of development, the site shall comply with one of the three (3) options provided below:

Residential developments shall infiltrate 90% of the predevelopment infiltration amount, 25% of the runoff from the 2-year post development storm or dedicated a maximum of 1% of the site area to active infiltration practices.

Commercial development shall infiltrate 60% of the predevelopment infiltration amount, 10% of the runoff from the 2-year post development storm or dedicate a maximum of 2% of the site area to active infiltration practices.

#### Sanitary Sewer

- 5.1 All outstanding Madison Metropolitan Sewerage District (MMSD) and City of Madison sanitary sewer connection charges are due and payable prior to connection to the public sewerage system.

- 5.2 Each unit of a duplex building shall be served by a separate and independent sanitary sewer lateral.

**Mapping / Land Records**

- 6.1 Wisconsin Administrative Code A-E 7.08 identifies when Public Land System (PLS) tie sheets must be filed with the Dane County Surveyor's office. The Developer's Surveyor and/or Applicant must submit copies of required tie sheets or condition reports for all monuments, including center of sections of record, used in this survey, to Eric Pederson, City Engineering. If a new tie sheet is not required under A-E 7.08, Engineering requests a copy of the latest tie sheet on record with Dane County Surveyor's office. The Applicant shall identify monument types on all PLS corners included on the Plat or CSM. **Note: Land tie to two PLS corners required.**
- 6.2 In accordance with Section s. 236.18(8), Wisconsin Statutes, the Applicant shall reference City of Madison NAD 1927 Coordinates on all PLS corners on the Plat or Certified Survey Map in areas where this control exists. The Surveyor shall identify any deviation from City Master Control with recorded and measured designations. City of Madison has established NAD 1927 Coordinates on all PLS corners within its corporate boundary. Visit the City of Madison Engineering Division web address [http://gis.ci.madison.wi.us/Madison\\_PLSS/PLSS\\_TieSheets.html](http://gis.ci.madison.wi.us/Madison_PLSS/PLSS_TieSheets.html) for current tie sheets and control data. If a surveyor encounters an area without a published NAD 1927 value, contact Engineering Division for this information.
- 6.3. The Applicant shall submit to Eric Pederson, prior to Engineering sign-off of the subject plat, two (2) digital and one (1) hard copy of the **final plat/CSM** to the Mapping/GIS Section of the Engineering Division. **The digital copies shall be submitted in both NAD27 & WIDOT County Coordinate System, Dane County Zone datums in either Auto CAD Version 2001 or older, MicroStation Version J or older or Universal DXF Formats and contain the minimum of the following, each on a separate layer name/level number:**
- a. Right-of-Way lines (public and private)
  - b. Lot lines
  - c. Lot numbers
  - d. Lot/Plat dimensions
  - e. Street names
  - f. Easement lines (i.e. street, sanitary, storm (including wetland & floodplain boundaries) water, pedestrian/bike/walkway, or any public and/or private interest easement except **local service** for Cable TV, gas, electric and fiber optics).
- NOTE: This transmittal is a separate requirement than the required submittals to Bob Arseneau for design purposes.
- NOTE: New electronic final plat transmittals and notification of changes which occur to the final plat during the time the Engineering Division signs off and receives the digital copies of said plat and the recording thereof, are the responsibility of the Developer/Surveyor.
- 6.4 In accordance with Section s.236.34(1) (c) which says a CSM shall be prepared in accordance with s.236.20(2) (c) & (f), Wisconsin Statutes, the Applicant must show type, location and width of any and all easements. Clearly identify the difference between existing easements (site Register of Deeds recording data) and easements which are being conveyed by the Plat/CSM. Identify the owner and/or benefiting interest of all easements.

**CITY OF MADISON  
INTERDEPARTMENTAL  
CORRESPONDENCE**

**Date:** May 9, 2005

**To:** Bill Roberts, Planner III

**From:** Kathy Voeck, Assistant Zoning Administrator

**Subject:** UNIVERSITY RESEARCH PARK-PIONEER PLAT  
8501 Mineral Point Rd.

**Present Zoning District:** Ag

**Proposed Use:** 4 lots residential, 3 lots commercial

**Requested Zoning District:** None at this time

MAJOR OR NON-STANDARD REVIEW COMMENTS (Comments which are special to the project and/or may require additional work beyond a standard, more routine project). NONE.

**GENERAL OR STANDARD REVIEW COMMENTS**

1. We may have additional comments once the zoning districts are proposed for these lots.

**ZONING CRITERIA**

<b>Bulk Requirements</b>	<b>Required</b>	<b>Proposed</b>
Lot Area	To be established at rezoning prior to final plat.	
Lot width		
Usable open space		
Front yard		
Side yards		
Rear yard		
Floor area ratio		
Building height		

<b>Site Design</b>	<b>Required</b>	<b>Proposed</b>
Number parking stalls	To be determined at development	
Accessible stalls		
Loading		
Number bike parking stalls		
Landscaping		
Lighting		



**University Research Park – Pioneer**

**May 9, 2005**

**Page 2**

<b>Other Critical Zoning Items</b>	
Urban Design	No
Historic District	No
Landmark building	No
Flood plain	No
Utility easements	Yes
Water front development	No
Adjacent to park	No
Barrier free (ILHR 69)	Yes

Until we know the proposed zoning districts, we do not know if the lots comply with the district requirements.



Department of Public Works  
**Parks Division**

Madison Municipal Building, Room 120  
215 Martin Luther King, Jr. Boulevard  
P.O. Box 2987  
Madison, Wisconsin 53701-2987  
PH: 608 266 4711  
TDD: 608 267 4980  
FAX: 608 267 1162

May 11, 2005

TO: Plan Commission  
FROM: Simon Widstrand, Parks Development Manager *S.W.*  
SUBJECT: **UW Research Park - Pioneer Plat**

1. **Park Dedication or fee in lieu of dedication, plus park development fees, shall be paid for the residential units in the final plat. Some credits for private open space and recreation facilities may reduce those fees.**
2. **The open space outlots shall be privately owned and maintained.**
3. **Trail access corridors shall be provided across the private open spaces and other lots either as an easement for public use, or as a provision in the covenants that clearly allows public use.**

If you have questions regarding the above items, please contact Simon Widstrand at 266-4714 or [awidstrand@cityofmadison.com](mailto:awidstrand@cityofmadison.com)

## Madison Water Utility

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David Denig-Chakroff, General Manager

Alan L. Larson – Principal Engineer

523 East Main Street  
Madison, Wisconsin 53703

Telephone: 608 266-4653

FAX: 608 266-4426

E-mail: allarson@ci.madison.wi.us

## MEMORANDUM

**Date:** April 12, 2005

**To:** Bill Roberts, Planning & Development

**From:** Alan L. Larson P.E.  
Principal Engineer - Water  
608-266-4653

**Subject:** PRELIMINARY PLAT  
University Research Park - Pioneer  
Section 27 Town of Middleton – 8501 Mineral Point Road

Madison Water Utility has reviewed this preliminary plat and has the following comments.

### MAJOR OR NON-STANDARD REVIEW COMMENTS

None

### GENERAL OR STANDARD REVIEW COMMENTS

All public water mains and water service laterals shall be installed by a standard City subdivision contract.

All operating private wells shall be identified and permitted by the Water Utility in accordance with Madison General Ordinance 13.21

All unused private wells shall be abandoned in accordance with Madison General Ordinance 13.21.

The Water Utility will not need to sign off on the final plans, but will need a copy of the approved plans.

Alan L. Larson, P.E.

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# CITY OF MADISON FIRE DEPARTMENT

## Fire Prevention Division

325 W. Johnson St., Madison, WI 53703-2295  
Phone: 608-266-4484 ♦ FAX: 608-267-1153

DATE: 5/6/05  
TO: Plan Commission  
FROM: Edwin J. Ruckriegel, Fire Marshal  
SUBJECT: **8501 Mineral Point Rd.**

The City of Madison Fire Department (MFD) has reviewed the subject development and has the following comments:

### **MAJOR OR NON-STANDARD REVIEW COMMENTS** (Comments which are special to the project and/or may require additional work beyond a standard, more routine project.)

**Notification:** city streets within this plat are not constructed to meet the requirements for fire lanes as specified by Wisconsin Commercial Building Code Comm. 62.0509. Where public buildings or places of employment will be constructed, fire lanes shall be provided on the premises.

All new public buildings and places of employment must be provided with approved fire apparatus access as required by Wisconsin Commercial Building Code, s. Comm 62.0509. The City of Madison Fire Prevention Code s. MGO 34.19, also has regulations for fire access. The MFD expects the design professional will produce construction documents that propose fire lanes in accordance with the applicable codes.

Where a proposed new construction project cannot provide fire apparatus access in compliance with the codes, an alternative design scheme must be developed to provide for an equivalency with the codes; this alternative design scheme must be acceptable to the MFD.

### **GENERAL OR STANDARD REVIEW COMMENTS**

In addition, we offer the following General or Standard Review Comments:

1. All portions of the exterior walls of newly constructed public buildings and places of employment and open storage of combustible materials shall be within 500-feet of at least TWO fire hydrants. Distances are measured along the path **traveled by the fire truck as the hose lay's off the truck**. See MGO 34.20 for additional information.

Please contact John Lippitt, MFD Fire Protection Engineer, at 608-261-9658 if you have questions regarding the above items.

cc: John Lippitt