

## AMENDMENT TO THE MID-TOWN NEIGHBORHOOD DEVELOPMENT PLAN FOR THE VETTER PROPERTY

\_\_\_\_\_, 2011

### I. INTRODUCTION

This amendment to the Mid-Town Neighborhood Development Plan was prepared to guide future urban development on the Vetter property lands in the northeastern portion of the neighborhood, located generally south of Valley View Road and west of County Highway M. The amendment changes the land use recommendations for the Vetter property from a mix of low, low-medium, and medium density residential uses and park and open space uses, to a mix of employment and open space uses. The amendment process was initiated at the request of University Research Park, which received an opportunity to acquire the property and develop it as an expansion of the planned University Research Park 2 development north of Valley View Road in the adjacent Pioneer Neighborhood.

The recommendations for the amendment area were developed by City of Madison staff working with University Research Park representatives and consultants. The planning process also included meetings between Research Park representatives and neighborhood property owners and residents; creation of a project website where all background materials, plan drafts, and other information related to the amendment were available; and a public meeting held in September 2011 at Blackhawk Church to present the draft amendment, answer questions, and hear comments about the proposal. Revisions to the draft amendment were made as required based on the input received from the public, City agencies and others as the plan evolved.

### II. RECOMMENDED LAND USE

The predominant development use recommended within the amendment area is employment, comprising about one-half the total amendment area. Most of the remaining land within the amendment area is recommended for a variety of open space uses—including an existing wooded area to be preserved, landscape buffers, lands located within ATC transmission line easements, and lands required for stormwater management facilities. About seven acres within the planning area consist of existing or proposed street rights-of-way. [See Table 1]

**Table 1: Recommended Land Use**

Land Use	Acres	Percent of Total
Employment (Research and Development)	48.9	46.9%
Open Space - Conservation and Buffer Areas	38.6	37.1%
Open Space - Stormwater Management	9.7	9.3%
Street Rights-of-Way	7.0	6.7%
<b>Total</b>	<b>104.2</b>	<b>100.0%</b>

### **Employment**

Other than open space, the principal recommended land use for the amendment area is employment, and particularly research and development uses, including offices, business incubators, testing facilities, and certain specialized non-nuisance manufacturing activities. University Research Park, Inc., which is affiliated with the University of Wisconsin-Madison, will develop the property as an extension of University Research Park 2 already planned north of Valley View Road in the Pioneer Neighborhood. The development lots will be arranged along a new north-south street through the main portion of the property, and it is currently anticipated that about 15 lots may be created. The development standards applied to the property will be similar to the standards established for the Research Park campus north of Valley View Road, and are detailed in the Research and Development Center District zoning regulations that will be applied to the site. The objective of the standards is to create an attractive, relatively compact, walkable employment setting that emphasizes buildings oriented to the street with parking located on the street or to the sides and behind the buildings. Additional standards cover landscaping and site design, storage areas and lighting. While intended primarily as an employment district, a limited amount of employment-serving support uses would also be consistent with the land use recommendation.

### **Open Space - Conservation and Buffer Areas**

No public park space is proposed within the amendment area, but University Research Park intends to preserve the existing 25-acre woods on the property as a natural wooded area, and to provide some level of public access to this amenity. A management plan for the woods has not been developed at this time.

A substantial landscaped buffer area is recommended along the western edge of the amendment area to provide visual screening between the planned research park and the residential uses to the west. Significant tree cover is currently present along this boundary, and existing high-quality trees should be preserved and additional plantings added as appropriate. The addition of evergreen species, for example, would provide improved screening during winter months. The minimum recommended width of the western landscaped buffer area is 100 feet.

Open space buffers are also provided along the northern and eastern edges of the amendment area, where an easement is established for the existing high-voltage electric transmission lines. It is recommended that approvals be obtained as required to allow the placement of suitable landscaping within this easement area to further enhance the research park development and soften the visual impact of the adjacent highways. The width of these buffers is about 75 feet.

### **Open Space - Stormwater Management**

The existing north-south stormwater drainage corridor through the amendment area will be maintained, and additional stormwater treatment areas will be established as needed to meet the stormwater management requirements of the City of Madison, Dane County, the Wisconsin Department of Natural Resources and the Capital Area Regional Planning Commission. The exact location, sizes and alignment of necessary stormwater management facilities will be determined as part of the more-detailed planning and engineering that will occur prior to the land's development, and may vary to an extent from the facilities illustrated in the Land Use and Street Plan.

### **III. TRANSPORTATION RECOMMENDATIONS**

#### **Streets and Highways**

The only planned arterial street within the amendment area is County Highway M (CTH M), an existing roadway which forms its eastern boundary. CTH M is planned eventually to be a four-lane divided roadway in an approximately 150-foot right-of-way. Valley View Road, an existing roadway which forms the northern boundary of the amendment area, is its only planned collector street. Valley View is recommended to be two-lane, undivided roadway in an approximately 80-foot right-of-way. A large roundabout was recently constructed at the intersection of Valley View Road and CTH M. Improvements to both of these roadways will ultimately include marked bicycle lanes.

Other streets shown on the Land Use and Street Plan will be local streets. A new north-south street running through the amendment area between Valley View Road and CTH M will provide primary access into the development. The recommended right-of-way for this street is 72 feet along the north-south segment, and 80 feet along the east-west segment to CTH M. It is recommended that the southern cul-de-sac off this road be developed as a private street. The Valley View intersection with the new north-south street is recommended as a full intersection, but will not be signalized due to its proximity to the roundabout. The intersection at CTH M will also be a full intersection and may be signalized at a future time. Existing Ancient Oak Lane will be extended eastward into the amendment area to connect to the new north-south street. The northward bend in the Ancient Oak extension segment adds interest to the street and helps indicate that this is not intended to be a through street for non-local traffic. It is also recommended that the feasibility and potential benefits of providing an additional street connection between the proposed new north-south street and CTH M be evaluated and considered at the time this property is platted. If provided, this potential future street should be located generally between Valley View Road and the future intersection of the north-south street with CTH M, and may not necessarily be an extension of Ancient Oak Lane as illustrated. It is not expected that this potential street would be a full intersection or extend east of CTH M.

All development within the amendment area will take access from local interior streets, and no direct access to Valley View Road or to CTH M is intended. As a result of changes to the recommended land use and street plan within the amendment area, existing Silkwood Trail will become a dead-end street without a cul-de-sac bulb; and existing Nelson Crossing will become a dead-end street with a cul-de-sac bulb.

As lands within the amendment area are developed, the exact street alignments or street widths may vary from the alignments and widths shown on the Land Use and Street Plan in response to specific conditions and further analysis; but any modifications are expected to be relatively minor. The recommended alignments of proposed future streets in the currently-undeveloped portions of the High Point-Raymond neighborhood located east of CTH M will also be modified as required to provide the recommended full intersections with CTH M and maintain good street and pedestrian-bicycle connectivity and continuity between the two areas.

#### **Greenway Crossings**

The large stormwater greenway through the amendment area is located between the planned north-south street and the development lots west of the greenway. In order to minimize the number of driveways across the greenway, properties west of the greenway should share access or take alternative access from the Ancient Oak Lane extension to the extent practical, as shown on the Land Use and Street Plan.

### **Pedestrian-Bicycle Facilities**

Recommended bicycle facilities within the amendment area include several off-street pedestrian-bicycle paths. The primary recommended path through the amendment area is located within the north-south greenway, primarily located over the existing sanitary sewer main. At the southern end of the amendment area, the path will swing east and continue south parallel to the CTH M right-of-way. This path will be part of a planned regional pedestrian-bicycle path system that extends far beyond the amendment area. The path should be a minimum of ten feet wide with two-foot grass shoulders, and be a minimum of three feet from the lot lines west of the greenway. Private driveways serving the lots west of the greenway should include public easements for bicycles and pedestrians to provide connections between the bicycle path and the street located east of the greenway.

A pedestrian-bicycle path is also recommended to connect Greenside Park with the cul-de-sac at Nelson Crossing, as well as a path connection eastward from Greenside Park to the north-south path and across the greenway to the proposed new north-south street. Both the street and the associated bicycle facility are planned to cross CTH M at this intersection and connect to streets and bicycle facilities in the High Point-Raymond Neighborhood east of the highway.

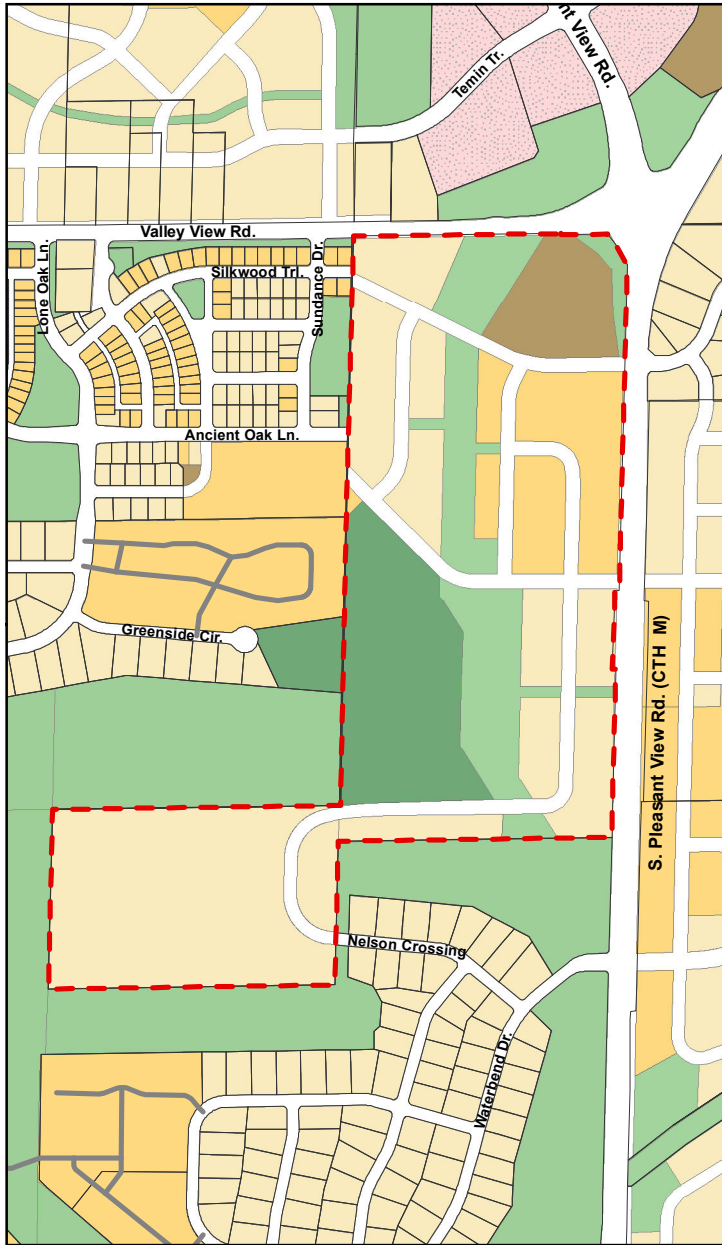
A pedestrian bicycle path is also recommended between the eastern end of Ancient Oak Lane and CTH M. This path should extend across CTH M to connect with future pedestrian-bicycle facilities that will be developed in the High Point-Raymond Neighborhood to the east. If an additional street connection to CTH M is provided in this area as discussed above, the need for a separate pedestrian-bicycle path may be re-evaluated. However, the recommended pedestrian-bicycle link across CTH M should be provided in either case.

In addition to the recommended off-street paths, future improvements to Valley View Road and CTH M will include marked bicycle lanes within the roadway. The need for marked bicycle lanes on the new north-south local street is undetermined at this time, but the recommended right-of-way is sufficient to accommodate this option if desired.

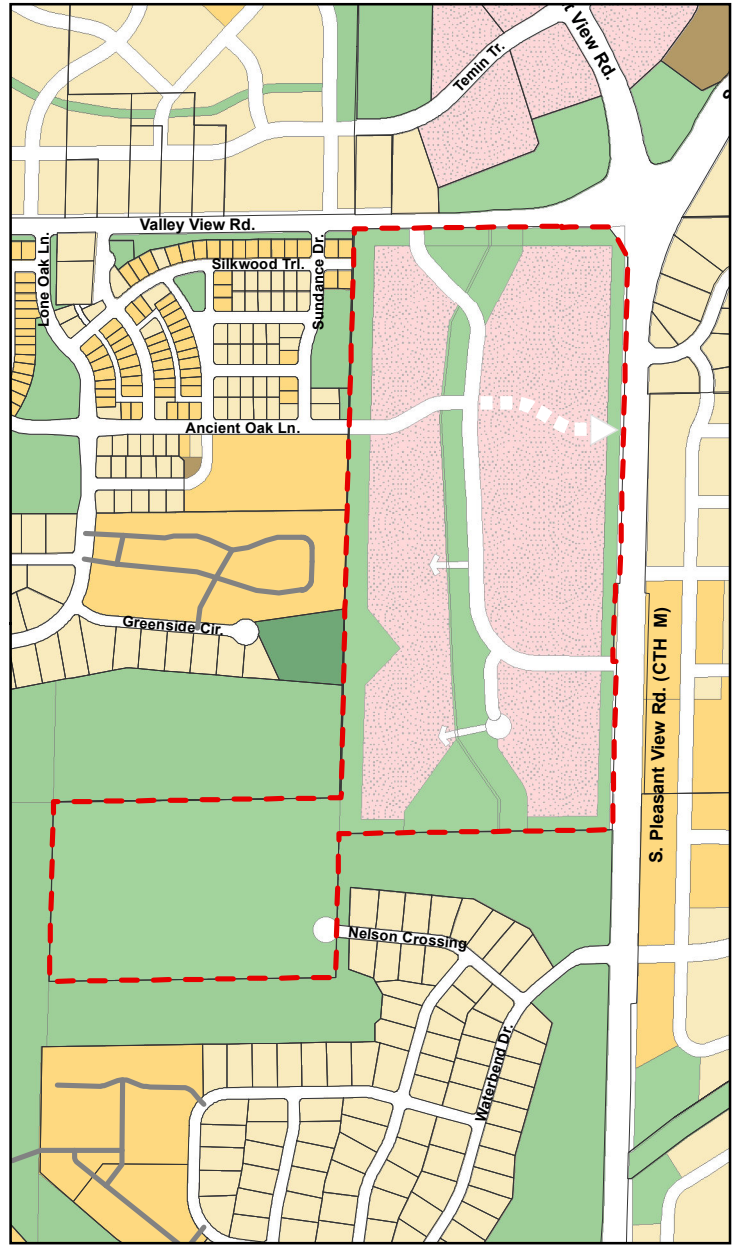
As with the proposed streets, the exact alignments of future pedestrian-bicycle connections within the amendment area may vary slightly from the alignments shown on the Pedestrian-Bicycle Facilities map in response to specific conditions and further analysis.

# Amendment to the MID-TOWN NEIGHBORHOOD DEVELOPMENT PLAN Land Use and Street Plan

Mid-Town Neighborhood Development Plan  
as Adopted and Implemented through land  
subdivision and zoning approvals.



Proposed Mid-Town Neighborhood  
Development Plan Amendment  
\_\_\_\_\_, 2011



## Recommended Land Use

 Low Density Residential	 Research and Development
 Low-Medium Density Residential	 Park
 Medium Density Residential	 Other Open Space and Stormwater Management

**DRAFT**  
Revised Nov. 21, 2011

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Feet



City of Madison Planning Division  
November 21, 2011





# Pedestrian-Bicycle Facilities

Amendment to the Mid-Town Neighborhood Development Plan  
\_\_\_\_\_, 2011

City of Madison Planning Division

- Bike Lane
- Pedestrian/Bicycle Path
- Pedestrian/Bicycle Path or Street Connection

Note:  
Proposed pedestrian/bicycle paths and street alignments are conceptual and may be modified at the time of development.

**DRAFT**  
Revised Nov. 21, 2011