

**Oscar Mayer Special Area Plan
Feedback added 5/4/20**

To Whom it May Concern:

I am writing to express my highest concern and opposition to a new entrance onto Coolidge Street from Packers Avenue. This neighborhood has a high level of pedestrian traffic including children at Eken Park. This proposal would funnel traffic from a major road into a small neighborhood right by a park. I have lived in this neighborhood for 15 years. When there was an entrance off of route 30 into this neighborhood we had cars racing at dangerously high speeds. They closed off this entrance and I think the neighborhood is safer as a result. I don't think this is a safe option to consider. Please reconsider this for the safety of this neighborhood.

Thank you.

Sincerely
Sarah Kendrick
Coolidge St. property owner

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Sarah Kendrick
MS Science Teacher
Science Department Chair
[Madison Country Day School](#)
608.850.6000
5606 River Road
Waunakee, WI 53597

Good afternoon,

I am contacting you regarding the proposed intersection at Coolidge and Packer Ave. in the Eken Park neighborhood. As a resident of the neighborhood, I want to voice that I am strongly opposed to the proposal.

I moved into my home on Commercial Ave. three years ago. In those three years I have seen (and heard) an increase in the number of cars that speed and drive recklessly up and down Commercial Ave. I find this concerning and Commercial Ave. was designed to handle larger amounts of traffics.

Coolidge currently is a quiet residential street that ends in a dead end. It seems that adding an intersection at Coolidge and Packer would only encourage drivers to use the intersection to cut through the neighborhood to get to Packer Ave. Considering the kind of drivers we frequently get on Commercial Ave., this is especially concerning because of the residential nature of the neighborhood and the nearby park that many families and children use.

Additionally, twice in the three years I've lived in this neighborhood there have been accidents that have resulted in a driver crashing their vehicle into the front of a resident's house. This seems like a very high occurrence in one neighborhood, especially one that is mostly residential. My fear is that the intersection being proposed would encourage more reckless drivers to cut through the neighborhood and eventually could result in a much more tragic end.

I'm having a difficult time understanding how the benefit of an intersection that wouldn't offer much convenience to anyone other than individuals that live on or off Coolidge (few of whom I believe would support this proposal) would outweigh the likely dangers the additional traffic would present.

Thank you for your time and consideration,
Kelsey Michels
Eken Park resident

I am adding my voice of support to hundreds of others on the Northside and around the city for the preservation of the full 30 acres of the Hartmeyer Natural Area. It is and would be an important link in the chain of natural areas on the Northside, particularly of wetlands, which have been negatively impacted for too long.

Please consider supporting the move to formally maintain this beautiful space.

Sincerely,
Alex Singer, WI Master Naturalist

Please consider all the wildlife that call this place home. Enough critters have been displaced by urban sprawl. We do not need roads cutting through there, nor do we want them. Please keep this wetland as it is.

Thank you,
Kathy Henchel

Paul Noeldner, speaking as Chair of Friends of Hartmeyer Natural Area and Volunteer Coordinator of Madison FUN Friends of Urban Nature, a coalition of Madison Parks and Partner Groups helping Connect Communities and Kids with Nearby Urban Nature

"In support of Saving All 30 Acres of the Hartmeyer property as Hartmeyer Natural Area Nature Park and Shared Community Open Space"

SUMMARY

The City of Madison will best serve the public and future City Public Human Scale Transportation interests by saving the Hartmeyer 30 acre parcel between Oscar Mayer and North Sherman Avenue as a Nature Park and Shared Community Open Space to provide a Human Transit Bike/Walk Path Hub and Nature Recreation Destination. This location is already in City plans for future bike and pedestrian paths with connections to surrounding neighborhoods and city wide routes.

This is known as publicly initiated Option C Conservation in the OMSAP plans. While Option C Conservation is not currently officially recommended by City Planning it is part of documentation and has received considerable public comment, Option C has broad Community Support.

In recognition of Option C broad community support Madison City Alders have voted to authorize \$20,000 for Appraisal and Environmental Assessment for potential City purchase of all 30 acres as a Nature Park and Community Shared Space.

MAIN TAKE-AWAY

OPTION C - CONSERVATION INCLUDES A HUMAN TRANSIT BIKE/WALK NATURAL AREA DESTINATION, BIKE/WALK TRANSIT HUB AND CITY WIDE CONNECTIONS

LIST OF OPTION C - CONSERVATION TRANSIT RELATED GOALS AND OPPORTUNITIES

- A Coolidge Connection from Packers via OM Station to Roth Street can provide better Car connections with No New Cut-Through Streets**
- The Hartmeyer Natural Area Open Space offers Madison a City Wide Level Bike/Walk Path Hub and Natural Area Destination**
- The Emphasis in this Open Space Should Be on Socially Equitable Accessible Human Transit with Bike and Pedestrian Paths, not on Cars.**
- Kids from Sherman, Eken Park and other Neighborhoods can Safely Bike and Walk via this Natural Area to Sherman, Shabazz and East High School**
- The Natural Area Ecosystem for Cranes and Amphibians and USGS Wetland Plant map extend all the way to the Oscar Mayer RR Tracks**

- **The Value to the City will not be realized if the Natural Area Open Space is cut down to just the wetland and a few acres as a local neighborhood park**
- **A Large Nature Sanctuary offers Bikers and Walkers a Natural Area Destination as well as a Bike/Walk Transit Hub with Connections to Other Areas**
- **Look at Opportunities for Greenway Bike/Walk Path Connections to Starkweather and Demetrol Bike Paths that currently Dead End at Packers**
- **Look at Opportunities for Greenway Bike/Walk Path Connections to the Isthmus and to the Far North Side via Rail, Power or Open Space Green Corridors**
- **Consider Possible Transit Dollars to Help Fund Greenways and Hub Facilities along Bike/Walk Paths for a Partnership Based Hartmeyer Land Purchase**
- **Talk With Other potential purchase and implementation Funding and Grant Partners including DOT, Dane County, DNR, and Groundswell staff.**
- **City Housing and Transit Goals Can Be Met by Building Up Not Out along Major Corridors like Packers and East Washington, not in a natural area.**
- **Option C should be considered viable even with current City budgets. This is a long term opportunity and decision that should not be rushed.**
- **Other Reasons for Preserving this Natural Area and Shared Community Open Space include Closed Basin Infiltration and Honoring Native Americans**
- **We need to look 5, 10 and 50 years ahead at factors like Climate Change, Greater Public Good and Growing Public Demand for Nearby Nature Recreation.**

KEY ELEMENTS SUPPORTED BY THE COMMUNITY

Key elements supported by the community including Sherman Neighborhood Association, Eken Park Neighborhood, local businesses and area residents are

(1) No new streets in the Hartmeyer Natural Area 30 acre property

(2) No new Coolidge connection across the RR Tracks.

- **If there is a Coolidge connection it should connect with Roth at the existing RR company authorized Roth Street RR Crossing.**
- **There should be no new streets in the wetland or in contiguous surrounding upland ecosystem in order to preserve needed ecosystem connections**
- **Keep sufficient Public Open Space Acres besides the core Wetland and Upland Acres, for Bike/Walk Paths and other Human Access Facilities and Services**
- **Offer opportunities for Nature Recreation, Nature Education and Natural Health activities compatible with a quiet nature sanctuary area**

(3) Focus on using the Hartmeyer Natural Area Nature Park and Shared Community Space for neighborhood and school kid transportation bike and pedestrian paths with bike and pedestrian path connections at the corners to integrate with Bike/Walk Greenway Transportation routes and Safe Walk and Bike Connections through the north and south

end of the Oscar property to the Eken Park Neighborhood and Starkweather Bike Path and to the Demetrol Field Bike Path, Dog Park and East Side

(4) The existing ecological assets speak to the value of preserving this area as a Nature Park for low-impact, no-auto-traffic public enjoyment. The resident Sandhill Cranes and Wood Ducks are back, Bluebirds are nesting and Spring Boreal Chorus Frogs are calling loudly from every wet area all the way to the Oscar railroad track and Commercial Avenue! These creatures all nest, raise young and spend a large part of their lives moving between the pond and wetland and the upland Oak Opening, oldfield prairie pothold ecosystem and bordering woodlines. Saving just the wetland delineation and a small border would result in significant loss of historic biodiversity and healthy populations of wetland and upland plants like large stands of milkweed (reportedly including state threatend species) and the birds, pollinators, amphibians, fox, and other wildlife. Transit planning needs to accommodate these natural assets along with Native American History assets

PLEASE REQUEST THAT OPTION C - CONSERVATION BE INCLUDED IN OMSAP VISION ALTERNATIVES FOR CITY AND PUBLIC REVIEW

1. Please ask for a full Ecological Assessment of the Hartmeyer property as a Nature Park and Shared Community Open Space as part of the City Alders authorized Environmental Assessment, including negative impacts of new cut-through streets and the Bike and Pedestrian Path and Greenway Connection opportunities!

2. Please Request City Planning and other City staff to include Option C in OMSAP Vision Alternatives for City and Public Review along with the 2 current City Planning recommended alternatives that propose cut-through streets and replace a major portion of the Hartmeyer Natural Area open space with streets and development that can be built up, not out, on adjacent redeveloped areas that already have city streets and services.

ATTACHED

Hartmeyer Natural Area Vision (short Powerpoint saved as pdf)

Hartmeyer Natural Area - Human Transportation Hub and Destination (short Word doc saved as pdf)

Historical and Ecological Assets (Option C - Conservation Vision Map highlighting Human Bike/Walk Transit

ONLINE

See <http://facebook.com/groups/HartmeyerNaturalArea> for more information and pictures of the area and it's natural area values to the community

THANK YOU!

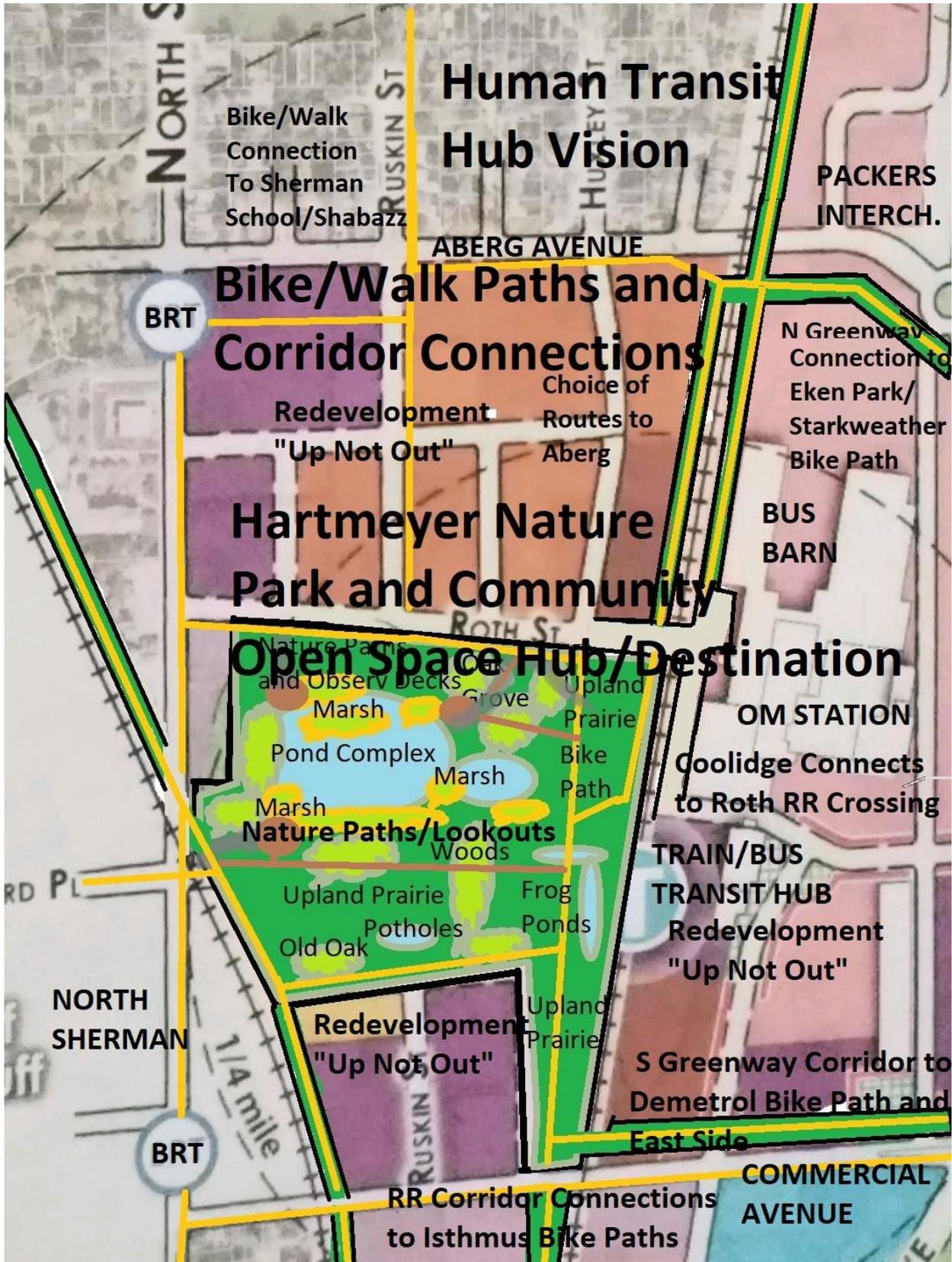
Thank you for giving serious consideration to Option C - Conservation to Save All 30 Acres of the Hartmeyer Natural Area as a Nature Park and Community Shared Open Space

with wonderful community bikr and neighborhood access and connections, and No New Streets.

Paul Noeldner
Chair, Friends of Hartmeyer Natural Area
Madison FUN Volunteer Coordinators -
Wisconsin Master Naturalist
136 Kensington Maple Bluff

Please Support Oscar Mayer Special Area Plan Option C – Conservation with Coolidge Connection to Roth Save Hartmeyer Area as a Nature Park, Shared Community Open Space and Bike/Walk Transit Hub/Destination Community Proposed Vision, Strong Community Support including Sherman and Eken Neighborhood Assoc.

Map Prepared for City / TPPB by Friends of Hartmeyer Natural Area – Paul Noeldner, Chair 608-698-0104



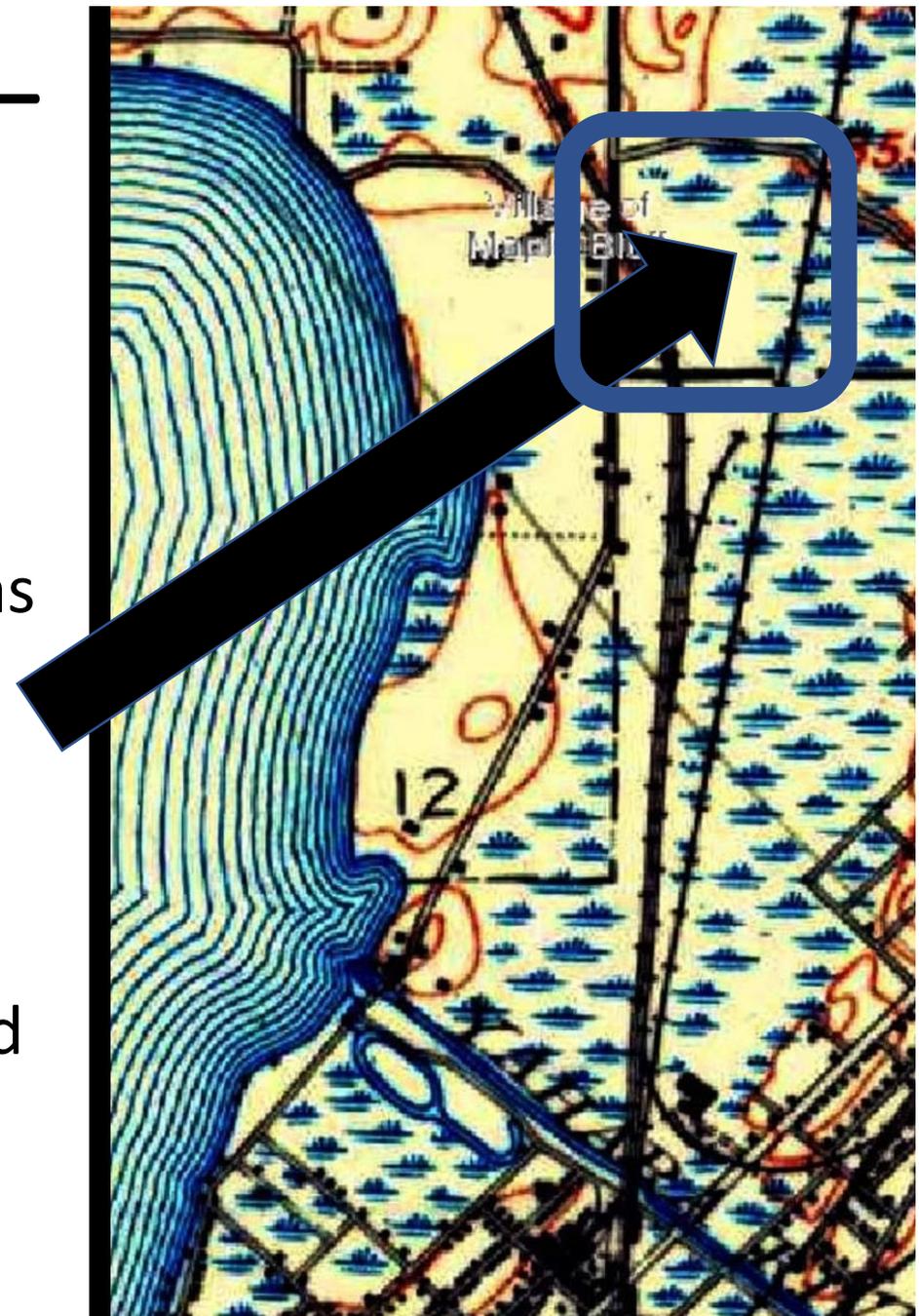


Hartmeyer Natural Area Invites You!

***Enjoy Nature Recreation along with the Sandhill
Cranes, Fox, and other Wildlife at this Historic
Wetland and Upland Ecosystem in the Heart of
Madison's North and East Side!***

GEOLOGICAL HISTORY –

- ICE AGE – A Marshy Waterway connected Lake Mendota with Starkweather Creek and Lake Monona
- 1900 – Most of the North Side was still Wetland Marsh
- This small parcel is the only remaining Wetland Ecosystem on the near North Side
- It overlays a deep layer of clay and has a very wet hydrology



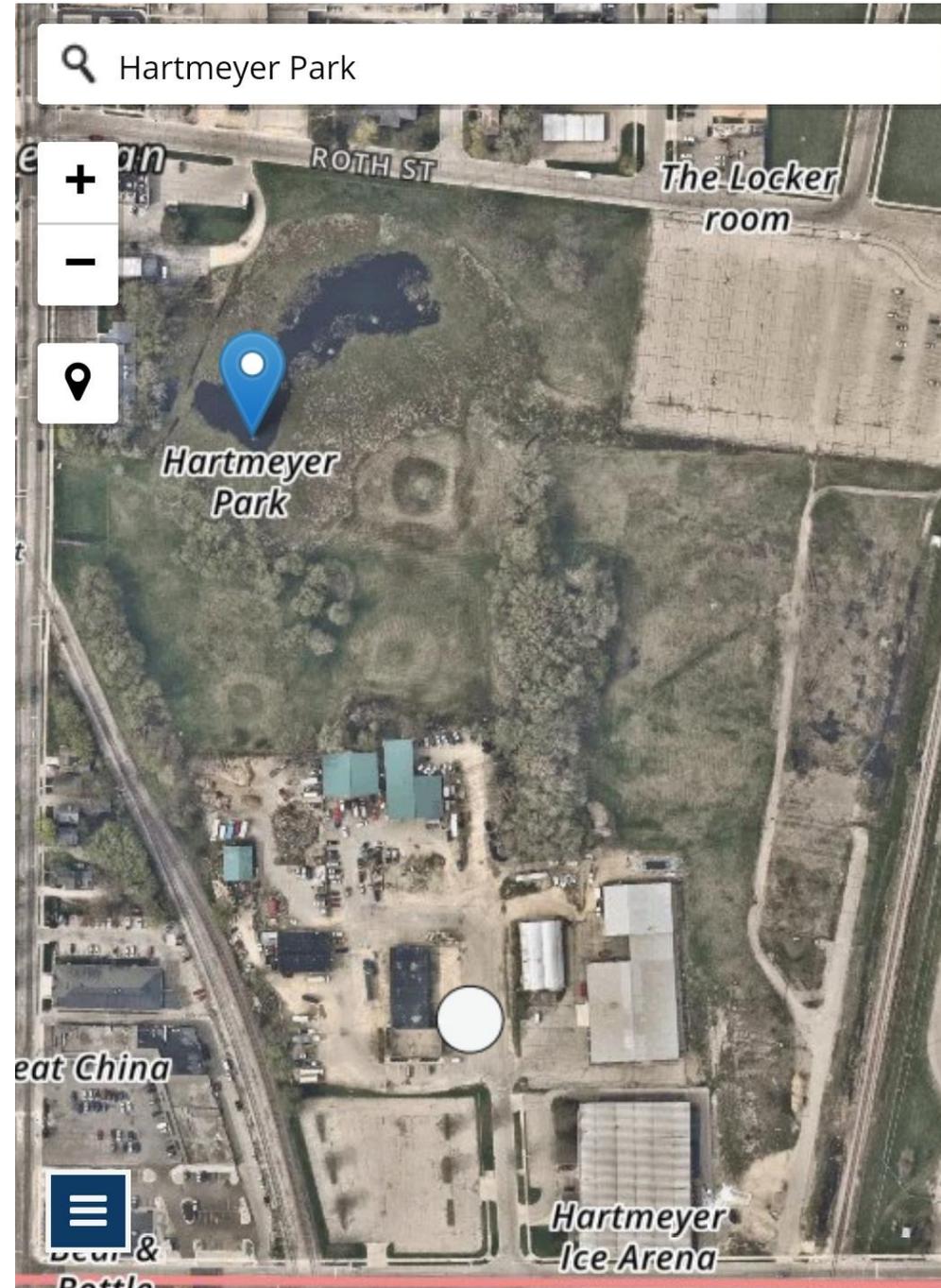
OWNERSHIP HISTORY –

- PAST 100 YEARS – Oscar Mayer leased this area from the Hartmeyers and pumped wells that artificially drew the water table down. Can you see the attempts at having ball diamonds?
- CURRENT STATUS – Oscar stopped pumping and Climate Change is increasing rain events, so the wetland is increasing again in size



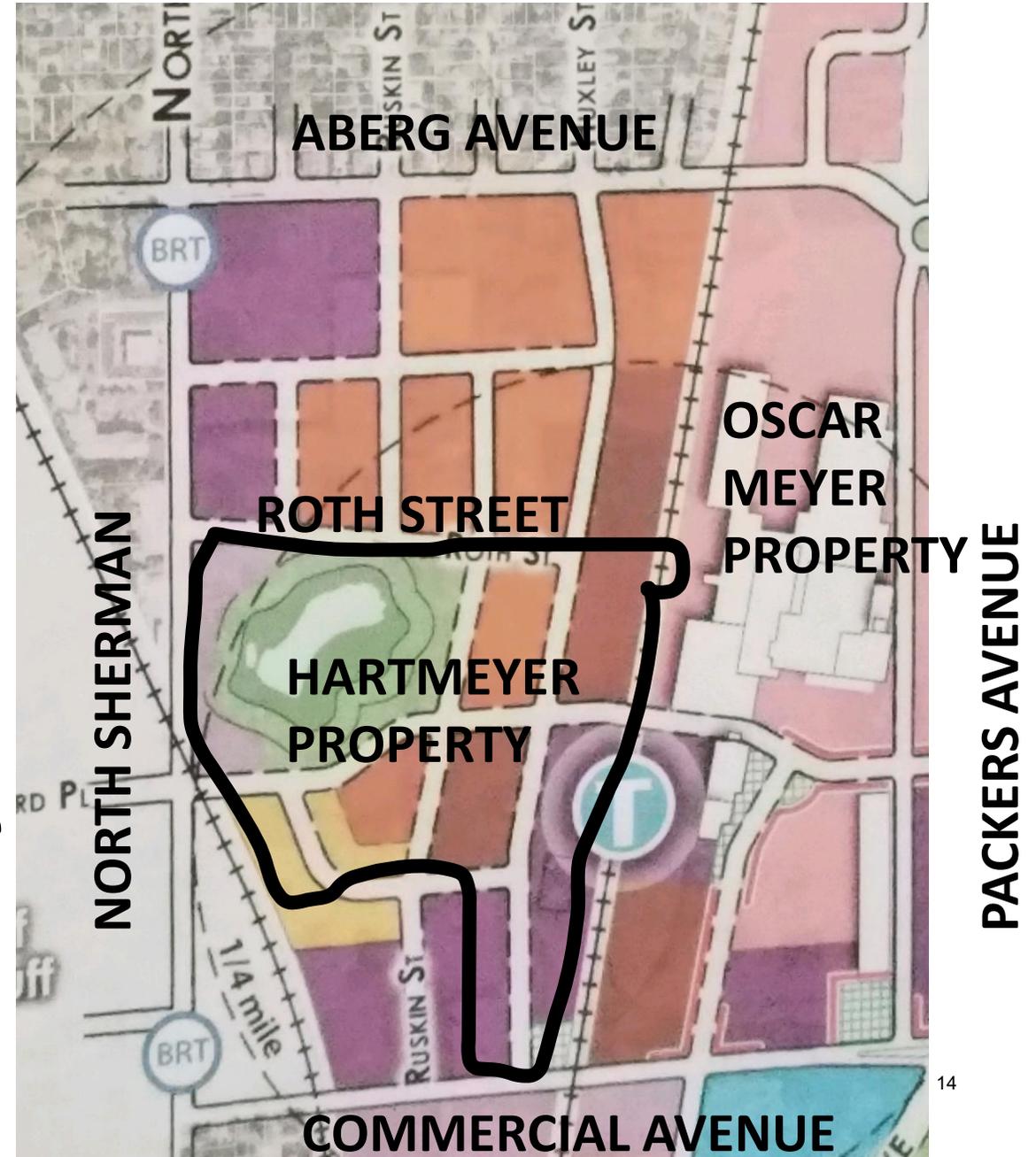
CURRENT OPPORTUNITY –

- AERIAL MAP – This is what you see from a Google search - it already shows as Hartmeyer Park!
- CURRENT OWNERS – Kraft/Oscar has released their lease and the Hartmeyers have indicated they are willing to look at a City offer
- MADISON ALDERS – Have voted to approve \$20,000 for an appraisal and environmental assesement
- PARTNER INTEREST - Dane Co, Groundswell and other partners have indicated they may be able to help with funding or grants



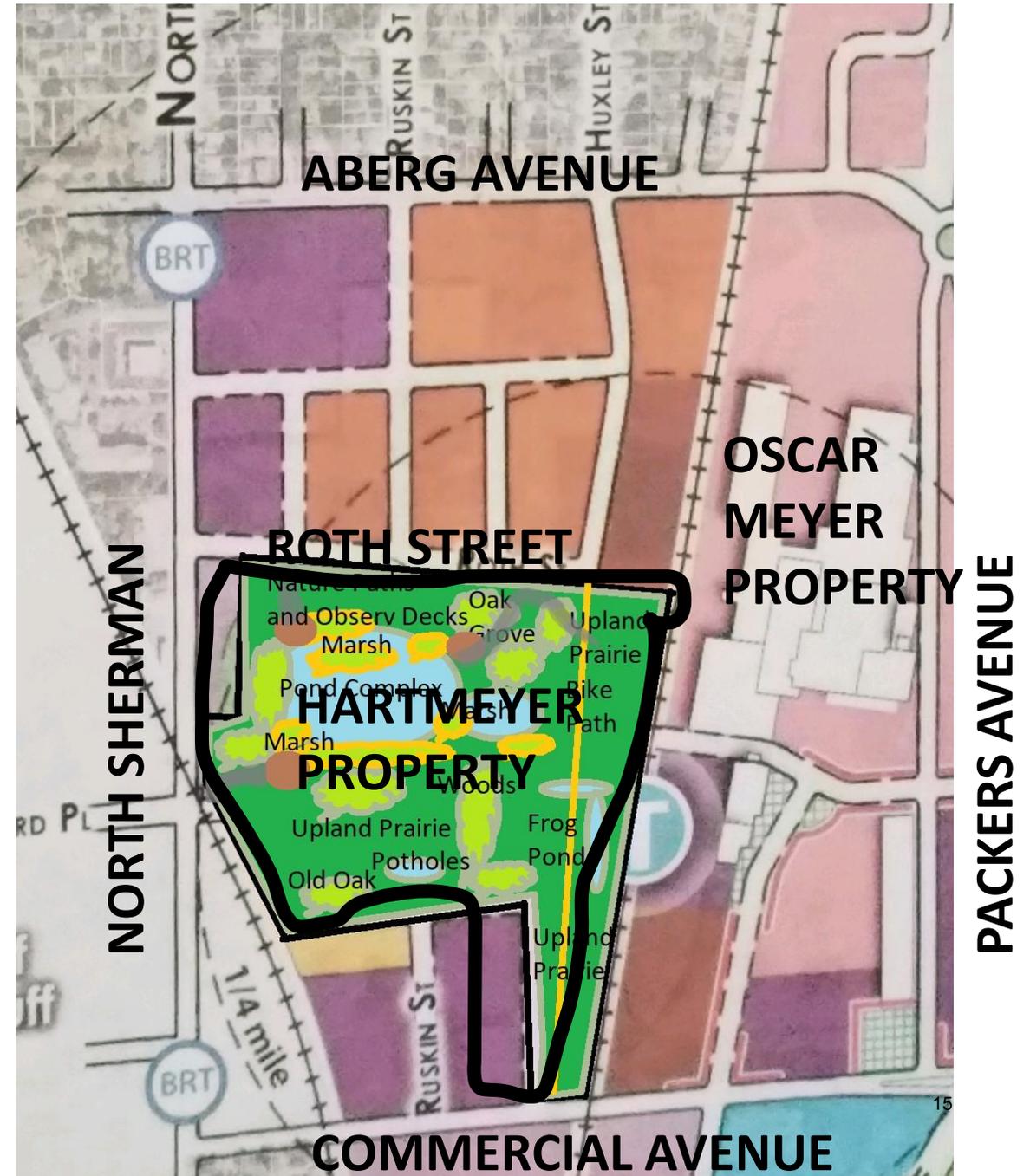
CITY PLANNING VISION –

- Current City Planning visions would cover most of this historic area with 3 or 4 new streets and new building development that could be done by redevelopment. Only the wetland boundary plus a small area around it for human access would be preserved. These visions will not preserve the upland ecosystem needed by the birds, insects, amphibians and other wildlife that make this area ecologically sustainable.



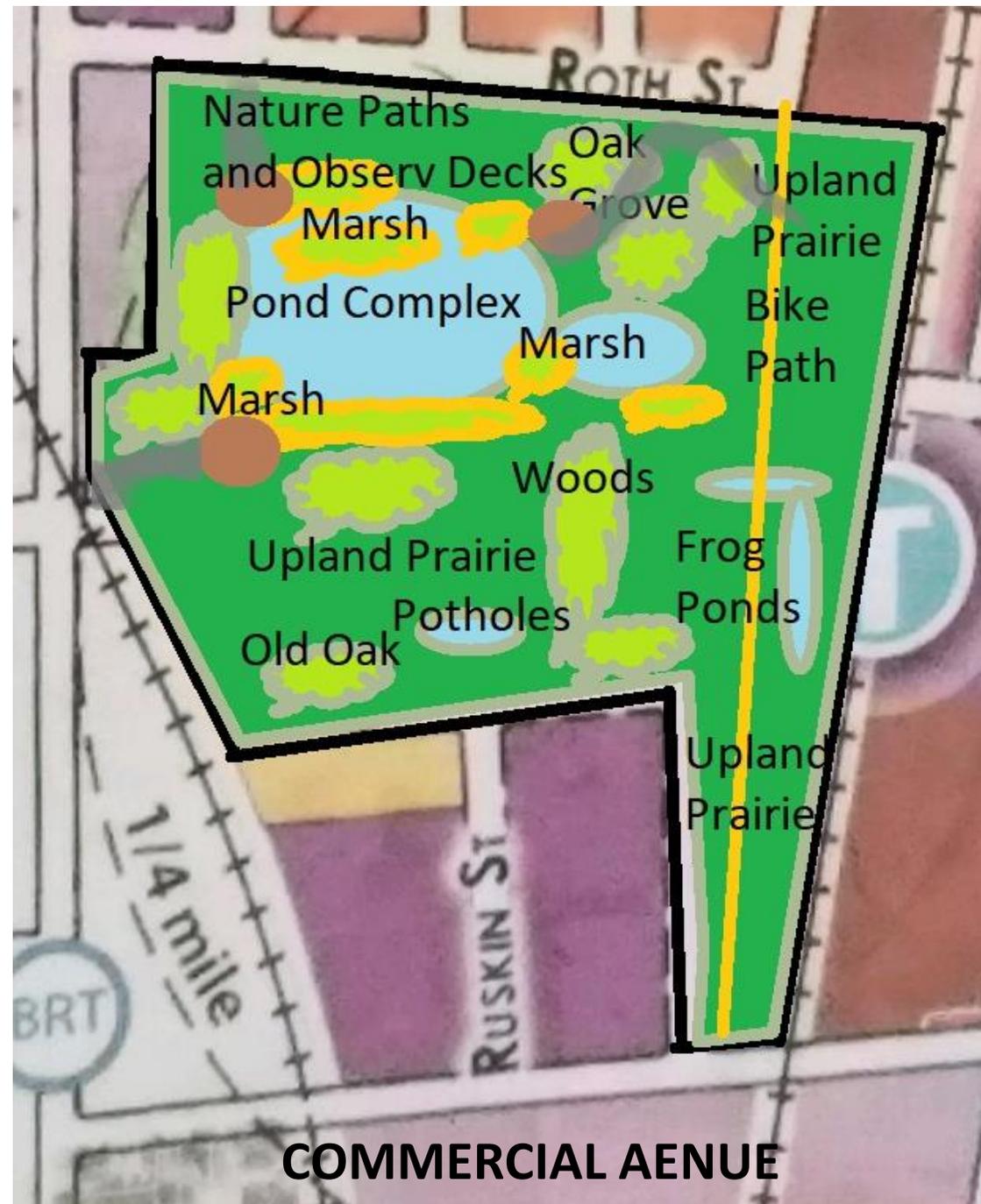
HARTMEYER NATURAL AREA PARK VISION –

- Option C—Conservation will preserve this historic wetland and upland area as a sustainable ecosystem
- This vision offers Madison and the North and East Side a beautiful Nature Park and Shared Community Space



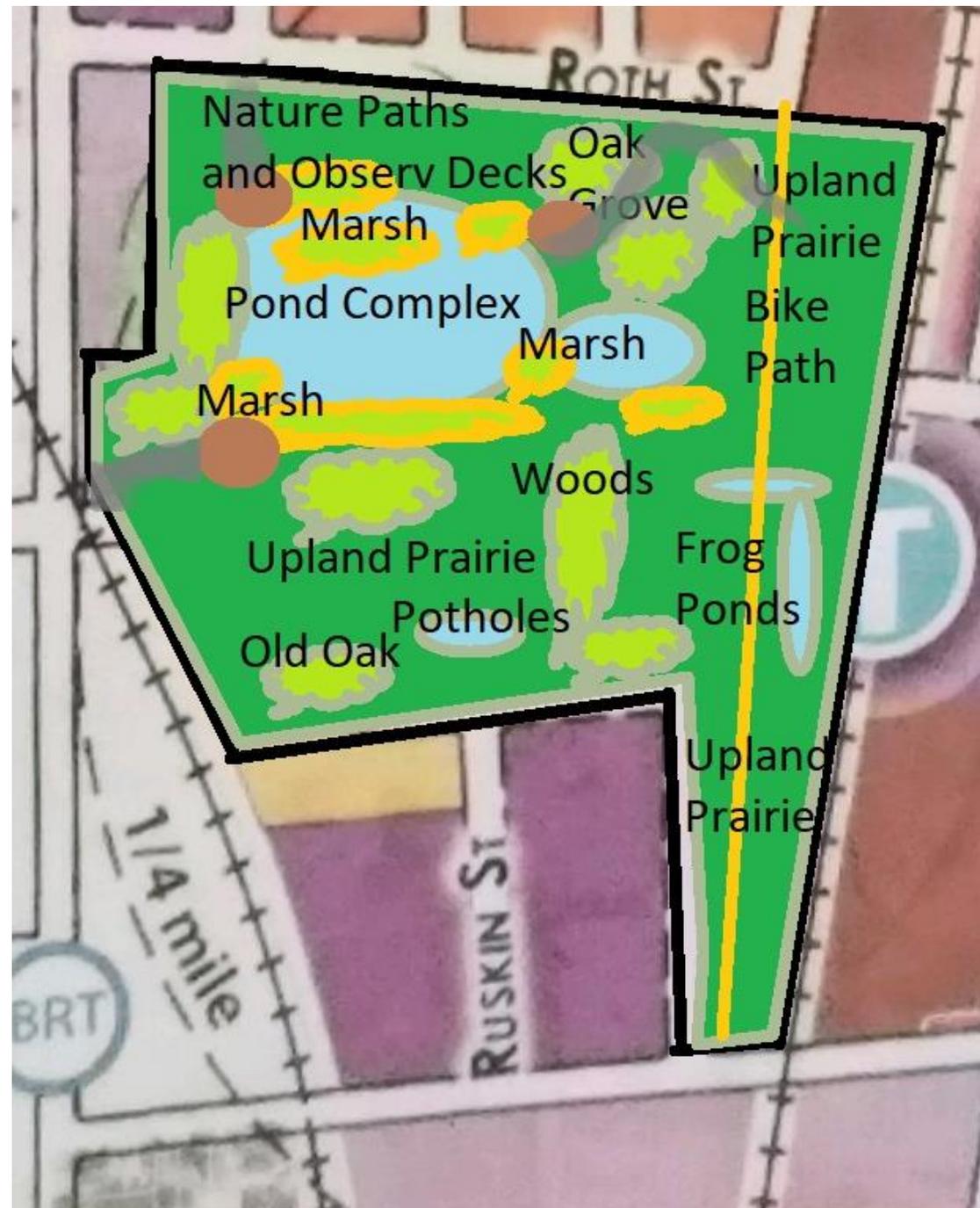
Hartmeyer Park Ecological Benefits

- Railroad/Bike Path Connections are Preserved
- Nature Corridor Connections for Wildlife are Preserved
- Upland Oak Opening, Old Field Prairie and Frog Pond Areas are Preserved
- 30 Acres of Natural Water Infiltration to Offset Development are Preserved



Hartmeyer Park Social Benefits

- Make Neighborhood Connections with Bike Paths and Walk Paths with Equal Access for All
- Nearby Nature Recreation with Observation Decks, Benches and Educational Signage
- Enjoyment of seeing Cranes, Wood Ducks, Fox, Frogs, Butterflies and other Birds and Wildlife throughout the year
- Nature Education from Nearby Schools with Nature Hikes, Belly Boards for Frog watching, Monarch Tagging etc



Help Preserve This Area as a Nature Park and Shared Community Space!



Please Support Saving Hartmeyer Natural Area as a Nature Park for the City and for our Environment!

- Email allalders@cityofmadison.com to let Madison Alders know you support Option C – Conservation and Saving Hartmeyer Natural Area!
- Email ledell.zellers@gmail.com to let the Plan Commission know you support Option C – Conservation and Saving Hartmeyer Natural Area!
- Email fhna.ginny@gmail.com or paul_noeldner@Hotmail.com to get on the Friends of Hartmeyer Natural Area mailing list!
- Join and LIKE the Friends of Hartmeyer Natural Area on Facebook! You will find our Mission and Vision Statement. Enjoy sharing pictures and comments!
- Come to Friends of Hartmeyer Natural Area monthly public meetings the 3rd Thursday every month 6pm at Lakeview Library!

Hartmeyer Natural Area Historical and Ecological Assets – In Support of Option C - Conservation

Please support Adding and Pursuing Option C – Conservation – in the Oscar Special Area Plan and other City planning so that the Alder authorized Appraisal and Assessment and City departments can fully explore this planning option including the environmental assets and potential funding and grants in collaboration with Dane County, Groundswell, and other possible funding and support partners, for purchase of the Hartmeyer Property as a City Nature Park for this and future generations to enjoy!

This Historical and Ecological Assets report was voluntarily prepared 02/09/2020 at the request of City Alder Syed Abbas by Paul Noeldner, Friends of Hartmeyer Natural Area Chair and Volunteer Parks Liaison Coordinator for Madison FUN Friends of Urban Nature, a partnership of Parks, Environmental and Friends groups to Help Connect Madison Area Communities and Kids with Urban Nature, contact info 136 Kensington Drive Maple Bluff WI 53704 608-698-0104 paul_noeldner@hotmail.com

The following information is based on personal observations and reports. Additional Historical and Ecological Review including a survey of ecological assets should be requested as part of the City Alders authorized property appraisal and assessment and other planning and procurement steps.

- **Honoring Historic Ownership –**
 - **Native Americans** reportedly had gardens in some of the upland areas of extensive wetlands on Madison’s east and north side. This **First Nations history should be honored, for example some cities with Nature Parks feature Native American Gardens.**
 - The **Hartmeyer family** has owned the property and leased it to **Oscar Mayer** for the past 100 years while keeping most of the natural area intact. Oscar Mayer wells drew down the water table and for a time there were attempts to have **Little League ball diamonds** but elderly locals recall they were always wet. The water table has since rebounded and continues to rise with Climate Change increases in rainfall. This local **North Side history should be honored, for example park sculptures from old equipment and park murals.**
 - **Native Wisconsin Trees, Plants, Birds and Wildlife** have called the Hartmeyer Natural Area wetland and surrounding upland ecosystem home since the Ice Age and have evolved here over millenia to create symbiotic wetland ecosystems. This **Natural History should be honored, for example school kids could help make Nature Art Mural displays at the park entrance to educate the public about native plants and animals.**
- **Valuing Historic Wetlands –**
 - **Post Ice Age** maps show this area was a wetland waterway connecting Lake Mendota to Starkweather Creek and Lake Monona before the Tenney outlet became established.
 - **A 1906 map** shows most of the east side was wetland. **This 30 acre remnant is the only large remaining wetland and upland ecosystem in the Oscar area not yet destroyed**
 - **An elderly neighborhood resident** recalls a wood plank walkway was required to cross the wetland where Commercial Ave runs today. The full 30 acres can be restored.
 - **Urban Wetlands are becoming rare and need extra protections!**
- **Saving Historic Oak Trees –**
 - Several large oak tree specimens with an estimated age of 200 plus years (pre-Civil War) remain standing
 - **These historic trees tell the history of this relatively untouched area from Native American to European Settlement to Today**

- **Historic Neighborhood and Business Interest and Support –**
 - **The Friends of Hartmeyer Natural Area** is a new grassroots effort with deep roots. **People living in nearby neighborhoods are passionate about saving this area.** One often hears stories about how **as a child they regretted the loss of open natural areas near their home.**
 - Interviews and conversations over the years with **Pollock Auto Body, Esquire Club** owners and staff, **Dental Clinic** owners and staff, **Chets Car Care** and other local businesses indicate a lot of enjoyment of having this large natural area near their businesses and support for saving it.
 - **The best observers and advocates of local Sandhill Cranes and other birds and wildlife are neighborhood and business people who regularly spend time nearby and grow to love ‘their Cranes’ and ‘their Fox’.**
 - **Dane County Briarpatch** staff and residents love having the Hartmeyer Natural Area across the street and have helped over past years with cleanups and invasive plant removal facilitated by Paul Noeldner with Madison FUN, and enjoyed it so much they established regular Friday nature activities centered on Hartmeyer Natural Area. **This kind of exposure to helping nature is great for community building and their future.**
 - **People recognize the value of large natural areas in their neighborhoods. Realtors, homeowners and renters are certainly aware of and seek out the added value!**
- **Wooded Areas Help Create a Sanctuary –**
 - Clusters and tree lines of **Shagbark Hickory, Basswood, Black Cherry, Willow, Maples**
 - **These Upland Habitats provide food and shelter** for a variety of birds, insects, amphibians and other wildlife
 - **Wooded Areas help preserve a Large Quiet Sanctuary in the middle of urban activity**
- **Wetland Areas and Ephemeral Ponds In All 30 Acres Support Rich Biodiversity –**
 - **Native and Hybrid Cattails, Horsetail, Sedges**
 - A US Fish & Wildlife aerial map shows **large Emergent Wetland Plant areas extending from the year round wetland pond all the way over to the Oscar side rail corridor**
 - The presence of Horsetail in the wetland ditches along the Oscar side rail corridor, along with high amphibian populations in Spring in that area, point to the importance of preserving the whole 30 acres including the seasonal wetland pools and ecological habitat in the upland areas along the Oscar rail corridor not just the wetland pond area.
- **Upland Plants Provide a Pollinator Paradise**
 - **Milkweed Species** include **Whorled Milkweed** (very large stands in upland areas along the Oscar rail corridor) and observations reported of **Sullivant’s (Prairie Milkweed) which is a Wisconsin Threatened species** and high value plant for Monarchs
 - While a survey of native upland plants remains to be done, most of the upland area is **relatively free of invasive woody plants** which **indicates high value for prairie plant preservation and restoration** without expensive woody invasives removal
- **Bird Species - 56 Species recorded in Cornell Lab of Ornithology eBird reports 2012 to 2019**
 - **Breeding Birds (territorial behavior/nesting/raising young)** include Canada Goose, Wood Duck, Blue-winged Teal, Mallard, Pied-billed Grebe, Mourning Dove, Chimney Swift, Sora, Sandhill Crane, Killdeer, Cooper’s Hawk, Red-tailed Hawk, Red-bellied Woodpecker, Northern Flicker, Eastern Phoebe, Eastern Kingbird, Warbling Vireo,

American Crow, Tree Swallow, Black-capped Chickadee, House Wren, American Robin, Gray Catbird, European Starling, House Finch, American Goldfinch, Song Sparrow, Baltimore Oriole, Red-winged Blackbird, Yellow Warbler, Common Yellowthroat, Northern Cardinal, House Sparrow

- **Resident and Migratory Birds (feeding, taking shelter, social behavior)** include Northern Shoveler, Canvasback, Bufflehead, Least Sandpiper, Spotted Sandpiper, American Woodcock, Ring-billed Gull, Turkey Vulture, Belted Kingfisher, Yellow-bellied Sapsucker, Downy Woodpecker, Great Crested Flycatcher, Eastern Phoebe, Blue Jay, Northern Rough-winged Swallow, Barn Swallow, Cliff Swallow, White-breasted Nuthatch, Cedar Waxwing, Purple Finch, Chipping Sparrow, Common Grackle, Dickcissel
 - **Sandhill Cranes have nested in the Hartmeyer Natural Area every year for many years** and use the surrounding Upland Ecosystem as their primary foraging area. **The quality of this historic wetland and surrounding upland ecosystem is indicated by the fact that they successfully raised 3 Colts in one year, which is fairly uncommon.**
 - **Bluebird Trail** – with permission from Oscar Mayer, Paul Noeldner has maintained and done weekly monitoring of Bluebird Boxes for a number of years with a **high success rate for Bluebird nesting especially by the Oak Opening and surrounding upland area**, the boxes have also been used by other native species including **Tree Swallows, House Wrens, and Black-capped Chickadees. These are great Nature Education tools!**
 - **Wood Duck Houses** – about **20 male Wood Ducks** gather each spring behind the Dental Clinic and on average about **3 pairs breed in the area each year** with one or more pairs utilizing provided Wood Duck Houses (several females may lay eggs in one box) and natural nesting cavities in surrounding wooded area trees.
 - **Prothonotary Warbler Box** – this rarely seen bright yellow bird is a **Wisconsin Species of Special Concern**, with guidance from UW and DNR Experts a Prothonotary box was installed in a stand of Willows in year round open water in an area that used to dry out each summer, and nest box observations indicated nesting occurred
 - **Red-tailed Hawks** – a **pair of Red-tailed Hawks has used the Hartmeyer Natural Area as the center of their near Northside nesting and hunting range for many years.** Paul Noeldner helped the **Dane County Wildlife Center radio track Oscarina the female for about 3 years**, her favorite perches for hunting were the **upland area Oak Opening and upland area tree lines and the Cell Tower adjacent to the upland** behind the Ice Arena
 - **Osprey** – a pair of Osprey were observed scouting the Cell Tower and making repeated landings last fall as a potential nesting site.
- **Mammal Species –**
 - **Fox** – there is a resident breeding pair with an active den for many years behind the Dental Clinic on North Sherman plus a second fox den nearby along the Commercial Avenue crossing rail corridor which is indicative of an extended fox family in residence according to UW Wildlife Ecology Professor David Drake
 - **Groundhogs – also called Woodchucks**, upland activity and burrows observed, their **extensive 60 foot multi-chamber burrows and mounds of disturbed earth improve water permeability and offer ecologically important foraging sites and shelter** for many other mammal, bird, insect, and amphibian species

- **Muskrats** - the wetland relative of the Groundhog, wetland activity observed, **marsh reed ‘push-up’ muskrat shelters create habitat diversity and provide foraging and nesting sites for waterfowl species, and muskrat shoreline burrows help increase biodiversity**, improve permeability and are ecologically important for other mammal, bird, insect, and amphibian species for foraging and shelter
- **Deer** – White-tailed Deer use secluded upland tree borders and habitat as a sanctuary for resting and travel through this area.
- **The Oscar rail corridor and Sherman rail corridor provide critical ecological greenway connections between Hartmeyer Natural Area and Tenney Park on the Isthmus, Maple Bluff Golf Course, Warner Park, Starkweather Creek and Cherokee Marsh.**
- **Many Other Small Mammals** – including Voles, Mice, Skunks, Opossum, Raccoon help create a biodiverse and interconnected ecosystem and also utilize the rail corridor connections.
- **Insect Species –**
 - **Monarchs and other Butterflies** – observed feeding on nectar and in larval stages, primarily in the upland areas where there are large stands. **The Wisconsin Monarch Collaborative, City of Madison and WI Pollinator Protection Task Force have set goals preserve and extend remaining natural areas with milkweed and other pollinator plants in urban areas as well as rural areas**
 - **Bees and Other Insects** – Bumblebees, Dragonflies, Lightning Bugs
 - Wetland larvae and adult insects attract large numbers of Swallows and amphibians that depend on them as a major food source and biotically help keep populations in check.
 - **This is Madison’s largest near Northside Pollinator Garden and Rain Garden!**
- **Amphibian Species –**
 - **Chorus Frogs and other Frog Species** – Possibly the largest remaining population of Chorus frogs and other frogs on Madison’s near Northside gather in wetland borders and ephemeral upland pools to sing and breed in Spring (they do not like to lay eggs in open water ponds where fish and other predators consume them). Park along Commercial and listen each Spring! This is a major ‘Refugium’ for these species.
 - **The entire 30 acres including the springtime ephemeral ponds and wet ditches along the Oscar rail corridor are critical for ecologically challenged amphibian populations**
 - **Snapping Turtles, Painted Turtles and other Turtle Species** – This is a high value area for turtle species because **turtles dig their nests and lay their eggs in nearby uplands and prairie areas, not in the wetland area itself.**
 - **A contiguous urban natural area that has a wetland and safe access for turtles, frogs, salamanders and other amphibians to travel and lay eggs and forage in adjacent large upland areas without crossing any roads, is a big plus for preserving the whole 30 acre area intact as a Nature Sanctuary with low-impact human bike and walk access**

Water Quality and Infiltration Assets –

- **High Quality Wetland and Upland** – There is currently fairly limited urban area acreage runoff into this historic natural wetland and upland area.
 - City engineers have indicated they do not plan to introduce any additional storm sewer runoff into the area.

- This is a Major Plus for saving the entire 30 acres as a conservation focused nature sanctuary and for successful preservation and restoration of high quality populations of native plants and wildlife at much lower cost than creating new ponds and wetlands to offset large areas of impervious development and redevelopment.
- **High Quality Infiltration Assets** - This area provides 30 Acres of direct rainfall infiltration at no cost to the City.
 - The upland areas can support deep rooted native plants that help increase infiltration; water stays on site without contributing to runoff and phosphorus and salt pollution into our lakes
 - **Preserving All 30 Acres helps the City offset the negative impacts on Madison’s lakes from large areas of development and redevelopment in adjacent Northside areas**
 - **Preserving this 30 acre natural infiltration asset offers a large value to the City by where plans offer little or not room for on site ponds or infiltration areas.**
 - **Storm sewers and artificial retention ponds cannot offer equivalent ecological benefits to having a 30 acre intact thriving ecosystem**, not just water draining into subsoil through pervious surfaces or into a pipe that offers no ecological asset benefits to the city or to birds and wildlife
- **Building Up Not Out** – Development and redevelopment on surrounding areas is compatible with preservation of the 30 acre Hartmeyer Natural Area
- Building Up Not Out with more stories on existing residential and business properties that are already developed with impervious roofs, streets and surfaces offers the City the opportunity to have substantially more housing and businesses on existing footprints with the same or similar impervious roof and infrastructure profiles.
- **Building Up Not Out make sense because it avoids paving over and building on and reducing the infiltration benefits and ecological benefits of this existing 30 acre natural infiltration area.**

Carbon Sequestration Assets

- **30 Acres of Carbon Credits** – The 30 acre Hartmeyer Natural Area already provides the City with a large area of carbon sequestering trees and plants at very low taxpayer cost to the City.
 - The Carbon Benefits for the City can be further improved by preserving and restoring populations of deep rooted native species and native trees in the Upland Areas.
 - **These Carbon Benefits to the City help offset the Carbon Costs of increased development, redevelopment, density and energy use in adjacent City plan areas.**

Thank You for considering and honoring these valuable Historical and Environmental Assets of the Hartmeyer Natural Area!

Please support including Option C – Conservation as one of the Oscar Special Area Plan options and in other City agency and Northside planning options.

Please support enabling City staff to explore opportunities in collaborations with Dane County and other partner groups to try and purchase the Hartmeyer property as a City of Madison Nature Park and Community Place Making Open Space.

Dear Alders and Chairpeople,

I am writing to you as a long time Eken Park resident and mother to young children. I am asking you to please stop the city plans to build a trafficked 4 way stop at Packers and Coolidge. This is absolutely unnecessary and unsafe.

A trafficked intersection at Coolidge and Packers will only send more speeding vehicles through our neighborhood and right past our neighborhood park that is heavily used by children all year round. North street already has a problem with speeding cars and had speed humps put in a few years ago, it has been little help and opening Coolidge with just increase traffic to this part of North Street that already has speeding problems. Commercial Ave and East Washington already serve as thoroughfares for people coming off of Aberg and Packers, there is no need to send more traffic through these residential streets.

Since the focus of the Oscar Meyer property is to be bike and pedestrian friendly why not install and pedestrian/bike bridge over Packers at Coolidge. The bike path is already here and crossing Packers at the light at Commercial or using the light at Aberg and the Packers on ramp on foot or bike is extremely unsafe. Cars speed through these lights and often run the red or do not look when turning. We have had our fair share of close calls and do not need more with a trafficked intersection at Coolidge and Packers.

Please put the safety of our neighborhood residents before all else.

Thank you,

Emily DeClercq
Myrtle Street

1. Exactly where on Aberg Avenue are these nasty roundabouts planned?? I am completely against any roundabout UNLESS it is ONE LANE ONLY **AND** NO ABILITY TO DRIVE STRAIGHT THROUGH. The roundabouts that allow straight-thru traffic, like the one in Waunakee, are dangerous & confusing. Not sure what "genius" engineer came up with such a lame brain idea, but it is just plain dumb!! I realize these nasty traffic structures need to be wide enough to handle semi-trucks, but they STILL can be ONE LANE!!!!

2. I feel that the extension of Coolidge Street thru to Packers Avenue is a terrible idea. Whose dumb idea is this & WHY??? I have yet to find good logical reason for doing this. Please advise.

Thank you so much for your efforts on our behalves.

Catherine Willette
2 Maple Wood Lane, #17

Dear Alders and Chairs,

My name is Eugenia Highland Granados. I am an Eken Park Resident and homeowner. I live at 2742 Moland Street with my six year old daughter. I'm writing to urge you to please stop the city plans to build a trafficked 4 way stop at Packers and Coolidge. This doesn't make any sense, is not necessary, and just puts all of us, specially our children, at a major risk. Me and my daughter play at the beautiful park that will be disrupted by increasing traffic in our area. More traffic puts our children who play at risk. We already have a problem with the speed of cars in our streets, that would only add to it. Commercial Av. already serves the purpose of that, so why do it, why add more traffic? please use those resources for better projects.

Thanks a lot for all you do,
In community

Eugenia Highland Granados

Con agradecimiento y corazon,
Eugenia Highland Granados

Hi Alders, Chairpeople, and Director,

I am writing to express my opposition to the plan to build an intersection between Coolidge and Packers. The Northern part of Eken Park neighborhood is a quiet residential neighborhood with no outlets north of Commercial Ave. Any added traffic on Coolidge will just be connecting down to Commercial or south of Commercial; why would traffic not simply use Commercial, which is already wider and a standard route for more traffic?

The people in this neighborhood have just been told that they will have to be subjected to F-35 noise, making many of their homes "unsuitable for human habitation". Please don't also add more speeding traffic!

Kate Sandretto
Emerson East Resident
2130 E Dayton St

Hello Alders,

I have concerns that I would like to share regarding the proposed intersection at Packers and Coolidge Street that is part of the Oscar Meyer plan. Because I know that your time is valuable, I will try to keep this short with my basic concerns.

1. Eken Park is located right next to Coolidge street near the proposed intersection. There is a lot of pedestrian traffic along Coolidge Street and North Street in this area, namely a lot of children on foot and bike. My concern is for their safety with increased traffic. There is also a baseball diamond at the park, which could also be unsafe for both children and cars passing by.
2. Coolidge street is known for having several traffic incidents, as well as we have some very busy drug dealers on the street. Due to this, we already have a problem with cars and traffic. On several occasions, cars have sped down the street and run into trees and other cars. There have even been a few instances where cars have run into actual houses while they were occupied. Opening this intersection will only make it easier for criminals to have an easy vantage point to speed in and out of the neighborhood putting innocent people in danger.
3. Coolidge street is not wide enough to have increased traffic. As it is, if cars are parked on the street, only one car can pass through at a time. If another car is also trying to pass, that car needs to wait and pull over to the side. With increased traffic, do you really want traffic backed up into Packer's avenue while cars are waiting to pass each other on Coolidge Street due to increased accessibility?
4. I have been to several meetings regarding the opening of this street and in each meeting have heard Dan McAuliffe assure residents that "we actually don't expect that it will increase traffic on Coolidge street at all". If this truly is the case, I am flabbergasted that you would be willing to spend our tax dollars opening up an intersection that is not expected to increase traffic. With so many neighbors opposed to the opening of the intersection, why is it actually necessary to open this intersection if traffic is not expected to increase?

I live on Coolidge street and love our little neighborhood. We have a lot of young families and children out and about walking and playing. As a parent myself, I personally would feel uncomfortable with letting my children walk to the park by themselves if this intersection is opened, not only due to increased traffic, but also because it would also take away the "small neighborhood" feel where I feel that my kids are more safe and protected. The people of Eken Park have shown up to the meetings and made their voice heard, and not once have I actually heard a single resident speak out in approval of this plan.

However, as we have mentioned several times, we would welcome the opportunity to open up the street for bike and pedestrian traffic. I have heard suggestions about adding a pedestrian bridge or even just opening the intersection for pedestrians similar to how it has been handled across Aberg at Shopko Dr and Kedzie Street and I think that all of these would be a welcome addition. If gaining access to Oscar Meyer is the priority, I don't understand why this could not just be a 3-way intersection?

In closing, I would ask that you take some to think about the residents of our neighborhood. We have all made it clear that we don't approve of this plan and would love to know that the city actually cares about our concerns and respect us as residents that have built our lives and invested our money into buying homes in this neighborhood.

Thank you for your time in considering my concerns,

Sincerely,

Steve & Jenny Rodriguez - 2846 Coolidge Street

Hello friends -

Thank you thank you thank you for your work for our community, always and especially in this time of illness and worries. I cherish our Madison city government for brave and effective work and leadership now.

I don't understand what benefit there would be to opening an intersection at Coolidge St and Packers? Eken Park should not be disrupted. Those cars should stay on Packers and travel along Commercial to enter the neighborhood.

Thank you again.

-

Janet Parker

To whom it may concern,

As an Eken Park resident, I wanted to voice my support for the proposed Packers/Coolidge intersection, in addition to the roundabout proposed for Aberg and Packers. Both make basic sense from a growth standpoint, and I think many residents in the neighborhood feel the same way, but are shy to voice their support due to the loud outcry from those who are against it.

I think the urban planning principles that were used to come to these decisions were sound and I fully support them, but those principles didn't seem to be communicated well in previous neighborhood meetings. Of course there will be the focal people who live on Coolidge street who will never like this idea, but for everyone else, it didn't seem like the basic premise behind this conclusion was articulated well. That may have factored into the strong dislike for this portion of the plan.

Regardless, the entire plan proposed for this area is really exciting and I support it 100%. Thanks to the city for this forward thinking and persevering through those that may not see this vision in the short term.

Thank you,

Wade Moder
2618 Commercial Ave, Madison, WI 53704

I am adding my voice of support to hundreds of others on the Northside and around the city for the preservation of the full 30 acres of the Hartmeyer Natural Area. It is and would be an important link in the chain of natural areas on the Northside, particularly of wetlands, which have been negatively impacted for too long.

Please consider supporting the move to formally maintain this beautiful space.

Sincerely,

Alex Singer, WI Master Naturalist

To the Transportation Policy and Planning Board:

I'm writing to support preserving all of the existing 30 acres or so of the Hartmeyer Natural Area near the former Oscar Mayer factory. This area is home to valuable wildlife, some of whom would not remain if the area is significantly reduced in size, and it also is a valuable wetland in a low-lying neighborhood that sometimes needs help managing water flow during periods of lots of rain. Furthermore, the Hartmeyer Natural Area is important green space for the people who now live on the Northside and who will move to and work in the Oscar Mayer Special Area. It would be irresponsible to reduce green space in this area that has little green space while increasing residential and business density. While I support redevelopment of the Oscar Mayer facility, I urge you to preserve what is a valuable part of the existing community: the Hartmeyer Natural Area.

Sincerely,
Cindy Poe

Cynthia Poe
1606 Farragut St.

Good afternoon,

I am contacting you regarding the proposed intersection at Coolidge and Packer Ave. in the Eken Park neighborhood. As a resident of the neighborhood, I want to voice that I am strongly opposed to the proposal.

I moved into my home on Commercial Ave. three years ago. In those three years I have seen (and heard) an increase in the number of cars that speed and drive recklessly up and down Commercial Ave. I find this concerning and Commercial Ave. was designed to handle larger amounts of traffics.

Coolidge currently is a quiet residential street that ends in a dead end. It seems that adding an intersection at Coolidge and Packer would only encourage drivers to use the intersection to cut through the neighborhood to get to Packer Ave. Considering the kind of drivers we frequently get on Commercial Ave., this is especially concerning because of the residential nature of the neighborhood and the nearby park that many families and children use.

Additionally, twice in the three years I've lived in this neighborhood there have been accidents that have resulted in a driver crashing their vehicle into the front of a resident's house. This seems like a very high occurrence in one neighborhood, especially one that is mostly residential. My fear is that the intersection being proposed would encourage more reckless drivers to cut through the neighborhood and eventually could result in a much more tragic end.

I'm having a difficult time understanding how the benefit of an intersection that wouldn't offer much convenience to anyone other than individuals that live on or off Coolidge (few of whom I believe would support this proposal) would outweigh the likely dangers the additional traffic would present.

Thank you for your time and consideration,
Kelsey Michels
Eken Park resident

I support the City of Madison Oscar Mayer Special Area Plan Option C -Conservation and other opportunities to purchase and save all **30** acres of the Hartmeyer property historic wetland and surrounding upland ecosystem between Roth Street, the old Oscar Mayer plant, Commercial Avenue, North Sherman and adjacent railroad corridors as a conservancy park and shared community nature area.

Please consider the ecological value and the health and well being of the people in this neighborhood. It is an concrete desert right now. The LAST thing we need is more buildings, cars, buses and unused strip mall space. The newer buildings in this neighborhood are almost 90% vacant as it is. I thought the mayor was for green infrastructure? Is this just lip service and green washing?

We need this space - the whole 30 acres to remain wild.

Candace Diaz
Sherman Neighborhood Resident

Dear Transportation Policy and Planning Board members:

As the development subcommittee of the Emerson East Neighborhood Association (EENA), we facilitate neighborhood involvement in decisions that affect land use and development, multi-modal transportation, and housing. We have participated in Oscar Mayer Special Area Plan (OMSAP) meetings with great interest, since part of our neighborhood is within the OMSAP boundary.

We support the OMSAP and appreciate all the work that's gone into the plan to date. We offer the following feedback to strengthen the OMSAP and ensure its realization benefits our communities.

Bicycle and pedestrian safety

We strongly support transit-oriented development and the OMSAP's prioritization of multi-modal transport. Especially as the proposed plan would bring motorized and non-motorized traffic into close proximity, we urge that bicycles be separated from motorized traffic through use of separate paths, curbs, posts, bollards, or other structures. Intersections present special challenges. Please ensure the safety of all users at intersections, through innovative design, clear sight lines and distancing, signage and lighting, including dedicated crossing time for bicycle and pedestrian traffic.

To encourage bicycle use by casual riders, we encourage ample bicycle parking, including covered parking, and bicycle repair stands. We strongly support connecting the Demetral bicycle / pedestrian path to the East Madison Little League Fields. We also encourage further path connections to allow bicyclists and pedestrians safe access to the Dane County airport and surrounding businesses and employers.

As you know, Commercial and Packers Avenues have a way to go before they will be bicycle or pedestrian friendly. We support bicycle lanes with physical separation from motorized traffic, as mentioned above. We encourage repairs to the very bumpy railroad crossing on Commercial. We support making the sidewalk along Commercial wide enough (8 to 10 feet) to accommodate both pedestrians and bicyclists. We would love to have current and future businesses along these streets engaged in efforts to make these streets safer and more appealing to pedestrians and bicyclists. We strongly support the use of public art in traffic calming measures.

We support the extension of Third and Sixth Street west across Packers Avenue, with the addition of signalized intersections to help slow traffic on Packers Avenue and make the area safer for bicyclists and pedestrians.

Coolidge Street intersection

We support the overall aim to connect Northside and Eastside neighborhoods. However, we do not support motorized vehicle access into Coolidge Street via Packers Avenue. We recognize that OMSAP aims to create a more pedestrian and bike-friendly version of Packers Avenue, but that might take decades to be realized. Henceforth, it would be irresponsible to open Coolidge Street to motorized vehicle access via Packers Avenue.

We strongly support Coolidge Street being opened up to bicycle and pedestrian traffic when there is a connection made through the Oscar Mayer property, at a signalized three-way

intersection. We fail to understand the argument for Coolidge to be opened to motorized traffic. We stand with our Eken Park neighbors on this aspect of the OMSAP. In general, we feel that the input of neighbors most impacted should be valued and reflected in planning decisions.

Toxic contaminants in soil

The OMSAP is intended to stimulate redevelopment, including demolition and construction done by the city and developers. We urge the city to be fully transparent and release the results of any environmental contamination testing and plans for remediation. In OMSAP boundaries and adjacent areas, there has been a long history of industry contamination and landfills. We live here and have a right to know about any contamination; where it is and how bad it is. We also ask that the city requires this same transparency from any business that wants to develop within the OMSAP boundaries.

We are particularly concerned about possible contamination of the Oscar Mayer site, including building 42, which the city is considering purchasing for a Madison Metro bus barn. We urge the city to do all that is within their powers to assess contamination and remediate the area.

Bus barn

We understand that the specific use of building 42 is not addressed in the OMSAP. However, we would like to express our support for the city using this building as a bus barn for Madison Metro, as part of efforts to enhance transit options, reduce inequities in transportation access, and reduce carbon emissions.

We understand nearby neighbors' concerns about a bus barn at this location. If the city does use building 42 as a bus barn, we urge that the physical design of the site as well as Madison Metro operations there be adjusted to minimize negative impacts on surrounding properties.

Hartmeyer Natural Area

We appreciate that the OMSAP preserves 13 acres of the Hartmeyer Natural Area site as undeveloped greenspace, an increase from the original plan. However, we strongly support preserving the full 30 acres. By doing this you will formalize a wildlife corridor, maximize its stormwater management qualities, and realize the natural space's potential for the enjoyment, learning, and wellbeing of all city residents.

As you know, the surrounding area is deficient in greenspace. Keeping Hartmeyer undeveloped would benefit nearby neighborhoods and the entire city, as amenities and transportation options in the OMSAP are realized.

Impact on small local businesses

We support the OMSAP's vision for redevelopment and revitalization. We urge the city to work with small local businesses, such as those along Pennsylvania Avenue, to ensure that they are not displaced by gentrification.

Thank you for being part of the process to address our concerns. We look forward to your response and to the continuing evolution of the OMSAP.

Sincerely,

Chris Heaton and Diane Farsetta, Co-chairs, on behalf of the Emerson East Neighborhood Association - Development Subcommittee

The Development Committee was charged by the Emerson East Neighborhood Association to facilitate neighborhood involvement in decisions that affect land use and development, multi-modal transportation, and housing to further the neighborhood association's mission of improving the Emerson East neighborhood and surrounding areas as a place to live, work and recreate.

Hello All -

Apologies for the group email, but I felt this was the best way to reach out prior to tomorrow's meeting. I'm Catie Shannon, co-chair for the Eken Park Neighborhood Association. I wanted to let you know that there is next to NO support for this decision within the neighborhood. There are multiple reasons why.

- Traffic is currently an issue on Coolidge - a road with a good amount of on-street parking. We do not want to increase more cars on the road, adding to the weaving around the cars that are already parked on the road.

- That part of the neighborhood is extremely residential. Families and children are frequently walking around. We would add extreme danger by adding more cars.

- To that, Eken Park borders Coolidge. It is a favorite place for children and their families. Kids are often playing close the street.

Adding to the traffic puts them in danger.

- There are some issues of crime on the street. We have been told that opening up traffic would decrease crime. We do not believe this. We believe that - if anything - it will increase dangerous, high speed traffic that is already occurring due to crime.

We see no benefit for our neighborhood (underline OUR neighborhood) by opening up this street. It only benefits the Oscar Mayer project.

While we are excited and supportive of the OM project, we feel like this is truly getting the project off to a rough start with one of its closest neighbors - the Eken Park neighborhood - the historical Oscar Mayer neighborhood. So far, we have seen no alternatives to the supposed need for this four way. We are willing to work with the city planners, but we need them to be collaborative. As it stands, having Dan McAuliffe tell us over and over again that opening up Coolidge will not increase traffic on the street defies logic and is frankly insulting and dismissive. Not only does it not feel like the correct traffic testing has NOT been done, but it also feels like the city is not looking for other alternatives.

This cannot be the one decision that will make or break the OM project.

So please work with the neighborhood, not against us, in this long term and exciting endeavor.

Please reach out with any questions. The neighborhood wants to work with you.

Many thanks,

Catie Shannon

Co-chair Eken Park Neighborhood Association

Dear Alders and Chairpeople,

I am writing to you as a long time Eken Park resident and mother to young children. I am asking you to please stop the city plans to build a trafficked 4 way stop at Packers and Coolidge. This is absolutely unnecessary and unsafe.

A trafficked intersection at Coolidge and Packers will only send more speeding vehicles through our neighborhood and right past our neighborhood park that is heavily used by children all year round. North street already has a problem with speeding cars and had speed humps put in a few years ago, it has been little help and opening Coolidge with just increase traffic to this part of North Street that already has speeding problems. Commercial Ave and East Washington already serve as thoroughfares for people coming off of Aberg and Packers, there is no need to send more traffic through these residential streets.

Since the focus of the Oscar Meyer property is to be bike and pedestrian friendly why not install and pedestrian/bike bridge over Packers at Coolidge. The bike path is already here and crossing Packers at the light at Commercial or using the light at Aberg and the Packers on ramp on foot or bike is extremely unsafe. Cars speed through these lights and often run the red or do not look when turning. We have had our fair share of close calls and do not need more with a trafficked intersection at Coolidge and Packers.

Please put the safety of our neighborhood residents before all else.

Thank you,

Emily DeClercq
Myrtle Street

Greetings Members of the Transportation Planning and Policy Board:

I have never lived in the Eken Park Neighborhood of Madison, but I am quite familiar with this charming, thriving neighborhood. For years I drove by it on my way to and from work.

Also, my late husband, Burr Angle, and I helped in preparing for the UW's Conference of Vernacular Architecture in 2012 which brought in persons from all over the country for tours of several areas of Madison containing remarkable examples of vernacular architecture. These included Eken Park which contains approximately 160 "thrift homes," also described as "stressed-skin homes," on Coolidge St and Myrtle St built in 1942-43 and 1947 by an Illinois developer named John Tilton. (See, attached summary of Eken Park by Burr Angle.) Because no major streets other than Commercial Ave cut through the Eken Park area, this charming historic neighborhood has survived as a pristine example of this style of architecture—one of few such areas in the country. Many tourgoers in 2012 commented on this fact.

In 2017, Historic Madison chose the Eken Park area as the location for its biannual Alternate Parade of Homes to showcase this remarkable historic neighborhood. I helped organize that event as a member of Historic Madison's Board of Directors (succeeding Burr Angle who passed away in 2013). There was a nice news article about the Alternate Parade of Home tour of Eken Park in 2017 which may be found at <https://isthmus.com/arts/emphasis/alternate-parade-homes-1940s/>.

For further background, I am attaching an article about stressed skin houses/"thrift homes" in Madison which was just published in Historic Madison (HMI)'s latest Journal of the Four Lake Region in December. This article covers some "thrift homes" city wide including those in Eken Park. I'm sorry the attached copy is the final draft of the article, not the actual published copy. If you'd like a copy of the most recent volume of HMI's Journal, let me know and I'll try to get it to you. A

somewhat longer version of this article is available for viewing at www.historicmadison.org/.

The City of Madison Planning Division has also recognized the historic nature of the Eken Park neighborhood. Recently they submitted an application for recognition of its historic status with a request that it be listed on the National Register of Historic Places. This request is under review by the Wisconsin Historical Society.

This is the very area where the Oscar Mayer Special Area Plan (hereafter, OMSAP) includes a proposal to cut a new street across Packers Avenue to Coolidge St, which would result in traffic of up to 5,000 vehicles a day traveling down this narrow residential street surrounded on both sides with the 1940's-built "thrift homes" referred to earlier. If this occurred, such a change would radically alter the character of this charming historic neighborhood.

Is this change to Coolidge St really worth it from a planning perspective if it will destroy one of Madison's most unique and charming historical neighborhoods?

I submit that it is not. I strongly encourage your committee to sever this ill-considered proposal to make Coolidge a major through street from the OMSAP and take it off the table before OMSAP moves forward.

Thank you for your time and attention.

Dolores Kester

Ph.D., University of Wisconsin, Madison

Member, Board of Directors, Historic Madison

Aldermanic District 12

Co-author: "Stressed Skin Houses in Madison" by Burr Angle and Dolores Kester, The Journal of the Four Lakes Region, Historic Madison (Volume XXIV, 2019).

Co-author: The Origins of Some Madison, Wisconsin, Street Names by Burr Angle, Dolores Kester, and Ann Waidelich. (Available through Madison, WI Public Library; Wisconsin Historical Society Library; and all Madison public school libraries; 2010); available online at [www.historicmadison.org/Madison's Past/Street Names/Madison Street Names Complete.pdf/](http://www.historicmadison.org/Madison's_Past/Street_Names/Madison_Street_Names_Complete.pdf/).

Eken Park Fact Sheet
Compiled by Burr Angle 2012

Sometime between 1890 and 1911 the Eken brothers purchased 120 acres of almost perfectly level land in the southern portion of section 31 in the Town of Burke. The southern edge of their farm ran along the north side of present Commercial Avenue, which is the border between the Town of Burke and the Town of Blooming Grove. In Wisconsin Townships are called Towns and Towns are called Villages.

The family farmstead was located at an address given for many years as 801 Mayer Street. The 1870 farmhouse survives at the present address of 710 Dexter Street.

In 1924 the Eken brothers converted 21 acres of the farm to the Eken Park subdivision whose borders were the south side of Coolidge Street on the north, the north side of Commercial Avenue on the south, North Street on the west, and about 2826 Coolidge near present Oak Street on the east.

The Capital Times reported on July 14, 1924 that 65 of the 120 lots platted on April 24 had been sold and 16 houses had already been built. The area was served by the North Street streetcar line. Major nearby employers were the Oscar Mayer Packing Company and the new Chicago and North Western Railway roundhouse on Commercial Avenue near Sherman Avenue.

The Eken Park Subdivision was annexed to the City of Madison on June 24, 1927.

In 1927 a group of Madison businessmen purchased 88 acres of Eken land bordering the north side of Coolidge Street to be used as the Madison Airport, a private firm that operated from this site from about 1928 until about 1942. Army Air Mail planes and others had used this area then known as Eken Field since at least 1921.

The airport land was also frequently used by touring entertainment companies such as the Ringling Brothers and Barnum and Bailey Circus.

The Wisconsin State Journal, June 7, 1935, reported that Selma Eken, daughter of Thomas Eken, had donated vacant land owned by her on North Street between Dahle Street and Coolidge Street for playgrounds. This is now the City of Madison Eken Park, area 2.48 acres.

Sometime in the 1930's the Ekens built a structure at 602 North Street at the northwest corner of North Street and Commercial Avenue that contained living quarters for some or all of the family as well as the Eken Park Grocery Store that was operated for eight years by Selma Eken Rinder. Sekma died in 1940.

In late May of 1939, a fire at the Eken farmstead destroyed a large tobacco barn that contained many bales of hay belonging to a neighboring resident.

In 1942 or 1943 John W. Tilton, owner of the Leader Construction Company of Rochelle, Illinois, who had by then built hundreds of single-family houses for war workers in northern Illinois and southern Wisconsin, bought some or all of the land owned by the Madison airport, which had ceased operations because of the war. This became the John W. Tilton subdivision.

In 1943 Tilton built forty 1.5 story four-room expandable Cape Cod houses for war workers on the north side of Coolidge Street east of North Street. They begin at 2502 Coolidge at the eastern corner of North Street and end at 2862 Coolidge which was probably the eastern edge of the Eken/Tilton property. The houses were on 45 x 110 foot

lots, had full basements, and had 696 square feet of living area. The attic could be converted to living space. The sales agent was the Paul E. Stark Company. The houses were sold only to war workers.

In 1947 Tilton returned to Madison and built 120 houses, all almost the same as the 1943 Cape Cods, on the north side of Coolidge Street west of North Street and on both sides of Myrtle Street from about 2300 Myrtle almost to Oak Street. At first these were sold only to veterans. As in 1943, the sales agent was the Paul E. Stark Company.

In an article in the Wisconsin State Journal on June 1, 1947, Tilton said that the 1943 houses had sold for \$5,650; by 1947 essentially the same house was selling for about \$8,690, with less profit to the builder.

The 1947 Tilton houses begin at 2302 Coolidge Street and go east to 2426 Coolidge at the western corner of North Street. The 1947 Tilton houses on Myrtle Street begin at about 2301 Myrtle and run east on both sides of the street almost all of the way to Oak Street.

Myrtle Street is named for Myrtle Dexter, wife of Luzerne Dexter (as in Dexter Street), the developer of the 1920's Woodland subdivision east of the Oscar Mayer plant.

An article in the Wisconsin State Journal on March 9, 1948 reports on a meeting between owners of the new houses on Myrtle and Coolidge Street about defects in the houses. A number of owners attended this meeting as did Tilton, an assistant district attorney, an FHA representative, and an agent for the Harnischfeger Homes Company of Port Washington, Wisconsin, that had provided the partially prefabricated house kits.

Tilton and the Harnischfeger agent promised that all legitimate complaints would be dealt with promptly. According to the son of an owner who attended the meeting, most of the defects were soon fixed.

By late 1947, Tilton was already at work on a \$2,000,000 apartment complex near the Yahara River at Sherman Avenue that he called Tilton Terrace. It soon became known as the Sherman Terrace Apartments.

Tilton later became perhaps the largest builder of single-family houses in north-central Illinois during the 1950's and 1960's.

From the 1920's onward a number of developers such as Clyde A. Gallagher as well as individual owners built many small to medium size single-family houses elsewhere in the Eken Park subdivision. The area was basically filled by 1950.

The Wisconsin State Journal and The Capital Times newspapers contain many articles on the Eken Park area from the 1920's through the 1940's. These can be read on digitized copies of the microfilmed newspapers on the Newspaper Archive database.

The East Side News, a weekly newspaper published in Madison beginning in 1924 also contains much information on the area. The East Side News can be read on microfilm at the Wisconsin Historical Society Library in Madison.

Good morning,

I'm writing regarding the Common Council's meeting on May 4 that will include the approval of the **Oscar Mayer Special Area Plan**. This plan includes the creation of a SIGNALIZED 4 WAY **INTERSECTION AT COOLIDGE/PACKERS** TO ALLOW TRAFFIC TO ENTER THE EKEN PARK NEIGHBORHOOD DIRECTLY FROM PACKERS AVE ONTO COOLIDGE STREET.

I understand that some residents of the immediate area have concerns. I live in the neighborhood just west of the area, Emerson East. I frequently walk and bike in the area - for example to go from Emerson East to the Starkweather Creek Path or to Sherman Avenue. **I strongly support making the Oscar Mayer property more permeable and slow down motorized traffic on Packers.** I understand that adding a 4 way intersection at Coolidge and Packers will contribute to this.

In case the Common Council decides to not allow motorized traffic to enter from Packer to Coolidge, I hope they will encourage plans to allow pedestrian and bicycle traffic to be able to enter Coolidge from both sides of Packers (so no more need for fences, jersey barriers, etc.). Also, please encourage other ways of slowing down traffic!

Thank you for your attention to this matter.

Indira Ceylan
2437 Upham St

James S. Wold
2845 Hoard St.
Madison WI 53704

Monday, May 4, 2020

Heather Stouder
Director of Planning
City of Madison

Dear Ms. Stouder

I live in the Eken Park neighborhood. The city wants to create a 4 way intersection, with traffic light controls, at Packers Ave and Coolidge St.

That is a terrible idea. It will direct traffic, via Coolidge St., into a quiet neighborhood which does not have the street infrastructure to handle any meaningful volume of increased traffic flow.

I understand this concept is derived from the Oscar Mayer redevelopment plan and is meant to accommodate expected increases in traffic volume coming from the buildup of the Oscar Mayer site.

However directing traffic flow into a small neighborhood, not built to handle that traffic will not benefit anyone.

At minimum please convert that 4 way intersection into a 3 way intersection and do not allow Packers Ave to form an intersection with Coolidge St.

Thank you for your consideration of this request,

Sincerely,
Jim Wold

Ms.Schroeder,

I am a resident of the City of Madison. I am writing to express my strong support for preserving all 30 acres proposed as a natural area on this site. I do a lot of volunteer work at Owen Conservation Park and am well aware that a relatively small area like this can make a huge difference in stormwater management, species habitat and neighborhood quality in an urban area. I am deeply grateful for the city's foresight in the early 1970s to designate the entirety of Owen Park as a conservation park, not without controversy. I doubt that many people today wish it had been developed or used for soccer fields.

I lived for 8 years through 2015 in Eken Park and know the area well. That part of Madison (and the whole city) needs this land preserved - failure to do so would be a great opportunity lost.

Thank you.

Beth Whitaker
5818 Anchorage Ave
Madison WI 53705

As a resident of Eken Park, I would like to register my **support** for this new interchange and welcome **more connectivity** to and from my neighborhood. The EPNA wished to believe our neighbors are a monolith but many of us are in favor of connectivity and slowing down traffic Packers.

Thank you
Kayne Neigherbauer
509 Stang St

Hello Members of the Transportation Planning and Policy Board:

Roundabouts may be okay in rural areas or on two lane highways in Ireland, but they are not a good alternative in high-traffic situations particularly where very large commercial vehicles are frequent users of the roundabout, such as large trucks, commercial vehicles, and Metro buses. The electric buses planned for the BRT initiative are 20 feet longer than normal buses.

The roundabouts proposal for the Packers-Aberg intersection is a very bad idea. Supposedly the Oscar Mayer Special Area Plan (OMSAP) will be creating a walkable neighborhood, but roundabouts are very unsafe for persons with disabilities such as impaired vision. Funding approval for several new affordable housing projects focusing on Older Adults have just been approved by WHEDA along Aberg Avenue and on Huxley Avenue near Aberg. Some Older Adults have impaired vision or other disabilities.

Roundabouts are also unsafe for bicycle or motorcycle users, not to mention confusing and difficult for drivers of many other types of vehicles. Signage is never well placed and is hard to read.

Also, with increasing density called for by the OMSAP document, traffic will inevitably increase exponentially. In addition, many trucks with semi trailers make deliveries on the Northside to restaurants and other businesses. MG&E's planned use of the NE corner of the Packers/Aberg Ave intersection will almost certainly bring large numbers of commercial trucks to that traffic interchange.

Under these circumstances roundabouts at this location are a horrible idea in my opinion.

For all the above reasons, if you value the safety and well being of future frequent users of these intersections,

**roundabouts should not be placed on Aberg
Avenue/Shopko Drive at Packers.**

Thank you for your time and attention.

**Dolores Kester
1818 Winchester Street, Madison
Aldermanic District 12**

