

(A) SITE PLAN

WITH "BAYVIEW PLACE"

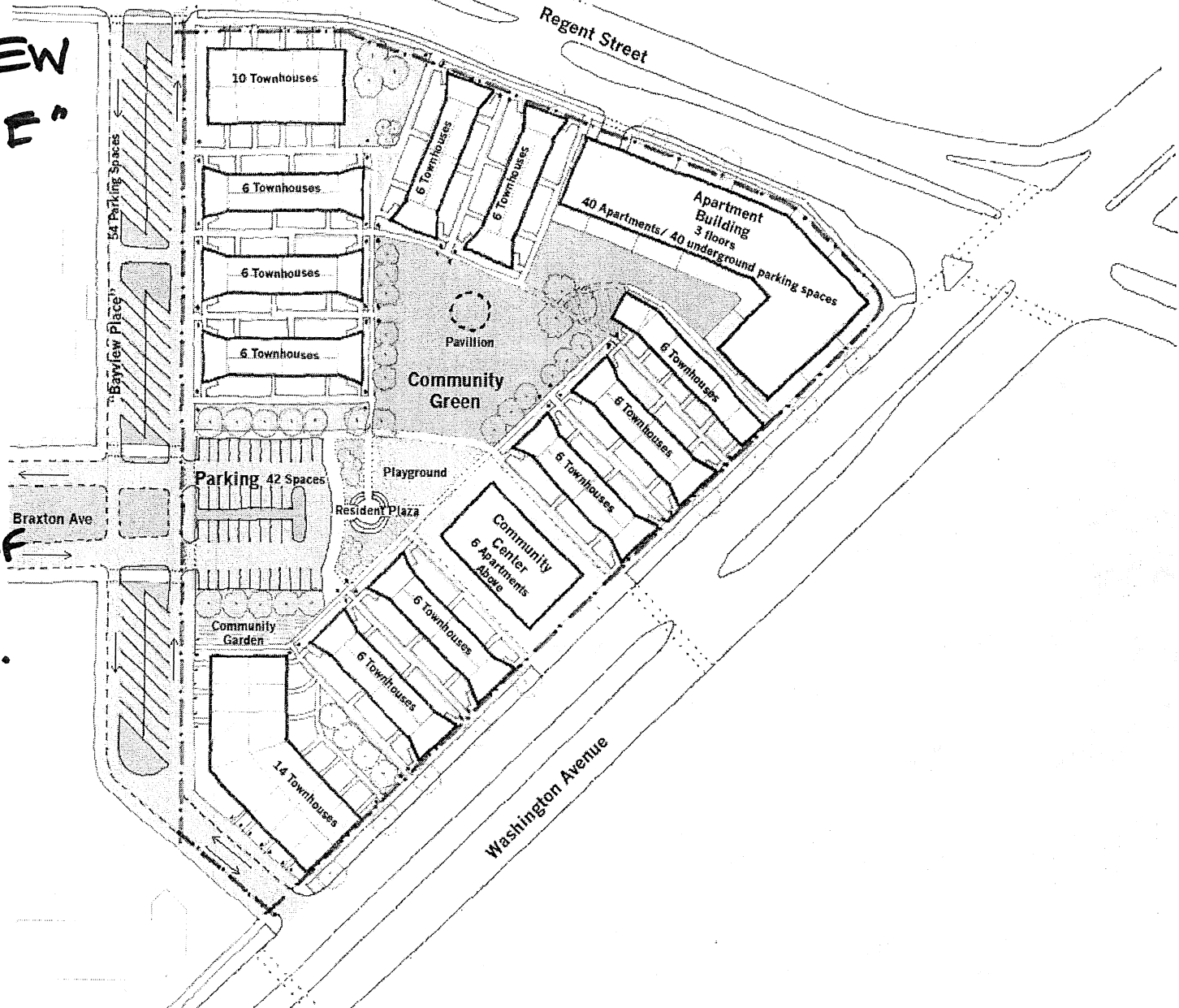
City comments regarding road:

① No Residential Permits

② Concerns about safety of ped crossing @ Regent St.

9/13/18

BAYVIEW (A)



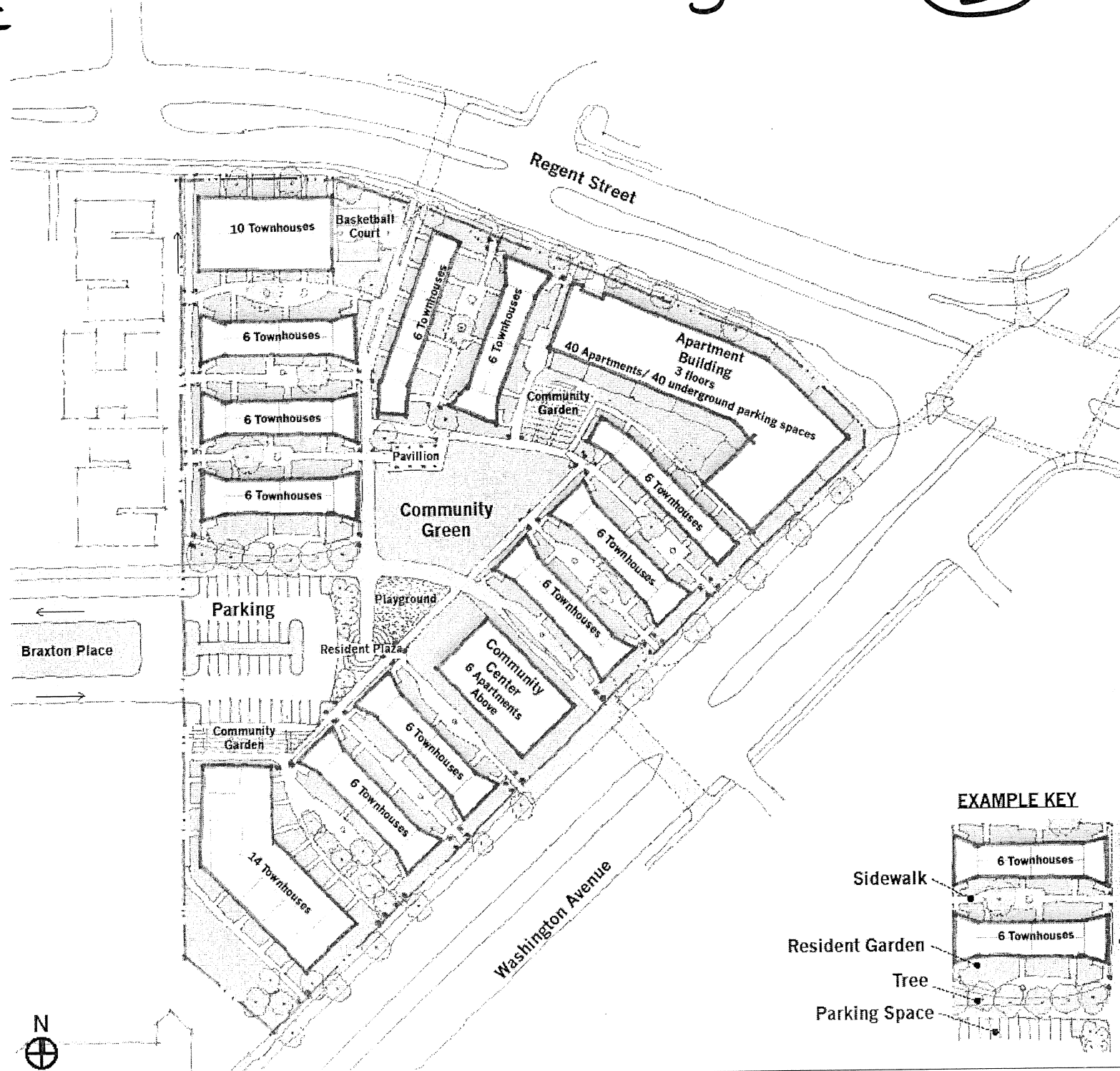
(B) SITE PLAN

WITHOUT ROAD

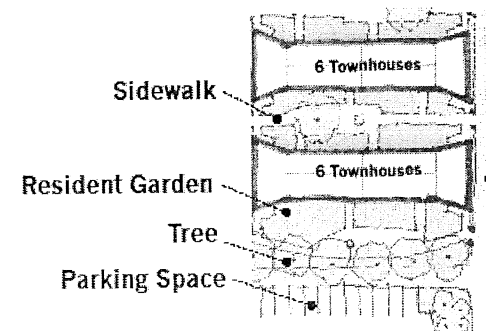
9/26/18

* Still need to integrate parking needs *

BAYVIEW (B)



EXAMPLE KEY



Early "Pioneer" City Planners in Chicago & Madison

Daniel Burnham

Source: https://en.wikipedia.org/wiki/Daniel_Burnham

"Make no little plans. They have no magic to stir men's blood and probably will not themselves be realized."

Chicago Accomplishments

World's Columbian Exposition (Chicago World's Fair – 1893)



The largest [world's fair](#) to that date (1893), it celebrated the 400-year anniversary of [Christopher Columbus](#)' famous voyage.

Considered the **first example of a comprehensive planning document** in the nation, the fairground was complete with grand [boulevards](#), classical building [facades](#), and lush [gardens](#). Often called the "**White City**", it popularized neoclassical architecture in a monumental and rational [Beaux-Arts](#) plan. The remaining population of architects in the U.S. were soon asked by clients to incorporate similar elements into their designs.

City planning and "The Plan of Chicago"

Initiated in 1906 and published in 1909, Burnham and his co-author [Edward H. Bennett](#) prepared "[The Plan of Chicago](#)", which laid out plans for the future of the city. It was the first comprehensive plan for the controlled growth of an American city, and an outgrowth of the [City Beautiful movement](#). The plan

included ambitious proposals for the lakefront and river and declared that every citizen should be within walking distance of a park.

The **Burnham Plan** is a popular name for the 1909 *Plan of Chicago*, co-authored by [Daniel Burnham](#) and [Edward H. Bennett](#). It recommended an integrated series of projects including new and widened streets, parks, new railroad and harbor facilities, and civic buildings. Though only portions of the plan were realized, the document reshaped Chicago's central area and was an important influence on the new field of [city planning](#).

The Burnham Plan focused on 6 major elements:

1. Improvement of the lakefront
2. A regional highway system
3. Improvement of railway terminals
4. New outer parks

The movement to purchase and preserve the natural areas that became the **Cook County Forest Preserves** was well under way as the plan was being written. The plan includes those proposals and also calls for the expansion of the city's park and boulevard system, which had been first established in the 1870s.

5. Systematic arrangement of streets
6. Civic and cultural centers

Washington D.C Accomplishments

National Mall

In [Washington, D.C.](#), Burnham did much to shape the 1901 [McMillan Plan](#), which led to the completion of the overall design of the [National Mall](#).

Going well beyond [Pierre L'Enfant](#)'s original vision for the city, the plan provided for the extension of the Mall beyond the [Washington Monument](#) to a new [Lincoln Memorial](#) and a "pantheon" that eventually materialized as the [Jefferson Memorial](#).

Washington Union Station

Architect [Daniel H. Burnham](#), assisted by [Pierce Anderson](#), was inspired by a number of [architectural styles](#). [Classical](#) elements included the [Arch of Constantine](#) (exterior, main façade) and the great vaulted spaces of the [Baths of Diocletian](#) (interior); prominent siting at the intersection of two of [Pierre \(Peter\) Charles L'Enfant](#)'s avenues, with an orientation that faced the [United States Capitol](#) just five blocks away; a massive scale, including a façade stretching more than 600 ft (180 m) and a waiting room ceiling 96 ft (29 m) above the floor; stone inscriptions and [allegorical sculpture](#) in the [Beaux-Arts style](#); expensive materials such as marble, [gold leaf](#), and white granite from a previously unused quarry.

John Nolan

Source: https://en.wikipedia.org/wiki/John_Nolan

John Nolan established an office in [Cambridge, Massachusetts](#) where he and his associates branched out into [city planning](#), as well as landscape architecture. Nolan was a frequent lecturer on city and town planning, and was active in many professional organizations, including the American City Planning Institute (now [American Institute of Planners](#)), [American Civic Association](#) (now Urban America), [American Society of Landscape Architects](#), American Society of Planning Officials, International Garden Cities and Town-Planning Federation, National Conference on City Planning (now Urban America), and the Town Planning Institute of England.^{[3][4]}

Madison, WI Accomplishments

Nolan developed plans for the [University of Wisconsin](#), the city of [Madison](#), and the state park system. His comprehensive approach blended social, economic, and physical aspects of urban life with the preservation of natural beauty. He felt strongly that:

...simple recreation in the open air amid beautiful surroundings contributes to physical and moral health, to a saner and happier life...

His plan for the city of Madison is considered a preeminent example of the urban landscape movement. Nolan later cited the grounds surrounding [Worcester College](#) as an inspiration for his plans for Madison.

In 1908, John Olin of the Madison Park and Pleasure Drive Association contacted Nolan for advice in laying out Madison city parks. Without the money to pay Nolan, Olin enlisted the support of the city, the University of Wisconsin, and the state. Together, they devised a contract to have Nolan make recommendations for the beautification of each.

Perhaps Nolan's most important contribution, though, was his plan for a state park system. Having seen the rapid deforestation of northern Wisconsin, the depletion of mineral resources in the southwest, and increasing urban development, Nolan was hired not only to find locations for parks but also to provide a reason for their existence. He recommended the creation of four state parks and provided guidelines for the establishment of a state park system.^[5]

[Tenney Park-Yahara River Parkway](#), which Nolan helped design, is listed on the [National Register of Historic Places](#).

Further Reading:

Madison: A Model City by [John Nolan](#)

<https://archive.org/details/madisonamodelci00nolegoog>

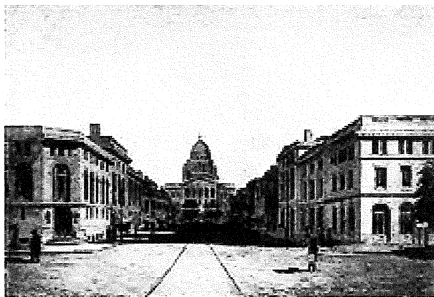
John Nolan's Plan for State Street (which ultimately led to the creation of the State Street Mall)

The plan shows also the proposal to set [p. 52] aside as an open space the triangle midway between the Capitol and the University bounded by Gorham and Broom Streets. With the power of excess condemnation, necessary in this case for the protection of the new frontages, I believe the State of Wisconsin could execute this great public improvement without a dollar of expense,



State Street, Madison, as it is today.

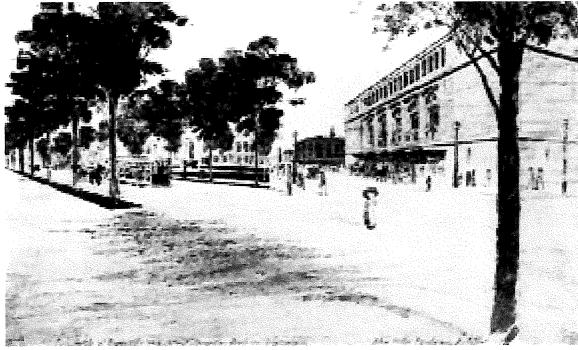
and unless this action, or something akin to it is taken, State Street will remain the present unhappy example of a commonplace and inconvenient city street, notwithstanding its apparently permanent pre-eminence in location.¹



State Street, Madison, as proposed.

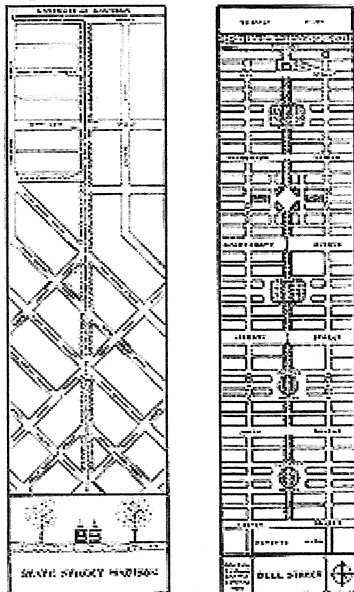
outlying sections which should soon form an integral part of the city; (2) to secure for public use either as highways or open spaces the most important lake frontages; (3) to inaugurate an equitable plan for the drainage and filling of all marsh land within or near the city limits.

Faulty as the original plan of Madison may have been, it had at least the merit of marking out definitely the main thoroughfares and in some instances - Washington Avenue, for example - of giving them adequate width. But what of subsequent action? Since the days of 1836 [p. 54]



Sketch of proposed triangle on State Street, Madison, at the intersection with Broom and Gorham Streets. It would afford attractive and valuable sites for public and semi-public buildings fronting on an agreeable open space midway between the Capitol and the University.

[p. 55]



1. Plan for improvement of State Street, showing proposed widening and triangle at the intersection of Gorham Street.