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EDGEWOOD CAMPUS MASTER PLAN

January, 1996

Prepared by:

EDGEWOOD

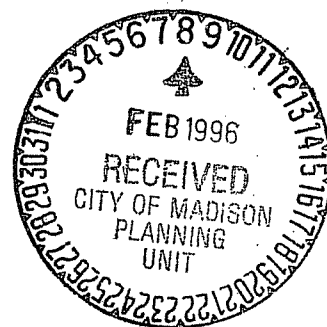


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I. INTRODUCTION

Edgewood College, Edgewood High School, and Edgewood Campus School share a 55-acre wooded, lakefront campus located on Lake Wingra, Madison, Wisconsin. The school was founded in 1881 on the current site. The schools of Edgewood are sponsored by the Sinsinawa Dominican Congregation which began their ministry in Southwest Wisconsin in 1847. The site is bounded by: Lake Wingra, which has been designated as an environmental corridor, and Monroe Street, a major arterial in the city street network, which serves as the primary approach route to the campus and forms its northern boundary. Two streets, Edgewood Avenue and Woodrow Street, frame the campus to the east and west. A corner parcel, fronting Edgewood Avenue and Edgewood Drive, is a single family dwelling, not part of the campus. Edgewood Drive is an east-west pedestrian, bicycle, and vehicular connection that is designated by the City of Madison as a "park and pleasure drive".

Edgewood Drive was the subject of a 1904 Agreement between St. Clara College and the Park & Pleasure Drive Association, the predecessors in interest, respectively, Edgewood, Inc. and the City of Madison. The parties will amend this agreement prior to the issuance of any conditional use permits, or any further major alterations to the Edgewood Campus. Edgewood forswears use of the reversion process in the 1904 agreement based on its own use, and agrees to cooperate with the City in the defense of any third-party attempt to initiate reversion based on Edgewood's use of the Park and Pleasure Drive.

Schools on the Edgewood Campus have been experiencing a steady increase in enrollment for the past several years. This has been a positive development for the three institutions because their financial health has greatly improved and promises the continuing ability to provide a high caliber of education and skilled employment in the community.

The growth also prompted Edgewood to develop a Master Plan. Existing Campus facilities cannot adequately meet the educational requirements of the programs demanded both by state mandates and the students and increased parking needs and traffic concerns. The three institutions which share the site look to the future with a common interest in planning for maintaining a high caliber of education, continuing to be an asset to the neighborhood and community, and strengthening the special character of the Edgewood Campus.

Campus planning consultants worked with the three Edgewood entities to develop a comprehensive campus development plan. Over the past three years Edgewood has worked through representatives of the institutions, City staff, the two alderpersons from the contiguous districts, and residents of all three abutting neighborhoods to modify this plan to answer concerns raised by the neighborhood and the city. This process has involved compromises. Numerous hours in numerous meetings have been spent to develop and reach consensus on the proposed Campus Master Plan. Various options have been debated and the plan embodies compromises which have resulted from extended discussion of virtually all possibilities.

The plan addresses major considerations of the need for shared academic facilities, recreational space, parking and traffic issues and preservation of the natural beauty and historic value of our site. The plan was developed with those considerations in mind and of the input that historical and future development of the Campus has had and will have on the surrounding residential neighborhoods.

II. PURPOSE OF THE CAMPUS PLAN

The campus plan was undertaken to study how growth can be accommodated and managed so as to strengthen the special character of the Edgewood campus and be sensitive to the impact that growth can have on the surrounding neighborhoods. The Campus Plan will provide a basis for implementing development decisions so as to benefit all three institutions and the neighborhood by:

- Creating a model academic environment for all three institutions.
- Providing for the future growth of the College, High School, and the Campus School in program and faculty enhancement.
- Improving the quality of campus life
- Simplifying and enhancing campus organization
- Establishing a clear, positive identity for each institution and the campus overall
- Ensuring stewardship of land and financial resources
- Preserving appropriate green space
- Insuring compatibility of building height and use with neighboring buildings
- Providing for recreational needs
- Providing solutions for increased parking and traffic.

The Campus Plan establishes a direction for the future, while maintaining the flexibility needed to respond to changing needs, conditions, and resources. **The plan is not intended to be a detailed blueprint for construction.** Footprints for buildings, internal roadways, parking lots, and landscape elements shown on the Illustrative Plan are place holders for future development and refinement of each element. The plan demonstrates how the many factors which influence the campus environment can be managed to create an attractive, understandable, and efficiently functioning whole. This comprehensive planning perspective is essential. Piece-meal decision-making which treats individual buildings and improvement projects as discrete or unrelated elements will not result in optimum development.

Edgewood will update the Master Plan with supplemental maps and proposed construction schedules as each phase of building activity is undertaken; such submittals shall be made at the time of each required conditional use application.

III. THE CAMPUS SETTING

A. CONTEXT

The Edgewood campus is located on Lake Wingra, two miles southwest of downtown Madison in a setting characterized by attractive residential areas and public open spaces. Vilas and Wingra Parks are located to the east and west of the campus along the lakefront. The University of Wisconsin Arboretum borders the remainder of Lake Wingra. The shoreline zone in the vicinity of the campus has been designated as an environmental corridor.

Monroe Street, a minor arterial in the city street network, serves as the primary approach route to the campus and forms its northern boundary. Two residential streets, Edgewood Avenue and Woodrow Street, frame the campus to the east and west. Lake Wingra is located on the southern edge of the campus. Only the southeast corner of the area defined by Monroe, Edgewood Avenue, the lakefront, and Woodrow Street is not part of the campus. This corner parcel, fronting on Edgewood Avenue, is a single-family residence.

B. CAMPUS CHARACTERISTICS

1. Existing Development

Edgewood College's major buildings are concentrated in the southwest portion of the 55-acre campus and are oriented on an east-west axis paralleling the lake (see figure 1, Analysis). Only Mazuchelli Biology Station, one of the College's science facilities, is located on the lakefront, itself.

The Campus School, which serves kindergarten through 8th grade students, is located immediately east of the College core. The College and the Campus School share use of the Edgedome gymnasium, located on the core's eastern edge.

Edgewood High School is the campus building located closest to Monroe Street on the high point of the sloping site. This building is oriented on an east-west axis paralleling Monroe. A substantial front setback creates an impressive open space setting for this dominant building. The major open area to the west of the High School is used for athletic practice fields. The open space to the north of the building is used for fund raising events and athletic practice.

Several smaller structures are also located on the Edgewood campus. A carriage house, to the south of the High School near Edgewood Avenue, is used as a College dormitory (Marshall Hall). This building was part of the original Washburn estate. Two, more modern residential buildings -- one located to the west of the College core and the other to the east of the Campus School -- provide housing overlooking the lake for the Dominican Sisters.

2. Vehicular Access and Parking

a. College

An entrance approximately halfway down Woodrow Street provides access to the College core. Because the intersection of Woodrow and Monroe is unsignalized and there is no provision for a left turn lane, back-ups occur on Woodrow as motorists leave the campus during the evening peak traffic period.

A College parking lot (83 spaces) is located north of the Woodrow entrance drive and an additional 60 parking spaces are provided along the entrance drive, itself. A second parking lot (76 spaces) occupies the courtyard space framed by DeRicci Hall, Regina Hall, and the Edgedome. As a result, parking dominates both the College entrance and the area at the heart of the academic campus.

Other, smaller parking areas serving the College (located west of the Library, south of DeRicci, at Marshall Hall, and at Siena) provide 52 additional spaces for a total College parking supply of 271 spaces.

b. Campus School

Edgewood Drive, a lakefront "park and pleasure drive", provides vehicular access to the Campus School via Woodrow or Edgewood Avenue. Limited parking for the Campus School (24 spaces) is provided to the south of the building.

Because buses cannot easily negotiate the Edgewood Drive approach to the Campus School, bus traffic is routed through the College entrance and into the parking area bordered by DeRicci Hall, Regina Hall and the Edgedome.

c. High School

Monroe Street provides primary access to the High School. A driveway located east of Leonard Street serves primarily as a visitor and drop off entrance; approximately 20 parking spaces are provided at this "front door" to the High School. A second entrance drive is located on Monroe opposite Leonard Street. Because this entry provides access to a large parking lot (136 spaces), it receives heavy use. Secondary access to the High School is located on Edgewood Avenue (opposite Jefferson Street). This entrance serves a parking area located at the eastern end of the High School (27 spaces are utilized by the High School, the other 27 are utilized by the College's Marshall Hall dormitory). It also connects to a service drive which parallels the south face of the building. Twenty three additional parking spaces are located on this service drive. Total parking currently available for High School use is 206 spaces.

3. Natural Features

Steep slopes, wooded areas, the lakefront and wetlands along the lake shore are natural features which contribute to the special character of the campus setting. Because these sensitive environmental areas also present development constraints, they will be protected as part of the permanent campus open space framework.

a. Slopes

From the high point occupied by the High School, the site slopes north to Monroe Street and south to the lakefront. Steep slopes border the High School playing fields and separate them from the College zone located to the southwest. Steep, wooded slopes also occupy the area between the College academic core and lakefront. The area to the south of the High School and east of the Campus School is also occupied by a relatively steep (10 percent), wooded slope.

b. Mature Trees

Stands of mature hardwood trees are one of the greatest assets of the Edgewood campus. The most significant tree stands are located on the corner of Monroe Street and Edgewood Avenue and on the slope to the south of the High School. There are a number of oaks, maples and hickories with diameters of 30" to 60". It is reported that some of these trees are over 150 years old. Many mature hardwoods are also located on the slopes to either side of Edgewood Drive on the lakefront; however, non-native trees have invaded this area as second growth. In general, the wooded areas on campus have not been managed; selective clearance, deadfall removal, and pruning are needed. Interest has also been expressed in restoring the site's native oak savannah and prairie habitats, and some restoration is already underway.

c. Lake Wingra and Wetlands

Wetlands at the Lake Wingra shoreline limit access to the water's edge and present a constraint to development. The woodland abutting the shoreline is overgrown with invasive exotic species, such as honeysuckle and buckthorn. These environmental resources are an important educational asset of the Campus.

4. Cultural and Historic Resources

a. Indian Mounds

Indian Mounds located along the lakefront (north of Edgewood Drive) and south of DeRicci Hall near Woodrow are special archeological resources which will be protected. A map locating the Indian Mounds follows this commentary.

Under the guidance of Edgewood College's Director of Development, the college science faculty, and Leslie E. Eisenberg, Ph. D, burial sites program coordinator for the State Historical Society of Wisconsin Division of Historic Preservation, work on protection of the burial mounds has begun. This summer, two mounds cataloged in the National Register were discovered by the State Historical Society to have been incorrectly sited in 1990, and re-cataloging of the correctly identified sites is underway.

Mounds 1 and 2 in Area A are located just west of Siena along the path to the Campus School.

The large bird effigy mound north of the library, the most imposing mound on the Edgewood site is the center piece of an ecological restoration project. This bird effigy is particularly interesting having one nearly straight and one drooping wing. With the consultation of Gregory Armstrong, Director of the UW Arboretum, and Virginia Kline, Ph.D, Arboretum plant ecologist, Edgewood College is re-establishing a plant community typical of the original Oak Savannah which dominated this area prior to European settlement. Also consulted have been Native American cultural interests, the State Historical Society, Landmarks Commission and Natural Sciences faculty to the College. Invasive species, honeysuckle, buckthorn, and selected non-native tree species have been removed. The mound and surrounding area will be reseeded with native plant material without disturbing the protected zone around the mound. Tim Andrews, a professional horticulturist of Cedar Hills Landscaping, has been implementing the restoration. These, and other evidences of the site's history, can be used to enrich the campus setting and educational experience.

b. Edgewood Drive

In 1904, Edgewood granted an easement to the Park and Pleasure Drive Association as follows: Now, therefore, upon the obtaining by said party of the first part (Madison Parks) of good title to the lands first above described as and for the purposes of a public park, and upon the expending in the improvement thereof, as above indicated, of a sum not less than ten thousand dollars, the party of the second part (Edgewood) hereby agrees to convey, by deed, to said party of the first part, a perpetual right of way or easement for driveway and parking purposes only, over, in and to a strip of ground three rods (49'-6") in width across the land above described, so owned by (Edgewood) the party of the second part, to be owned by the party of the second part, to be held by said party of the first part in trust for the people of the City of Madison, according to the terms and provisions of chapter 55 of the laws of 1899, for park and pleasure drive purposes only, the center line of said strip of land being described as follows to wit. The city Parks Department has assumed the responsibility for maintenance and care of this three rod strip of land per this agreement.

This, too, is a significant historical feature on the campus which should be preserved.

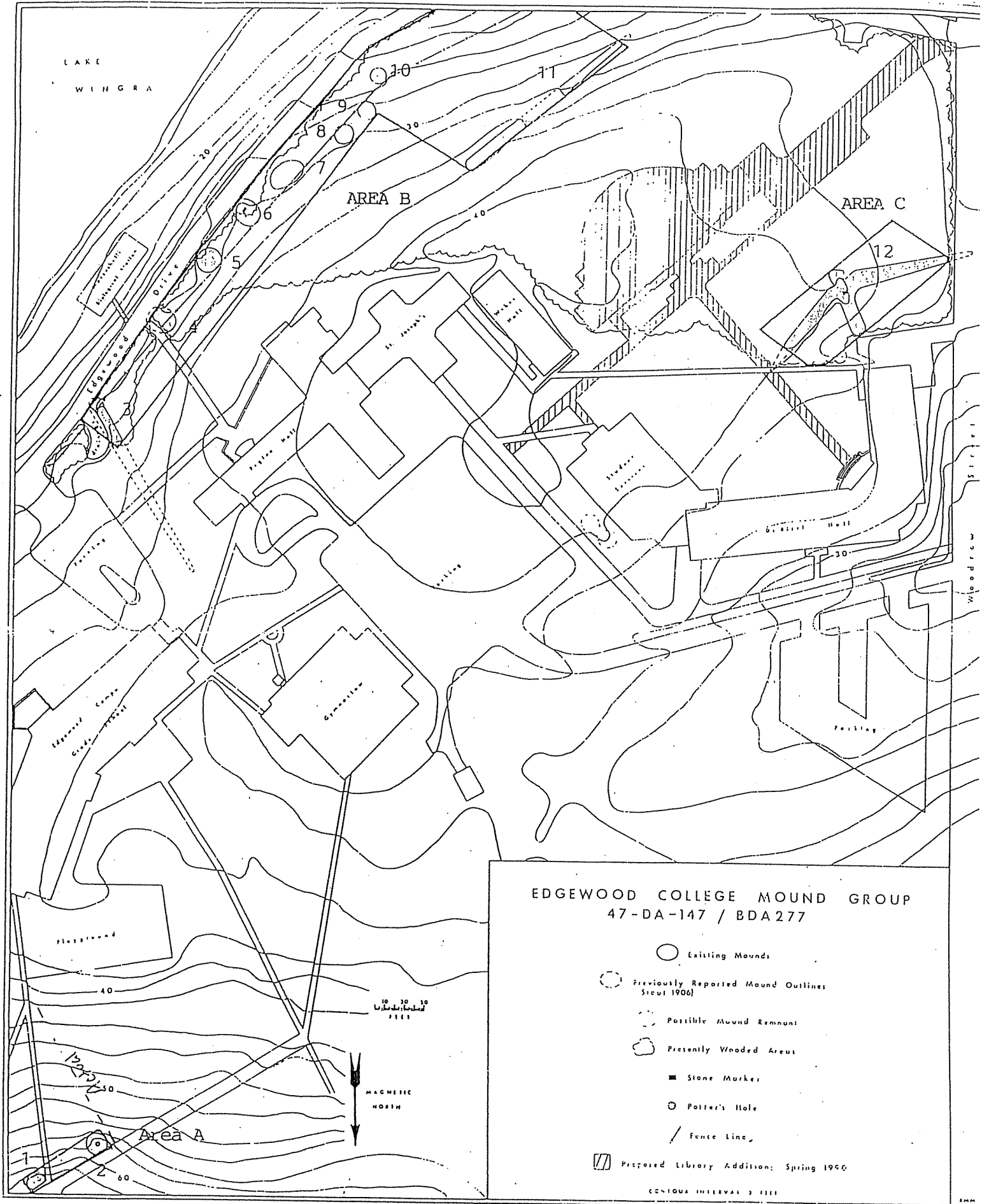
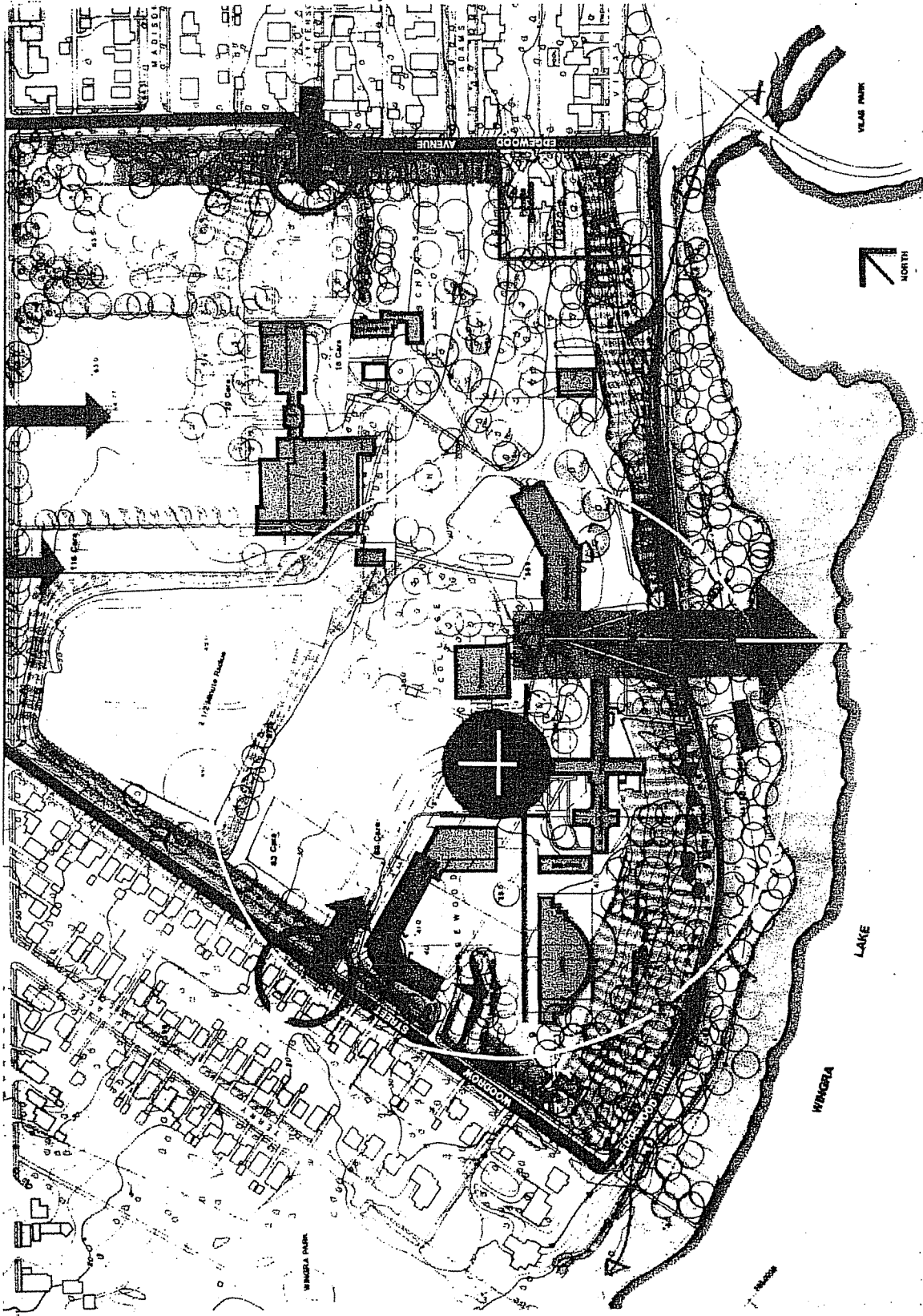


Figure 3: 1990 map of Edgewood College Mound Group Archaeological District, showing areas, boundaries and mounds.

C: Analysis Plan



EDGEWOOD CAMPUS
MADISON, MISSOURI

ANALYSIS PLAN

JJR

JOHN J. RAYNE ARCHITECTS



JANUARY 1958

IV. PLANNING ISSUES AND OPPORTUNITIES

The following planning issues and opportunities were identified and discussed by campus personnel, neighborhood representatives, consultant representatives, the Edgewood Master Planning Task Force, and City staff.

1. Lakefront

- Respect environment and archeological resources along the lakefront; capitalize on their educational value.
- Seek to strengthen pedestrian connections from the campus to Vilas Park.
- Resolve pedestrian and vehicular use conflicts on Edgewood Drive.
- Expand opportunities for lake access, while maintaining natural woodland character.

2. Open Space

- Provide additional outdoor gathering places (formal and informal) on the College campus while respecting the open spaces of the Campus School and High School.
- Define a "central place" on the College campus which serves as an image and activity focus.
- Preserve the existing, mature hardwood trees which contribute to the special character of the campus.
- Upgrade selected outdoor recreational facilities; investigate potentials for shared use.
- Preserve an open space for the High School's athletic needs and Edgefest.
- Preserve the northeast corner campus green space which is central to the image and aesthetics of Edgewood Campus.

3. Pedestrian Circulation

- Develop a system of pedestrian walkways linking activity generators on the campus. Locate these walks to follow pedestrian desire lines and connect to public street sidewalk systems and public transportation systems.
- Facilities to be shared by pedestrians and bicyclists should be kept to a minimum, and shall be designed to avoid conflicts.
- High volume pedestrian and motor vehicle conflict points shall be identified and appropriate traffic control devices installed.
- Provide pedestrian walkways to the lakefront.
- Emphasize the Chapel as a focal point/landmark in the College walkway system.

4. Development Patterns

- Identify and evaluate future development sites and estimate their capacity.
- Provide recommendations on future building heights.
- Keep college classrooms and faculty offices close together.

✓ 5. Parking

- The design and operation of all parking facilities shall be guided by the objective of minimizing and/or reducing traffic impacts on the non-arterial, local street system adjacent to the campus without creating substantial operating difficulties for the Edgewood Schools or their users.
- Accurately estimate and provide for existing campus parking shortage.
- Accurately estimate and plan for future parking needs assuming complete implementation of the Master Plan and enrollment projections.
- Designate visitor parking.
- Consider parking and transportation management strategies to control future parking demand.
- Minimize the loss of green space.
- Provide adequate bicycle parking facilities to meet demand, strategically placed in close proximity to buildings throughout the campus.

6. Circulation

- Evaluate the future roles of Monroe, Woodrow and Edgewood Avenue in providing campus access.
- Create a primary campus entrance from Monroe Street to reduce the impact of traffic on side streets.
- Explore strategies for reducing congestion and delay for peak traffic exiting to Monroe Street.
- Resolve conflicts between College parking and Campus School drop-off and pick-up.
- Develop an internal bicycle system which provides connections to the City bicycle system and streets in abutting neighborhoods.

V. MASTER PLAN RECOMMENDATIONS

A. ENROLLMENT PROJECTIONS AND CAMPUS PARKING NEEDS

One of the key elements required in the Master Plan, critical to Edgewood's success and the quality of life in the neighborhood, is adequate parking for all three of the schools. The issue of parking interrelates with many of the other Master Plan elements, such as the Monroe Street access, the amount of green space available on campus, the amount of funding available for Edgewood's building projects, and the overall layout of the campus. We cannot consider the issue of parking in isolation of these other concerns, therefore we must arrive at an acceptable estimate of the number of parking spaces Edgewood will need both currently and at various levels of enrollment as a starting point in the planning process. We must also determine the location of such spaces and the interrelationship of all parking with the access roads to and from the campus.

The strategy for considering these issues started with identifying the potential growth of the Edgewood schools and with trying to design a campus around those desired growth targets. It is not the intention of the Edgewood schools to grow without limit, but rather to grow in such a way that we create the desired academic environment for all three schools. We are, therefore, able to define "build-out" growth with some confidence.

The following objectives and assumptions have guided our planning:

- We want parking to be sufficient to support the need at all three schools both at the present time and at all future dates up to and including at their potential growth size - including students, faculty, staff, and visitors. ✓
- We intend to pursue transportation demand management strategies to reduce the demand for parking and to reduce car traffic to and from the campus. ✓
- We want to minimize spill-out parking into the neighborhood at the present time and in the future, while avoiding creating an over-supply of parking spaces which would adversely affect green space. ✓
- We want the number of spaces to meet demand as we grow. Parking at any time should be based on enrollment at the same time. We intend to work with City staff to determine various ways the need for more parking can be triggered. A preliminary timeline for building construction and parking development is included with the Illustrative Plan on page 33. ✓

- The overall parking plan should identify the number of spaces which would be necessary to support Edgewood's maximum growth. While we may never build some of these spaces if they are unnecessary, due to implementation of transportation demand management strategies, we must show on the plan that we have the capacity to add spaces if demand for them exists in the future. ✓
- An increased number of campus residents will result in a decrease in traffic and parking demand. ✓
- Parking that is provided shall be managed in such a way as to minimize unnecessary traffic circulation to the extent possible. ✓

These are the assumptions and objectives which have guided our traffic and parking planning effort. Now, let us turn to projecting Edgewood's maximum expected student population. You will note that we do not put dates next to these population figures because it is our intention in the Master Plan to simply say that as we achieve these targets, parking infrastructure and the campus buildings will be built in an harmonious and complimentary way, but we do expect that these enrollment figures will not be exceeded for the next 20 years.

As enrollment increases are anticipated at the College, High School and Campus School, new and expanded facilities will be needed to accommodate this growing student body as well as to meet changing educational needs. Table 1 illustrates the Existing and Projected Campus Enrollment and Existing and Projected Campus Parking.

Program characteristics for the 1991 - 1992 time reference are included, as this time period is when the master plan process began.

Parking Projections

How do we estimate parking demand based on projected campus enrollments? What we have attempted to do is review planning literature and observe the practices used by other schools, compare ourselves to these peer institutions, and apply various methodologies that we have discovered to the present student population to verify whether or not the methodologies reasonably predict demand under current conditions, and then apply the same methodologies to the long term projected student population. The following is a listing of the sources of information that we used.

1. Barton-Aschman Study - August, 1992
2. Neighbor Observations - October, 1993 and March, 1994
3. College Parking Survey - Fall, 1993
4. Professional Agency - Formulas - ENO Foundation for Transportation & Urban Land Institute
5. Similar College Campus Comparisons

Using this data, the Edgewood Task Force attempted to reach an agreement as to the total parking needs for the campus at the present and projected maximum enrollment for each school. It is clear that applying the different methodologies contained in the above studies will result in a range of required parking. The Task Force felt it important to use the data to reach a consensus on the ultimate parking need in order to proceed with the development of a Master Plan which embodies the required number of parking stalls. In reaching this consensus, the committee placed a great deal of weight on the neighborhood observations conducted by both Mr. Kaminski in the fall of 1993 and more recently by Mr. Steiger, a member of our Task Force. ✓

Since the future parking need is a projection from the current survey data, it reflects a need based on current traffic management policies. The schools have already instituted programs to more aggressively regulate access, and thereby reduce traffic and perhaps parking on the campus. In the development of the Master Plan, it is intended that not all of the parking will be provided immediately, but rather, parking will be constructed as the campus grows. Should student population growth be less than projected and the traffic management plan result in a decreased need for parking, it may be unnecessary to actually construct all of the 975 parking stalls. However, the Task Force feels that it is important that the Master Plan reflect the ability to construct the maximum number of stalls should it prove necessary. ✓

The TDM plan shall include some ability to measure the effects of new building and parking facility construction and make corrections in TDM strategies and/or in parking quantities.

**TABLE 1: EDGEWOOD CAMPUS
PROGRAM CHARACTERISTICS**

TIME REFERENCE	WK. DAY F.T.	WK. DAY P.T.	WK. END DEGREE	GRAD	FACUL. & STAFF F.T.	FACUL. P.T. EVE./W.E.	HOUSING ON CAMPUS	EXISTING PARKING	PROJECTED PARKING
1991 - 1992									
College	600	229	396	366	210	10/60	200	271	
High School	467	-	-	-	41	20	-	206	
Campus School	254*	-	-	-	22	-	-	24	
1994 - 1995									
College	813	274	313	387	250	10/60	284	271	
High School	535	-	-	-	46	28	-	206	
Campus School	265**	-	-	-	25	-	-	24	
At Fulfillment of Enrollment Projections									
College	1200	175	425	600	275	10/50	600		598
High School	900***	-	-	-	50	30	-		349
Campus School	295	-	-	-	25	-	-		28

* 52 Students @ High School

** 60 Students @ High School

*** The projected high school enrollment is equal to its largest enrollment of 900 in the early 1970's.

B. EDGEWOOD CAMPUS TRAFFIC SUMMARY

(by Mead & Hunt traffic consultants)

1. Findings

- The peak hour for campus trip generation is weekdays between 7:15 a.m. and 8:30 a.m.
- The Edgewood Campus generates 760 trips during the weekday morning peak hour.
- The high school is the largest trip generator, accounting for 60 percent of the total peak hour trips.
- Of the 542 vehicles that arrive on campus during the morning peak hour, 40 percent are dropping off students.
- The high school generate the highest number of dropoff trips with 44 percent of the total vehicles.
- Seventy-five percent of the traffic on Edgewood Avenue is through traffic, and therefore not generated by the Edgewood Campus.
- Forty percent of the traffic on Woodrow Street is through traffic and therefore not generated by the Edgewood Campus.
- The trip generation rates for the campus are close to the national average for similar institutions. The trip generation rate for the college is the lowest with .14 trips per student, followed by the grade school with .35 trips per student, and the high school with almost one trip per student.
- The Edgewood Campus is projected to generate 1,130 trips during the weekday morning peak hour with full build-out.

2. Recommendations

- Maintain existing (six) access points to the campus to help distribute traffic loadings. ✓
- Construct a major signalized access drive at Monroe and Leonard with interconnection to the major parking resource of the high school and the college parking lots near DeRicci and the Edgedome. ✓

- A traffic signal shall be installed at Monroe Street and Leonard to accommodate outbound left and right turn lanes from the campus. Eliminate the left turn eastbound from Monroe Street to Leonard Street. ✓
- Explore measures to better expedite and accommodate the amount of dropoff traffic, both on- and off-site, with the city of Madison. ✓
- Implement measures that would reduce peak demand exiting the campus by distributing the traffic over a longer period of time, such as staggering employee work hours. ✓
- Develop a parking and access management plan jointly with the city of Madison staff. This plan should address issues such as parking lot permitting and assignments, restrictions on parking lot access, measures to reduce vehicle trips, etc. Such a plan should also consider parking restrictions on neighborhood streets in the vicinity of the campus. ✓

C. FRAMEWORK PRINCIPLES

Growth

Use infill opportunities -- including building additions and new development sites -- to maximum advantage in maintaining a compact and convenient pattern of development.

Maintain the open space setback and as much of the athletic fields currently serving the High School as possible.

Examine strategies for making athletic areas available for campus-wide use.

Land Use Organization

Maintain a mix of uses in the College core area (academic, student services, housing).

Locate some new student housing on the edges of the wooded area located in the southeast quadrant of the campus. Maintain a substantial open space as an amenity for the housing area and all three campus institutions. ✓

Urban Form

Use land resources efficiently, while maintaining a human-scale campus environment.

Locate and design new buildings to avoid blocking important views to the lakefront.

Locate and design new buildings within the College core to reinforce the importance of the east-west pedestrian "avenue" and to frame a series of courtyard spaces.

Take advantage of slopes to create lower level building spaces.

Reduce the real and perceived mass and height of new lakefront dormitories to the east of the Campus School by designing buildings to step down the slope.

Design future student housing located along Edgewood Avenue to create a transition in scale to the adjacent residential neighborhood. ✓

D. FRAMEWORK PLAN

The Framework Plan illustrates how the elements which make up the campus environment -- development patterns, open space, pedestrian circulation, vehicular circulation and parking -- can be managed to improve campus functioning and appearance and to accommodate growth. The Plan looks far into the future to identify long-term development potentials. Not all of these future development sites will be needed to meet the facility expansion requirements that can be identified at this time. However, the campus must have a clear understanding of ultimate development capacity if each growth site is to be used effectively.

The Framework Plan illustrates basic principles which should guide future development decision-making on the Edgewood campus. The consistent interpretation and application of these principles will make it possible to coordinate campus development and improvement efforts more effectively. While the Framework principles establish a clear direction for the future, they are general enough to maintain the flexibility needed to respond to changing facility needs, program requirements and funding levels.

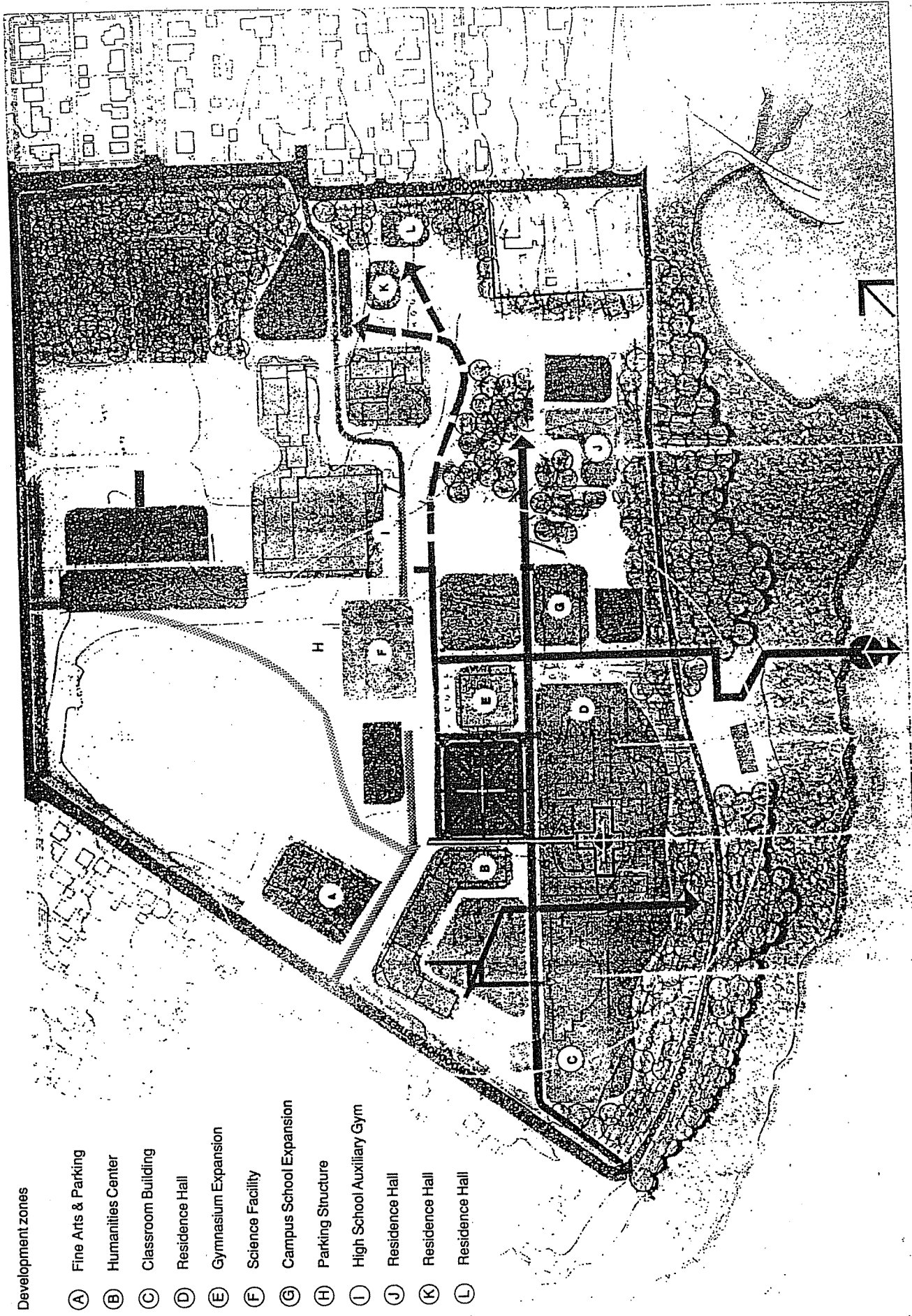
The following pages present the rationale behind the Framework Plan and summarize the principles which it illustrates. Although each campus component is discussed separately, it is important to remember that they are inter-related and work together.

D: Framework Plan

Notes for Framework Plan

Development zones

- Ⓐ Fine Arts & Parking
- Ⓑ Humanities Center
- Ⓒ Classroom Building
- Ⓓ Residence Hall
- Ⓔ Gymnasium Expansion
- Ⓕ Science Facility
- Ⓖ Campus School Expansion
- Ⓗ Parking Structure
- Ⓘ High School Auxiliary Gym
- Ⓝ Residence Hall
- Ⓟ Residence Hall
- Ⓡ Residence Hall



FRAMEWORK PLAN

1. Development Patterns

The College Core: A Significant number of infill and expansion sites exist within the College core area located in the southwestern portion of the Edgewood campus. Development on these sites will reinforce the compact, concentrated pattern of development in the College core and maximize its convenience for pedestrians.

A number of existing buildings can be expanded to provide additional space for academic functions, student services, and student dormitory housing. These include the eastern end of Regina Hall, the east wing of DeRicci Hall, and the north, south and east faces of the Edgedome. New buildings can be located to the north of DeRicci, the west of the Library, and southwest of the High School. This last infill development site is the most prominent new development opportunity on campus, since it is the initial focus of the new campus entry drive. All three institutions anticipate the need for new science facilities, and this is an ideal location for such a shared facility. This innovative approach offers the potential for serving as a model for science education nationally as it brings together faculty and students from all grade levels. The shared resources will make possible the multiple use of equipment and increase access to higher levels of expertise for the K-12 grades. Campus wide consolidation and expansion of science facilities would make it possible to re-use Mazuchelli Biology Station as a lakefront center for environmental education and recreational activities.

The expansion site on the eastern wing of DeRicci Hall will house the new Humanities Center for the college. It is sited as the primary focus of the new entry drive as one approaches the college campus. The Humanities Center is intended to be the "signature" building for the college, a symbol for Edgewood College as Bascom Hall is to the University of Wisconsin.

Because the student dining room is located in Regina Hall, the infill site on its eastern end might best be used for additional student dormitory housing.

The site to the north of DeRicci presents an outstanding location for a proposed Fine Arts Building. Because it will include classrooms, studios, and performance area, this facility must be located in close proximity to other College academic buildings and the major parking resources.

New buildings and building additions in the College core should be located and designed to reinforce the importance of the east-west pedestrian corridor which extends from the Library to the Edgedome. Building entrances should be oriented to this corridor to ensure that it functions as the College's primary pedestrian "avenue". New buildings should also be located to reinforce the spatial definition of a series of courtyard spaces located along the east-west pedestrian "spine". New

development should optimize development capacity while remaining in scale with the campus environment. The design of new buildings immediately north of Edgewood Drive should also take advantage of sloping sites to create "basement" spaces with a southern exposure.

A substantial amount of new student housing will be needed to accommodate the anticipated growth in the College's full-time undergraduate enrollment. The College would like to provide dormitory space for an additional 300 resident students on the Edgewood campus. Although additional student housing can be provided in the College core, an increase of this magnitude will require the development of some dormitories on other portions of the campus.

The wooded slope on the southeastern part of the campus could provide an attractive setting for new housing. Care must be exercised in siting these facilities, however, to ensure that the majority of this attractive, wooded area -- a significant image asset for the entire campus -- is maintained as open space.

Larger buildings may be located at the southern edge of the wooded area, on the slope overlooking Edgewood Drive and the lakefront. Although development on these sites will be well buffered from the majority of the neighborhood to the east, the overall height and mass of these buildings can be diminished if they are built into the slope and stepped down towards the lakefront to maintain views. To create a transition in scale to the adjacent residential neighborhood, smaller-scale dormitory buildings are recommended on the development sites located on the eastern edge of the open space adjacent to Marshall Hall. This housing area can be tied back to the academic core by informally extending the east-west pedestrian spine which already exists in the core area.

High School: The new campus entry drive from Monroe Street will displace the current high school track, football area and ball diamond. Rebuilding of the outdoor athletic facilities for physical education classes, football, track, and soccer will occur in the northwest corner of the campus which will require students and spectators to cross the entry drive. The wooded area at the corner of Edgewood Avenue and Monroe Street is a significant open space for the campus image and student activities. A portion of this area will also have to serve the high school for multi-purpose athletic fields. Some silver maples adjacent to the open space may be removed to accommodate this field.

Building expansion sites for the High School are located on the northeast corner of the existing building.

The high school is currently constructing a gymnasium addition south of the existing gym to ease the increased demands on the existing physical education and athletic facilities.

Campus School:

Some of the students enrolled in the Campus School attend classes in the High School building. With additions to the Campus School, Edgewood could accommodate these students in the facilities where they most appropriately belong. The future addition of a gym to the Campus School Facility would alleviate scheduling conflicts with the shared use of the Edgedome.

Lakefront: Because of its environmental sensitivity (wetlands, slopes, wooded areas), it is recommended that no additional building development occur on the lakefront to the south of Edgewood Drive. In the future, the existing Mazuchelli Biology Station could be re-used for environmental education/recreational functions. In keeping with its long-standing practice of environmental sensitivity concern for, and stewardship of, the ecologically fragile areas of its campus, Edgewood will develop a comprehensive Woodlands Management Plan for the woodland area of its property immediately abutting the Park and Pleasure Drive.

The purpose of the plan will be the restoration of native species, removal of invasive species and maintenance of the ambience and ecological health of the woodland and wetlands environment now predominant on the shore of Lake Wingra. Because the plan will be used to manage a changing biological entity, the plan will be directional in nature.

While the plan will not be designed to increase visual or broad physical access to Lake Wingra, it is understood that a necessary and predictable result of the removal of invasive species will be an increase in such access. In addition, to allow for scientific and educational research and study and reasonable development of pedestrian access to the woodland and lake, the plan may provide for limited footpaths designed and constructed in an environmentally sensitive manner.

Edgewood will develop the plan in consultation with the UW Arboretum, to the extent the Arboretum is willing, and shall submit the plan to the Parks Commission for its review, comment and approval. Upon approval by the Parks Commission, Edgewood may implement the plan as resources are available.

2. Open Space

a. Framework Plan Description

A broad open space framework for the Edgewood campus has been established by identifying environmental and cultural resources which deserve special protection. These include the shoreline zone, including steep, wooded slopes and wetlands; Edgewood Drive and the wooded slopes immediately to the north where Indian burial mounds are located; the sloping wooded area in the southeast quadrant of the campus; the wooded area on the northeast corner of the site; and the open lawn area and practice fields immediately to the north and west of the High School. These open space areas contribute to the special visual character of the campus and provide opportunities for enriching the educational and recreational opportunities offered by the College, Campus School and High School.

Open spaces also play an important role in establishing a positive identity for the campus and its educational institutions in the minds of passing motorists, visitors, and nearby residents. The Monroe Street edge of the campus has the highest visibility and exposure. As a result, open space setbacks, a high quality landscape, and attractively designed signs are particularly critical along this edge.

Lack of a direct presence on Monroe has been a liability to the College in terms of identity and way-finding for visitors. Nevertheless, unobstructed views to the College will be available, if the existing athletic fields at Monroe and Woodrow are retained as open space and are attractively fenced and maintained.

The maintenance of open space setbacks along the edges of the campus is also important. These setbacks will serve as buffer spaces between campus buildings and the adjacent neighborhoods. DeRicci Hall's existing setback (approximately 50 feet from the existing curb line) establishes an appropriate minimum buffer dimension for future development on the Woodrow Street edge of campus. The City's R-2 zoning requires a 30-foot-wide front yard for buildings up to 35 feet in height. An additional one foot of setback is required for each foot of building height in excess of 35 feet. This setback to height relationship should be observed along Edgewood Avenue. Building heights, design and massing will be in accordance with setbacks and landscaping so as to be in proper relationship to adjoining uses. ✓

The High School entrance on Monroe demonstrates the impact which open space can have in establishing a positive entry image. As illustrated in the Framework Plan, an amply dimensioned open space and a driveway alignment focusing on a signature building are recommended to create a more impressive entrance to the College.

Within the College area, where students, faculty, staff and visitors move between buildings, open spaces can create an environment that promotes social interaction and enhances orientation. To accomplish these goals, planning decisions concerning open spaces, development patterns, and the pedestrian circulation system must be coordinated with one another. Major open spaces must be located on important pedestrian travel routes and framed by buildings to maximize the extent to which these "amenities" are seen, used and enjoyed. Major activity generators, building entries, and pedestrian routes should be located to direct activity into and through open space areas. These principles are illustrated in the Framework Plan, where a series of College courtyards are located along the major east-west pedestrian "avenue" and framed by new and existing buildings. This "avenue" then extends into the larger, more informal open space area framed by the sites for the future development of student housing.

Open spaces also provide important opportunities for informal recreation and social interaction. These "people-places" should be simply designed, but rich in detail; provide for the comfort and enjoyment of users; and establish a sense of human scale. A distinctive open space treatment can also clearly identify a "central place" which serves as an image and activity focus. This focal space should be located at a cross roads of activity. At Edgewood College, this "cross roads" location is now occupied by a parking lot. To simplify functional organization and emphasize pedestrian amenity in the College core, the Framework Plan recommends that this parking area be relocated and replaced by an open space courtyard.

Consistent open space treatments can also establish a uniformly positive visual character and a strong sense of continuity. Simple, memorable themes which are repeated in similar situations can create a strongly unified image. Consistent use of landscape elements, site lighting, color, signage, etc. will accomplish this.

b. Framework Principles Summary

Protect environmental and cultural resources as the basis for establishing a campus-wide open space framework.

Use open spaces to clearly define major campus entries, create a positive identity on campus edges' and provide a transition between campus and residential buildings.

Coordinate the planning of open spaces, major walks and buildings within the College core. Frame open spaces with buildings and treat these spaces as focal points.

Use a major open space to define a special "central place" at the cross roads of College activity.

3. Pedestrian System

a. Framework Plan Description

The layout and character of the pedestrian system will influence convenience and orientation, as well as the image people form of the campus as they move through it on foot. Because College students, faculty staff, and visitors move between many different buildings, the need for an effective system of pedestrian connections is greatest in this portion of the campus. Clearly defined pedestrian walkways are also needed to link the campus to public transportation systems, to the lakefront, and to allow pedestrians to move along the lakefront zone.

Pedestrian linkages (sidewalks and/or pathways) will be provided between buildings, parking facilities and other activity centers on campus and for connectivity to/from the public street system, including designated bus stops. Pedestrian connections between the campus and the lakefront will be determined by the Woodlands Management Plan.

Because the pattern of development within the College core area is compact, walking distances are relatively short (two to three minutes). As a result, parking can be located on the edge of the core and still remain within a convenient walking distance of all major destinations. Eliminating parking lots within the heart of the College campus will reduce the visual impact of parked cars and the potential for pedestrian/vehicular conflicts. As a result, it will be possible to give greater emphasis to the quality of the pedestrian experience in the heart of the College core. Pedestrian links from parking lots to building destinations form a key component of the pedestrian system. The Framework Plan illustrates how the creation of an entry drive drop-off (located at the northeastern corner of DeRicci Hall) and a major open space courtyard (located between DeRicci Hall and the Edgedome) can establish a convenient and attractive pedestrian entrance to the College core. ✓

An east-west pedestrian corridor has already been established between the Library and the Edgedome. All major College facilities can be entered from this corridor. Future development within the core area should reinforce the importance of this primary campus "avenue". A parallel pedestrian walkway can be created to the north, linking DeRicci Hall (and the proposed drop-off) along the northern edge of the new central courtyard to the Edgedome and the shared science facility. Both of these east-west pedestrian corridors can be extended to link new and existing dormitories on the edges of the wooded slope to the east back to the core. While the alignment and treatment of these major walkways may be quite formal in the core area, they can take on a more curvilinear, informal character as they are extended to the east.

Several pedestrian connections can be established between College buildings which overlook the lake and Edgewood Drive. However, a primary pedestrian connection to the lakefront should also be defined to serve the campus overall. Because of the location of existing and proposed College buildings, it appears that this pedestrian link can best be established south of the Edgedome, between Regina Hall and the Campus School. This connection should extend across Edgewood Drive to provide access down the slope and across the shoreline wetlands to open water on Lake Wingra. Because this immediate shoreline area must be protected from uncontrolled access/use, a clearly defined walkway/boardwalk should be provided.

Provisions must also be made for safe and enjoyable pedestrian use of Edgewood Drive to allow access along the lakefront zone, and to Vilas Park. Part of the right-of-way could be dedicated for pedestrian use by instituting a one-way vehicular circulation pattern on Edgewood Drive. Alternatively, a parallel pedestrian walkway could be established by improving the existing path which follows the sewer line alignment.

b. Summary of Framework Plan Principles

Give priority to the quality of the pedestrian experience, giving consideration to the needs of College, Campus School and High School users. ✓

Coordinate the location of major activity generators, walkways and open spaces.

Create an attractive pedestrian entrance to the College core, providing a convenient transition from vehicular to pedestrian movement.

Reinforce the existing east-west pedestrian corridor linking major College facilities and create a parallel east-west pedestrian corridor from DeRicci to the science facility; extend this corridor to the east to connect to existing and future student housing.

Provide a clearly defined pedestrian link to the lakefront for all campus users.

The design of facilities to be shared by pedestrians and bicyclists (these should be kept to a minimum) shall be so designed as to minimize conflicts between the two modes.

High volume pedestrian and motor vehicle conflict points shall be identified and appropriate traffic control devices installed.

4. Vehicular Circulation

a. Framework Plan Description

Clearly defined access and convenient parking are essential to support each of the educational entities on the Edgewood campus. Nevertheless, internal drives and parking areas should not dominate the campus, jeopardize safety, or interrupt pedestrian movement. Parking areas should be located to intercept vehicles near the main entries to campus, but should be effectively screened to minimize their visual impact.

The Framework Plan illustrates the main access road with a primary access point to the campus and each of the schools located on Monroe Street directly across from Leonard Street to create an intersection. This road will be included in the first project applied for by Edgewood, except for any temporary parking for which Edgewood seeks approval.

The Monroe Street access is intended to serve as the principle access point to the Edgewood Campus. As such, signage for all intended users will direct vehicles to this access point as well as printed materials given to students and parents. The schools will provide this information to students prior to registration, again at registration and as part of the publicity for special events.

Except as noted, all three schools within the campus shall have access to this road and related internal roadway system so that a substantial amount of the traffic generated by each school will use the main access road. This is intended to reduce the amount of travel on the local non-arterial streets. This internal roadway system will provide access between parking facilities and facilitate service deliveries. The parking facilities without access to this road include all lots taking access off Edgewood Avenue, the Grade School staff lot, the small lot near the Administrative Building near the Edgewood Drive/Woodrow intersection and the future 25 space dorm lot.

The primary access point shall be constructed at the time permanent parking capacity for the High School and College is expanded. The construction of Edgewood's internal roadway system and the City's signalized Leonard Street/Monroe Street intersection shall be coordinated with the City to ensure full utilization of the central access point. Designs for Edgewood's internal entry drive will be shared with the City Transportation Department for use in their design of the intersection.

To reduce usage of the College's secondary access point on Woodrow Street during some of the periods when the new main access has capacity to support all vehicle movements projected, the Woodrow Street access will be closed for the entire day during vacations, summers, holidays and weekends, and between 6 p.m. and 6 a.m. on regular school days except in emergencies and for special events when large numbers of vehicles may exit all at once. Special events which will be attended by non-campus resident audiences include graduations, concerts, athletic events, fund raising events, conferences, workshops, and religious services.

Signage at the secondary Woodrow Street access point and notification to all students will control access and egress. All conditions associated with the Woodrow Street access shall take effect when the new, main access road to Monroe Street is opened for use. The means used to ensure compliance, whether physical, geometric or otherwise, shall be suitable to prevent any motor vehicle from using the Woodrow Street access point at the times it is closed and shall be specified in the first conditional use application. Edgewood has no intent to gate or chain the Woodrow Street entry at this time; however, it is understood that continuing, significant non-compliance with these restrictions, following a reasonable period of orientation, will justify a physical barrier.

No left turns will be permitted from any access point south onto Woodrow Street at any time.

The duration of use of the Woodrow access during special events is intended to be the minimum necessary to deal with short periods of congestion when many vehicles are leaving a special event at its conclusion at the same time.

Monroe Street access shall be used for all school buses, trucks and construction related traffic, when possible.

Provisions shall be made to provide access to each school on campus for vehicles transporting persons with disabilities. Therefore, drive aisles and roadways shall be designed to accommodate 30 ft. Metro + Plus vehicles. This design must include horizontal geometrics as well as pavement structure.

Certain roadways shall also be geometrically designed to handle private 40 ft. buses designated to transport students to the elementary school as well as students at the high school and college for special events.

Provisions shall be made to accommodate bicycles.

b. Framework Principles Summary

Develop an improved College Campus entrance from Monroe Street at Leonard by creating a major open space, creating an entrance drive attractively landscaped, and planning for the future development of the science building and associated parking and the Fine Arts building and associated parking.

Create attractive functional drop-off areas to serve College, Campus School, and High School visitors.

Interconnect major internal roadways and major parking resources (see page 25, paragraph 4, for those that will not be connected) to facilitate dispersion of traffic at peak times and provide alternative ingress and egress routes for emergency situations leaving the main Campus parking areas. Avoid creating an attractive through-campus drive, through the use of speed bumps and/or stop signs.

Participate in the consideration of a one-way traffic pattern on Edgewood Drive to reduce volume.

Provide a separate left-turn lane for west bound traffic at the new main entrance on Monroe to facilitate the movement of peak hour Campus traffic.

4. Parking

a. Framework Plan Description

The Framework Plan illustrates parking for at least 500 cars for College use provided as surface, deck, or ramp parking connected to the new main access road. Up to 400 of these additional spaces shall be provided in parking structures. The conceptual placement of the 400 spaces is shown on the illustrative plan. A plan for the placement and distribution of this parking will be included in the first conditional use application where a building is proposed.

Ramp or deck parking for approximately 200 cars will be built in conjunction with the new Shared Science Facility. The balance of the parking will be surface parking (both existing and new) until the Fine Arts Building is constructed. The parking associated with the Science Facility and the Fine Arts Facility shall be designed to be under the buildings to the extent possible and reasonable, maximizing the amount below-grade while allowing for portions to be at or above-grade. The footprints of the parking structures may involve above-grade or below-grade structures extending out from beyond the buildings.

Ramp or deck parking will be built in conjunction with the Fine Arts Building. The remaining surface parking would be that amount required to meet the total spaces estimated to be needed by the Master Plan; 598 for the College, 349 for the High School and 28 for the Campus School.

When the Fine Arts Building and parking is constructed, existing surface parking lots and parking from the Woodrow entrance can be consolidated as well as the parking which dominates the central courtyard space enclosed by DeRicci Hall, the Edgedome, and Regina Hall.

Because of the close proximity to the High School and Campus School, underground parking will be built in conjunction with the Shared Science Facility to assure there are no conflicts with High School or Campus School students and this traffic.

Preliminary soil borings in the area of the future Science Facility show the presence of bedrock at a relatively shallow elevation 26.09' MCD. It is anticipated, however, that at least 130 cars can be accommodated below grade.

The future Fine Arts site provides a number of important advantages as a future parking deck location. First, the deck can be built into the slope which separates the College portion of the campus from the High School athletic fields and depressed to the level of the bedrock at elevation 21.73' MCD. This will ensure that visibility of the deck from Woodrow Street is minimized, while significantly reducing the need for costly excavation. Second, the deck will be located close to DeRicci, a peak parking demand generator, and within convenient walking distance of the balance of the College core.

It is anticipated that construction of the proposed parking will provide sufficient long-term parking capacity to meet future College needs. Nevertheless, it is important to define parking management strategies which can be implemented to ensure that a balance of parking demand and supply can be maintained. This is especially important because the Edgewood campus is located within a residential area, where overflow parking on neighborhood streets is likely to create conflicts with homeowners. Because there is a limit to the amount of parking which can be provided on campus without compromising its quality as an educational environment, these management strategies must concentrate on controlling the growth in parking demand.

Edgewood shall prepare and maintain a Transportation Management plan and a Parking Management Plan which shall be approved by the Director of Transportation. This plan shall be reviewed and updated any time a modification of any parking lot or facility occurs, or any time a building is constructed or expanded.

All parking facilities throughout the campus shall be assigned on the basis of the Parking Management Plan. The written Parking Management Plan, separate from the Master Plan, should be considered a dynamic document changing in response to changing use and demand for parking facilities. This Plan should consider types of users (faculty, student, staff, visitor), the direction of their place of origin and destination and their duration of use. A coordinated shared parking program with a designated single point of contact, to be called the Edgewood Campus Parking Coordination, shall be developed to ensure that users of either of the schools can be directed to vacant spaces in other facilities for special events or unusual peak situations.

Any new parking facility that receives its access from Edgewood Avenue shall be designated for faculty and/or staff and residents of adjacent dorms, when constructed and shall be designed in a fashion to minimize its use as a drop off for the High School. All spaces in this lot shall be assigned to users as part of the approved Parking Management Plan.

All new temporary and permanent parking facilities will contain landscaping within lots and on the perimeter of lots, particularly where the perimeter of the lot is in close proximity to neighboring residential streets. The specific details of landscaping shall be addressed in the actual Conditional Use application for the specific lot.

b. Framework Principles Summary

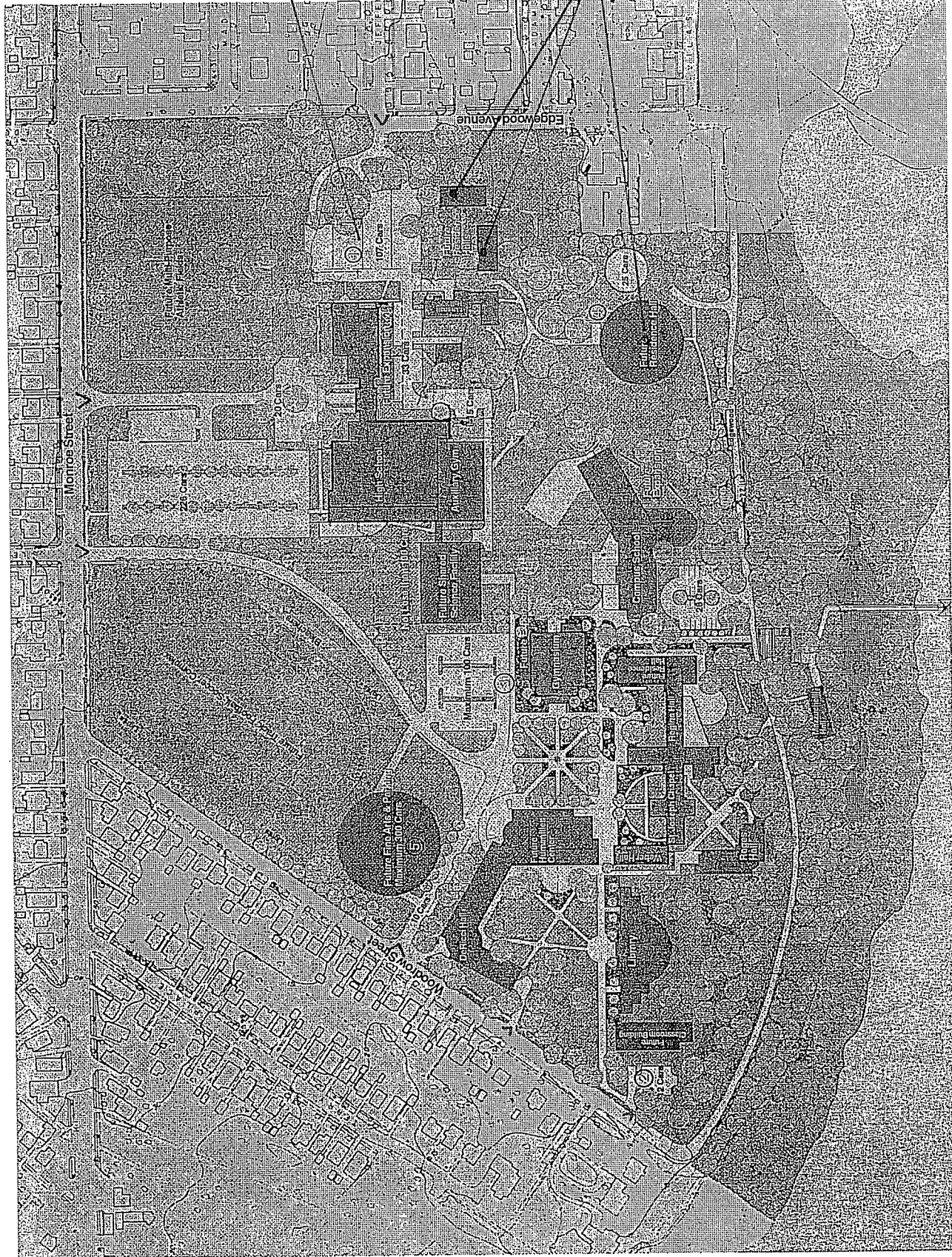
Locate parking near campus entries, but within a convenient walking distance of major campus destinations. ✓

Locate and design parking areas to minimize their visual impact on the campus entrance image, on each of the three campus institutions, and on the neighborhood. ✓

Remove parking from the heart of the College core area when replacement parking is constructed. ✓

Control interim growth in College parking demand by preparing and maintaining a Parking Management Plan. Discourage on-street parking in adjacent residential areas. ✓

VI. Illustrative Plan



107
57000
Lot

FUTURE
RESIDENCE
HALLS
LOCATIONS

Potter Lawson

JJR

October, 1995

College	598
High School	349
Campus School	28
Total Stalls	975

Parking Demand at Build Out

Edgewood Campus Plan

Madison, Wisconsin

Notes for Illustrative Plan

General Notes

Approved access roads shall have sufficient street widths and turning radii to guarantee emergency vehicle accessibility.

Existing buildings will receive individual addresses at the time of the initial Conditional Use application. Future buildings will receive addresses at the time of their respective conditional use applications.

Specific Notes

- ✓ 1. "Designed to minimize drop-off, and consistent with the Parking Management Plan, as per the narrative on page 28."
2. "Limited to faculty and/or staff, and visitors with physical disabilities."
3. "Drop-off area for Campus School."
- ✓ 4. Height, setback, and other design specifications will be clarified in the Conditional Use application.
5. Height, setback, and other design specifications, and the specific parking allocation, will be clarified in the initial Conditional Use application. The Future Fine Arts Building may have a maximum of 300 parking spaces provided the building height, design, massing, setback and landscaping shall be in proportion to and in relationship to adjacent uses.

VI. ILLUSTRATIVE PLAN

The Illustrative Plan shows in greater detail how the Framework Plan and Principles can be interpreted and implemented. This plan emphasizes future development and improvement in the College core area, the High School and the Campus School. Future building locations are shown and square footage capacities are estimated. Parking locations, potential layouts and yields are also illustrated.

1. College Core Growth Capacities

Non-residential Growth: The Illustrative Plan shows the capacity to add approximately 185,000 gross square feet (GSF) of new buildings for non-residential use (classroom, lab, office, special use and support) within the College core area.

The non-residential growth capacity shown in the Illustrative Plan can be broken down as follows:

<u>BUILDING</u>	<u>APPROXIMATE SIZE</u>
Future Classrooms and Offices (3 stories plus basement)	44,000 GSF
DeRicci Hall Addition (3 stories with expanded footprint)	50,000 GSF
Edgedome Additions (one story)	6,000 GSF
Regina Hall Basement (student union)	5,000 GSF
Future Fine Arts	80,000 GSF

It should be noted that usable basement space, built into the slope and with southern orientation, has been assumed in estimating the capacity of the proposed Classroom Building and in proposing the addition of a student lounge under the terrace to the south of Regina Hall.

2. Other Campus Growth Capacities

The proposed Shared Science Facility (to be located immediately to the south of the High School) might add as much as 77,000 GSF of new building space to the Campus. A three to four-story height has been assumed for this facility.

Residential Growth: The Illustrative Plan also shows the potential to accommodate approximately 90 additional students by constructing a new wing on the eastern end of Regina Hall. A building height of three stories has been assumed in estimating the development capacity.

The future residential buildings shown to the east of Marshall Hall would accommodate an additional 50 students. A two-story building height is assumed to create the transition in scale to the adjacent residential neighborhood and to compliment the scale and context of Marshall Hall. ✓

The future residential building shown east of The Campus School would accommodate up to 160 additional students. The building would be three to four levels built into the hillside. The existing large stand of trees located east of Siena would remain to maintain privacy for the single family residence. ✓

The High School is building an auxiliary gym south of the existing gym of approximately 15,000 GSF. It is a one-story structure approximately 30'-0" in height.

Other future classroom expansion if needed is shown dotted.

The Campus School anticipates an addition of approximately 7,000 - 8,000 square feet to accommodate the 7th and 8th grade students. Long range plans would incorporate a new IMC and gymnasium for campus school use.

3. Summary

The Illustrative Plan is not intended to be a detailed blueprint for construction. Footprints for buildings, internal roadways, parking lots and landscape elements shown on the Illustrative Plan are place holders for future development and refinement of each element. A preliminary schedule for construction follows.

SCHEDULE FOR MAJOR CONSTRUCTION PROJECTS
EDGEWOOD CAMPUS

October, 1995 thru March, 1996	Planning and Design of Main Entrance Drive, Track, High School Parking Lot, Science Building, Expanded College Surface Parking and Parking Ramp
April 15, 1996	Construction Start of Entrance Drive, Track, High School Parking, College Surface Parking Expansion and Parking Ramp
September, 1996 thru December, 1997	Construction of Science Building
March, 1995 thru March, 1997	Planning and Design of Campus School Addition Phase I
February, 1996 thru August, 1997	Planning and Design of Humanities Building
April, 1997 thru December, 1997	Construction of Campus School Addition Phase I
September, 1997 thru December, 1998	Construction of Humanities Building
February, 1996 thru March, 1997	Planning and Design of Residence Hall I (East of Campus School) and Parking East of High School
April, 1997 thru July, 1998 High School	Construction of Residence Hall I and Parking East of High School
Spring 1995	Planning and Design of Fine Arts Building and Parking Plaza at DeRicci Hall and Campus School Phase 2.
Spring 2000	Construction of Fine Arts Building and Parking, College Plaza at DeRicci Hall, and Campus School Phase 2.

Appendix

JUNE 2, 1994
EDGEWOOD MASTER PLANNING TASK FORCE

Parking Plan News for the Neighbors of Edgewood

The Edgewood Planning Task Force is making progress towards developing a comprehensive Master Plan which will be responsive to the issues raised in the City's conditional approval of the residence hall project and which will address concerns expressed by the neighborhood at the neighborhood meeting we recently conducted.

One of the key elements required in the Master Plan--and critical to Edgewood's success and the quality of life in the neighborhood--is parking for all three of the schools. The issue of parking interrelates with many of the other Master Plan elements, such as the Monroe Street access, the amount of green space available on campus and landscaping plans for campus, the amount of funding available for Edgewood's building projects, and the overall layout of the campus. While we cannot consider the issue of parking in isolation of these other concerns, we must arrive at an acceptable estimate of the number of parking spaces Edgewood will need both currently and at various levels of enrollment as a starting point in the planning process. We must also determine the location of such spaces and the interrelationship of all parking with the access roads to and from the campus.

The Task Force strategy for considering these issues starts with identifying the maximum growth of the Edgewood schools and with trying to design a campus around those desired growth targets. It is not the intention of the Edgewood schools to grow without limit, but rather to grow in such a way that we create the desired academic environment for all three schools. We are, therefore, able to define "build out" growth limits with some confidence. Thus, while this newsletter is about parking, it also contains information about our enrollment targets.

We will discuss access to the campus at another time in a separate communication. For now, we want to emphasize that the estimate of Edgewood's ultimate parking need at maximum growth and build out should be guided by a desire to be accurate and realistic. If we build too much, we may reduce the green space on campus more than necessary; providing low estimates will only make parking a continual challenge at Edgewood and cause spill-out into the neighborhood. We want neither of these outcomes.

Let us turn to the objectives and assumptions that we believe should guide our decisions:

- We want parking to be sufficient to support the need at all three schools at their maximum size--including students, faculty and staff.
- We intend to continue to aggressively pursue transportation demand management strategies to permanently reduce the demand for parking and to reduce car traffic to and from the campus.
- We want to minimize spill-out parking into the neighborhood.
- We want the number of spaces to meet demand as we grow. Parking at any time should be based on enrollment at the same time. We intend to work with City staff to determine various ways the need for more parking can be triggered.
- The overall parking plan should identify the high end maximum number of spaces which would be necessary to support Edgewood's maximum growth. While we

may never build some of these spaces--due to empirical findings later on that they are unnecessary--we must show on the plan that we have the capacity to add spaces if demand for them exists in the future.

- Increased number of campus residents will result in a decrease in parking demand.
- Parking will be staged as need develops.

These are the assumptions and objectives with which we went into this process. Now, let us turn to projecting Edgewood's maximum expected population. By the way, you will note that we do not put dates next to these population figures because it is our intention in the Master Plan to simply say that as we achieve these targets, parking infrastructure and the campus buildings will be built in an harmonious and complimentary way.

EDGEWOOD CAMPUS ENROLLMENTS
(FT = Full Time; PT = Part Time)

Entity Name	Weekday FT		Weekday PT		Weekend Degree		Graduate	
	93-94	Projected Maximum	93-94	Projected Maximum	93-94	Projected Maximum	93-94	Projected Maximum
Campus School	265	295	---	---	---	---	---	---
High School	535	900	---	---	---	---	---	---
College	813	1200	274	175	313	425	387	600

EDGEWOOD COLLEGE FACULTY/STAFF
On Campus During Weekday Hours
(FT = Full Time; PT = Part Time)

Day	FT Staff ¹		PF Staff ²		FT Faculty ³		PT Faculty ⁴		Total	
	93-94	Proj. Max.	93-94	Proj. Max.	93-94	Proj. Max.	93-94	Proj. Max.	93-94	Proj. Max.
Monday	86	95	12	13	25	35	31	25	154	169
Tuesday	86	95	12	13	26	36	28	23	152	167
Wednesday	86	95	12	13	29	39	34	30	161	177
Thursday	86	95	12	13	34	44	26	22	158	174
Friday	86	95	12	13	15	25	20	13	133	146

- 1 Staff members who work from 8:00 a.m. to 4:30 p.m.; does not include 7 who work evening or early morning hours.
- 2 Of Edgewood's 21 part time staff, 9 hold seasonal athletic positions; they are here only part of the year, and usually late in the day.

- 3 These numbers reflect the number of full time faculty teaching at least one class on that day between 8:00 a.m. and 4:30 p.m.; not included are faculty who may be on campus for other reasons.
- 4 These numbers reflect the number of part time faculty teaching at least one class on that day between 8:00 a.m. and 4:30 p.m.; not included are faculty who may be on campus for other reasons.

	Total Full Time		Total Part Time		Total
	Staff	Faculty	Staff	Faculty	Staff & Faculty
Current	86	51	12	69	218
Projected Maximum	95	66	13	54	228

Parking Projections

The next question we have to grapple with is how do we estimate parking demand based on these numbers. What we have attempted to do is review the literature and practices used by other schools, compare ourselves to peer institutions, and apply various methodologies to both the present situation to verify whether or not the methodology reasonably predicts demand under current conditions, and then apply the same methodology to ultimate growth numbers. The following is a brief discussion of the methods we used and a short description of how each method works and the results we obtained.

1. Barton-Aschman Study--August, 1992

This agency was brought in early on to study both the traffic patterns and potential parking needs of the campus.

Barton-Aschman Projections - Current Enrollment

College	450 spaces
High School	275 spaces
Campus School	25 spaces
Total	750 spaces

2. Neighbor Observations--October, 1993 and March, 1994

a. Observations by Mr. Kaminski were made during what are coincidentally the College's peak times: 10:00 a.m. to 12:00 p.m. on Monday through Thursday.

We, therefore, have numbers which reflect the current maximum demand being experienced on campus:

	Tues.	Wed.	Fri.	Mon.	Tues.	Wed.
Marshall Lot	58	50	19	58	61	63
Central Lot	69	72	69	70	68	72
DeRicci Lot/Drive	148	145	149	146	145	148
Library Lot	12	8	12	11	10	13
Field	171	177	135	182	162	194
<u>Siena Lot</u>	<u>--¹</u>	<u>--¹</u>	<u>6</u>	<u>6</u>	<u>9</u>	<u>8</u>
College Totals	458	452	390	473	455	498
Woodrow Street	50	55	53	53	51	63
Campus School	28	27	11	30	31	48
<u>High School</u>	<u>144¹</u>	<u>139¹</u>	<u>9²</u>	<u>178</u>	<u>165</u>	<u>191</u>
Totals	680	673	463	734	702	800

¹ High school circle and Siena lot not included in count.

² High school not in session.

b. The campus-wide average number of parked cars is 718 (not including the day when high school is not in session).

c. The College currently has 441 total parking spaces with an average overflow (based on the counts above) of 170 cars being parked on the grass. The immediate need to meet average demand is, therefore, 441 spaces with additional spaces required for peak times to serve current parking in the neighborhood.

Neighbor observations further confirm this with an average of 508 cars for the College lots and Woodrow Street. By his observation on October 15, 1993 (Friday, in table above), 30 or more of the cars in the "Marshall lot" are from sources other than the College. When these vehicles and those of Woodrow Street residents are subtracted, the number is once again in the middle to upper 400's.

d. In addition to the observations conducted by Mr. Kaminski in October of 1993, Mr. Steiger of the Task Force conducted a survey of parking on March 10, 1994. The following are his observations.

EDGEWOOD PARKING SURVEY
Thursday, March 10, 1994

College

Parking Lots and Woodrow	300	
Terry Place	32	
Monroe Street (42 x 2/3)	28	
East Lot	30	
Siena Hall Lot	8	
Edgewood Drive	4	
Vilas Park	29	
Vilas Avenue	<u>13</u>	
 TOTAL		 444
 <u>Campus School Lot (TOTAL)</u>		 24

High School

Parking Lot	115	
Circle	26	
East Lot	25	
Fac. Parking South of Building, Including Lower Level	33	
Street Parking - Adams (4), Jefferson (21), Edgewood Avenue (7), Leonard (12), Monroe (42 x 1/3)	<u>58</u>	
 TOTAL		 257

3. College Survey--Fall, 1993

The College currently has a total student population of 1785 with a weekday population of 1085 and a weekend population of 700. Calculations of parking demand have been based upon the larger population (1085) and the accompanying faculty/staff (218) who work 8:00 a.m. to 4:30 p.m. on weekdays.

A College survey found that 26% of resident students had cars on campus and 63% of commuters drove to campus. In addition, 62% of faculty and staff had registered cars. Class registration records and data collected by the Office of the Dean of Students were used to determine the number of people on campus at given times during the week. Based on weekday student enrollment and employment, this would mean that on weekdays:

- * 837 commuters x .60 (on campus at peak times) = 502 x .63 = 316 cars
- * 248 residents x 1.00 (on campus at peak times) = 248 x .26 = 65 cars
- 218 faculty/staff x .75 (on campus at peak times) = 163 x .62 = 101 cars

Total at peak times 482 cars

This figure correlates reasonably well with the observations of Kaminski (see 2.a and 2.c).

* Equals the 1085 population on campus.

4. Professional Agency Formulae--1993-1994 Enrollment

The Urban Land Institute and the ENO Foundation for Transportation are two agencies which have done research into the physical plant needs of municipalities, corporations and educational institutions. They have devised formulae for calculating the peak parking demand at colleges and universities. Each of these formulae offer a range of values based on percentages of selected constituencies at the college. Where a given college or university falls in that range is determined by its individual characteristics and policies. The following table shows the figures used by each range:

<u>Category</u>	<u>Number</u>	<u>Parking Spaces Required for Peak Demand</u>	
		<u>ENO range</u>	<u>ULI range</u>
Commuters ¹	Per student	0.15-0.45	0.25-0.50
Residents	Per student	0.15-0.40	0.05-0.40
Faculty/Staff	Per employee	0.50-1.00	0.30-0.90
Visitors	Per employee	NA	0.02-0.05

¹ Commuters includes full time and part time weekday students.

The following table compares Edgewood College's current numbers with present needs as determined using the Urban Land Institute and the ENO Foundation for Transportation methods of calculating peak demand:

<u>Category</u>	<u>Number</u>	<u>Parking Spaces Required for Peak Demand, 1993-1994</u>		
		<u>ENO range</u>	<u>ULI range</u>	<u>Edgewood College</u>
Commuters ¹	837	126-377	209-418	316
Residents	248	38-99	12-99	65
Faculty/Staff	161 ²	80-161	48-145	101
Visitors	(2%-3% of faculty/staff)	NA	3-8	--
Totals		244-637 median: 440	272-670 median: 471	482

¹ Commuters includes full time and part time weekday students.

² While the total number of employees is 218, on Wednesdays--peak day of the week--the number of full time and part time faculty who are teaching plus the number of staff who are currently working between 8:00 a.m. and 4:30 p.m. is 161; we anticipate that by replacing part time faculty with full time faculty, growth of the number of employees in this time slot will be held to 10% (177) at build out.

5. Professional Agency Formulae--at Build Out.

At build out, Edgewood College is projecting a growth of the weekday student population from 1085 to about 1375 and of the weekend population from 700 to 1025 to reach its total student body of 2400 at maximum build out. Along with the overall growth, the College plans to increase its resident student body and lower its weekday commuter population. This shift from commuters to residents will help alleviate the amount of traffic to and from campus and reduce the amount of parking required despite the increased student population.

Using the Urban Land Institute and the ENO Foundation for Transportation methods for calculating ranges, Edgewood's projections can be seen to fall reasonably within the ranges suggested--at approximately the median point, as indicated by our 1993-94 demand.

<u>Category</u>	<u>Number</u>	<u>Parking Spaces Required for Peak Demand at Build Out</u>		
		<u>ENO range</u>	<u>ULI range</u>	<u>Edgewood College³</u>
Commuters ¹	775	116-349	219-388	?
Residents	600	90-240	30-240	?
Faculty/Staff	170 ²	89-177	53-159	?
Visitors	(2%-5% of faculty/ staff)	NA	4-9	?
Totals		295-766 median: 530	306-796 median: 551	628

¹ Commuters includes full time and part time weekday students.

² While the total number of employees is 218, on Wednesdays--peak day of the week--the number of full time and part time faculty who are teaching plus the number of staff who are currently working between 8:00 a.m. and 4:30 p.m. is 161; we anticipate that by replacing part time faculty with full time faculty, growth of the number of employees in this time slot will be held to 10% (177) at build out.

³ Projected values for Edgewood College have been based on actual current usage patterns and parking management policies. The number for commuters is in the middle of the ULI range and the high end of the ENO range (as it is in 1993-94). The number of residents is at the low end of the ENO range because those residents who do have cars in the future will be limited to 15% by parking policies. The number for faculty and staff has been set in the middle of both ranges, as current usage already suggests. In addition, spaces have been included for visitors, unaccounted for in the 1993-94 calculations.

6. College Comparisons

A comparison of the College's proposed parking was made with the quantity of parking space available at other Wisconsin independent colleges. Our current number of parking spaces, at 1 per every 3.05 full time students, falls at the low end of the range found at the other colleges. Edgewood's request for increased parking will move the College nearer the middle of that

range (about 1 per every 2.18 full time students). This is in keeping with the intent to continue encouraging commuters to use alternate transportation or car pool and keep the number of vehicles as few as possible while still providing sufficient spaces to meet real need.

Number of Full Time Students Per Space (Average is 2.48)	
Carthage	1.44
Lakeland	1.54
Alverno	1.82
Edgewood proposed	2.18
St. Norbert	2.54
Edgewood 1993-1994	3.05
Lawrence	3.24
Cardinal Stritch	3.53

7. Conclusion - Proposed Parking Need

Using the above data, the Task Force attempted to reach an agreement as to the total parking needs for the campus at the projected maximum enrollment for each school. While it is clear that using the above methodologies will not result in one precise number, the Task Force felt it important to use the data and to reach a consensus on the ultimate parking need in order to proceed with the development of a Master Plan which embodies the required number of parking stalls. In reaching this consensus, the committee placed a great deal of weight on the neighborhood observations conducted by both Mr. Kaminski in the fall of 1993 and more recently by Mr. Steiger, a member of our Task Force. The Task Force made certain adjustments to the actual survey results to more appropriately reflect the allocation of cars to each of the three schools. The current parking need was then projected forward to reflect the maximum projected enrollment for the College to determine the future parking needs.

Parking Methodologies for Ultimate Build Out:
Average Kaminski - Steiger¹:

Total Future Parking Needs:	598 - College
	28 - Grade School
	<u>353</u> - High School
	977 - Total

College Survey:

775 commuters x .60 (on campus at peak times)	= 465 x .63 = 293 cars
600 residents x 1.00 (on campus at peak times)	= 600 x .26 = 156 cars
228 faculty/staff x .75 (on campus at peak times)	= 171 x .72 = <u>106 cars</u>
	555 cars

TOTAL:	555 - 598 College
	28 Grade School
	<u>353</u> High School
	936 - 977

Since the future parking need is a projection from the current survey data, it reflects a need based on current traffic management policies. The schools have expressed a willingness to more aggressively regulate access, and thereby reduce parking on the campus. In the development of the Master Plan, it is intended that not all of the parking will be provided immediately, but rather, parking will develop as the campus grows. Should campus growth and the Traffic Management Plan result in a decreased need for parking, it may be unnecessary to actually construct all of the 977 parking stalls. However, the Task Force feels that it is important that the Master Plan reflect the ability to construct the maximum number of stalls should it prove necessary.

¹ Average Kaminski	
(excluding Friday)	718
Less Campus School	<u>24</u>
	694
Less Existing Paved	
High School	<u>222</u>
Total College	472
Future Enrollment	<u>1,375</u>
	= 1.267
Present Enrollment	1,085

472 x 1.267 = 598 stalls for total future college needs subject to downward revision as empirically observed from implementation of management demand policies.

As noted above, the parking needs are merely a preliminary estimate at this time, and prior to finalizing the number, we are giving you the opportunity to review the numbers methodology and provide us with comments concerning parking needs. To expedite this input, we have designated the following phone number for anyone who has a question or wishes to offer an opinion: (608) 257-4861, ext. 2245. In order to compile the results of your calls, we request that you include in your comments what you feel is needed for each of the three schools and/or total of the three schools in terms of the number of parking stalls given the maximum enrollment projections presented in this newsletter. We understand that there are many other issues in connection with a Master Plan that are of interest to you, and those will be presented to you for comment at a later date. We would request that you keep your comments at this time focused to the parking needs projections.

Sincerely,

EDGEWOOD MASTER PLANNING
TASK FORCE

James E. Burgess
Henry A. Gempeler
Alderman Ken Golden
Richard A. Hansen
Thomas G. Klein
Thomas A. Knoop
Michael L. Morey
Alderman Napoleon Smith
Terence E. Steiger

MEAD & HUNT STUDY REFERENCES

Mead and Hunt's "Edgewood Campus Traffic Summary" on page 14 and 15 is drawn from the following documents:

Edgewood Campus Master Plan
Traffic Impact Study - September, 1994
Revised August, 1995

Appendix 1: Capacity Analysis, Existing A.M. Peak Hour, Existing Circulation
(Status Quo) - September 6, 1994

CITY OF MADISON
INTERDEPARTMENTAL
CORRESPONDENCE

TO: City of Madison Plan Commission
FROM: Bradley J. Murphy, Director, Planning Unit
DATE: August 17, 1995
SUBJECT: Recommended Conceptual Landscape Plan for the Edgewood Campus

At the last meeting of the Plan Commission Subcommittee, the Subcommittee removed the specific language requiring Edgewood to prepare a conceptual landscape plan pending receipt of a recommendation from Planning staff concerning campus landscaping. The Parks Division staff and Planning staff believe that the preparation of a master plan for the campus provides the opportunity and is the appropriate time to identify a landscaping theme for critical areas of campus which can be used to tie the campus together and reinforce its character and identity. Once the master plan is completed, it is likely that landscaping, pedestrian amenities, lighting and the like will be thought of only on a project-by-project basis as individual buildings and parking lots are constructed. When the individual buildings and construction projects come forward, the resources and mechanisms to implement a well-planned and well-thought out, detailed landscape plan for individual projects will be available. However, this project-based implementation, can leave large voids without the resources needed to implement an overall landscape, pedestrian amenity, signage and lighting plan.

While the existing buildings on campus and the existing vegetation define the character of the campus, the development of a common design vocabulary within the following areas would reinforce individual site development plans and help ensure that the landscaping, lighting, signage, and pedestrian amenities tie together with the individual site plans for other areas. A common design vocabulary for the campus could include:

1. A standard design for interior street lighting, pedestrian lighting fixtures. Thought should be given to the possibility of adding banners to the light fixtures in certain areas.
2. Standards for pedestrian and bicycle amenities such as benches, bike racks, trash containers, walkway systems with special paving and landscape feature areas.
3. Providing a landscape, fencing and signage package for the main entrance and other highly visible areas.
4. A unified campus signage and wayfinding system.

The above recommendations are intended to be primarily suggestive and for the benefit of Edgewood College, Edgewood High School and the Campus School. The following recommendations focus on the perimeter of the campus which is visible from adjoining neighborhoods. The following recommendations are intended to provide guidance to Edgewood schools and the designers and landscape architects hired to complete individual construction projects. In addition, these recommendations are intended to let Edgewood representatives know

the issues that Planning staff will be addressing when individual construction projections are submitted for conditional use approval. The following recommendations are divided into three areas.

AREA ONE

A. Main Entrance and Track Relocation

1. The new main entrance to campus, opposite Leonard Street, is an ideal place to create a landscape feature area that announces that this is the main entrance to campus. Design features, architectural in nature, at the intersection of the main entrance and Monroe Street should incorporate special landscape treatments because of this highly visible location. Similar design features could be repeated at the corners of Woodrow Street and Monroe Street and Monroe Street and Edgewood Avenue.
2. The current chain link fence bordering campus is not visually appealing. The fence is starting to "show its age" and could be replaced with a more decorative fence at least in key locations and a new chain link fence could be provided in other areas. A more decorative fence running from the new main entrance to the high school entrance would be a definite improvement. One very good choice would be to pick up on the wrought iron style that is used at the entrance to the high school. If the chain link fence is maintained along the remainder of the Monroe Street frontage, it can be improved by placing landscape plantings in front of or behind the fence. A mixture of evergreen and deciduous plant material with heights not to exceed four feet (4') should be provided.
3. A small sign would reinforce the main entrance to campus. Signage needs to be developed that is both aesthetic and functional. A sign with changeable copy may be necessary and could be placed in a strategic location to intercept both directions of traffic and to replace the ad hoc signs for bingo, Edgefest and other events.
4. When the conditional use for the parking lot and main access drive is submitted, Edgewood should evaluate the feasibility of a sidewalk from the main entrance to the college buildings. In addition, aesthetically designed pedestrian and vehicular lighting could be provided along the drive.
5. The drive is also a primary location to plant canopy trees which could provide some shade and also reinforce the entrance driveway.
6. Parking lots along Monroe Street should be screened using a combination of canopy trees, deciduous and evergreen shrubs.

B. Woodrow Drive

1. Along Woodrow Drive, from DeRicci Hall drive entrance to the intersection of Monroe Street, Edgewood should request that the City of Madison plant street trees in the right-of-way. Edgewood should supplement these plantings with additional planting groups in several areas. Shade trees should be planted near the property line in informal groupings or more random patterns than the street trees in the public right-of-way. The chain link fence along Woodrow Street can be improved by planting landscaping materials in front of or behind the chain link

fence. A mixture of evergreen and deciduous plant material with heights not to exceed four feet (4') should be provided.

2. The corner of Woodrow Drive and Monroe Street is a key location where the design elements incorporated into the main entrance drive could be repeated. This is a desirable place to incorporate a feature landscape treatment.
3. During the first phase of construction of surface parking and the main access drive, Edgewood will need to develop a detailed landscape screening plan which incorporates a mixture of canopy trees and deciduous and coniferous shrubs to screen the surface parking lots from Woodrow Street. Ideally, this screening material should be placed in locations where most of it can be retained to complement the ultimate construction of the Fine Arts Building and structured parking.

AREA TWO

A. Edgewood High School Entrance Drive

The high school entrance drive currently has a very formal appearance. A suggestion that we would make is to reinforce and strengthen the formal nature of the drive with a symmetrical landscape planting design. This would involve removing the portion of the surface parking lot planned along the drive to the west and keeping it as a landscaped area. The screening which is used for parking lots bordering this drive should also have a formal appearance.


B. Edgewood Avenue

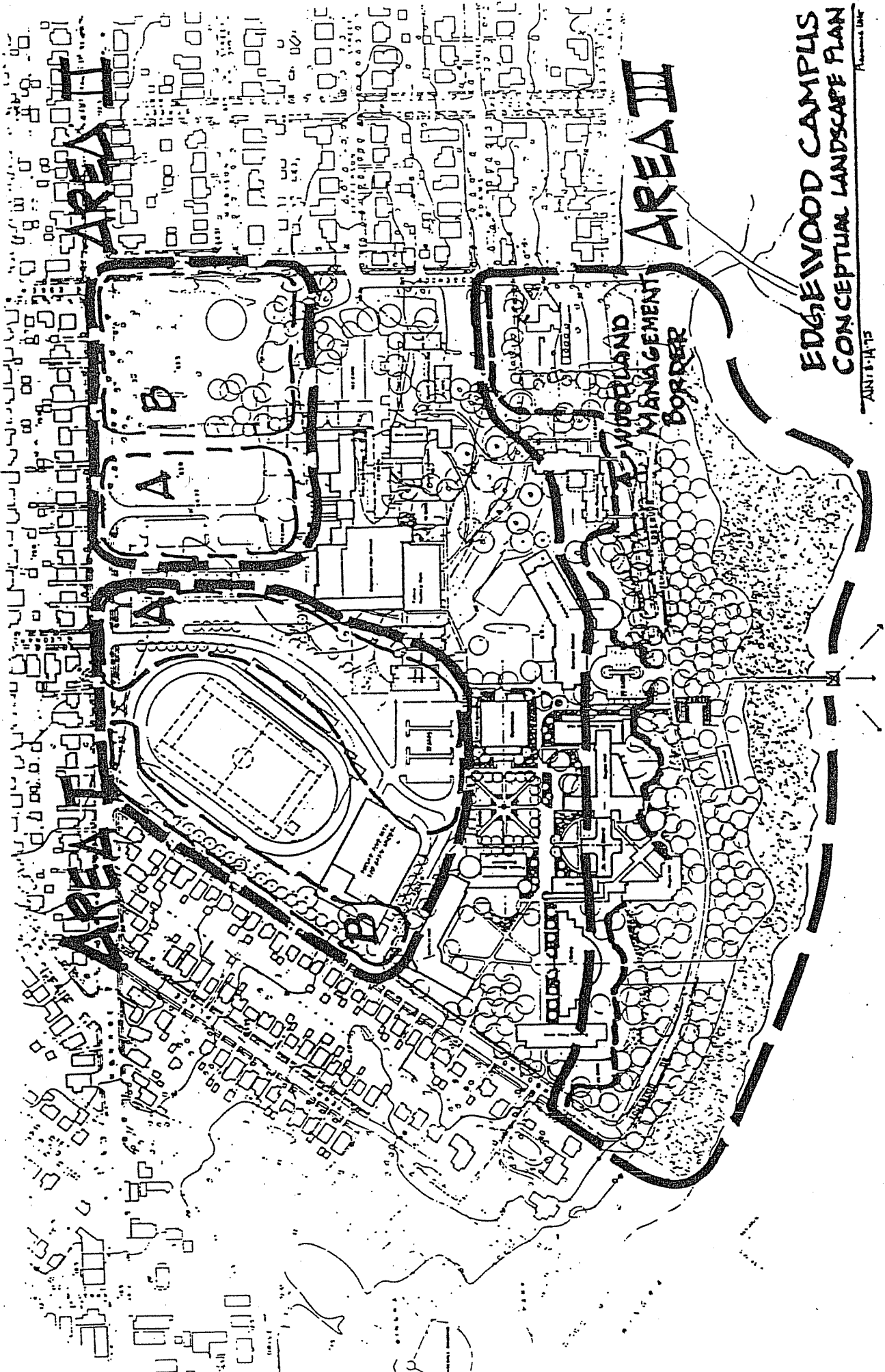
1. We would suggest that Edgewood develop a planting plan to plant under-story trees as replacement trees for the maturing, existing trees at this location. This area could also be enhanced as a passive recreational area with paths, benches or other pedestrian amenities.
2. Some of the chain link fencing along Edgewood Avenue should be screened with evergreen and deciduous shrubs.
3. The design elements incorporated into the main entrance drive could also be used and repeated at the Edgewood Avenue and Monroe Street corner.

AREA THREE

Park and Pleasure Drive

As part of the development of a woodlands management plan, Edgewood should establish a boundary line between the formerly manicured and maintained campus landscaping and the natural landscaping which exists both north and south of the Pleasure Drive. The natural setting and ambiance of the Park and Pleasure Drive must be maintained and reflected in the woodlands management plan. This plan should be developed and approved by the Parks Division.


Bradley J. Murphy, AICP
Planning Unit Director



AREA III

A

AREA I

AREA II

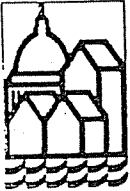
WETLAND MANAGEMENT BORDER

EDGEWOOD CAMPIS
CONCEPTUAL LANDSCAPE PLAN

PLAN SCALE 1" = 100' DATE 11/14/75

Department of Planning
and Development
Planning Unit

City of
Madison



Madison Municipal Building
215 Martin Luther King, Jr. Boulevard
P.O. Box 2985
Madison, Wisconsin 53701-2985
608 266 4635

October 10, 1995

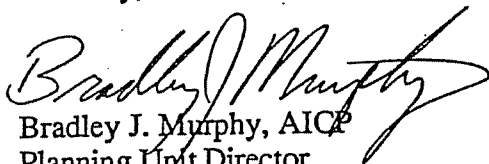
Mr. Henry Gempeler
1 South Pinckney Street
Madison, WI 53703

Dear Hank:

On Monday, October 2, 1995, the Plan Commission approved the Edgewood Campus Master Plan subject to a number of conditions. These conditions are included in the attached minutes from the Plan Commission meeting of October 2, 1995. The motion by the Plan Commission included a provision which indicates that "Edgewood shall submit a revised Master Plan to the Subcommittee for its review and approval as to the technical compliance with the amendments."

Please revise the Master Plan and submit 15 copies to our office for final review and approval by the Subcommittee. If you have any questions, please feel free to give me a call.

Sincerely,


Bradley J. Murphy, AICP
Planning Unit Director

c: Ald. Napoleon Smith
Ald. Ken Golden
Stuart Levitan, Chair Plan Commission-Edgewood Campus Subcommittee
Jim Imhoff, Edgewood College
President James Ebben, Edgewood College
Mr. Tom Shipley, President Edgewood High School
Sister Nancy Rae Reisdorf, President Edgewood Campus School
Dan Stapay, Parks Superintendent
Larry Nelson, City Engineer/Acting City Traffic Engineer

MINUTES
MADISON PLAN COMMISSION MEETING
Monday, October 2, 1995
Room 201, City-County Building
5:30 p.m.

ROLL CALL

Members present: Caryl Terrell (Chair), Ald. Jean MacCubbin, Ann Falconer, Ald. Roberta Kiesow, Paul Rusk, Dale Nordeen, Betty Reneau-Rowe, Stuart Levitan, and Ald. Brent Sieling. Betty Reneau-Rowe left about 12:00 a.m. after item #5.

MINUTES OF SEPTEMBER 18, 1995

On a motion by Ald. MacCubbin, seconded by Ald. Falconer, the Plan Commission approved the minutes from the meeting of the September 18, 1995 with the following corrections:

1. Item No. 17, Conditional Uses on page 3, was corrected to indicate "the Plan Commission stated its preference for an alternative driveway location and its explicit understanding that the applicants would not allow non-accessory parking, and would provide enhancement to the buffer, landscaping for the parking lot."
2. Item No. 11, Zoning Map Amendments on page 3, should be modified to state "Levitan abstaining from the motion and from debate, on advice of the City Attorney."

SCHEDULE OF MEETINGS

The next scheduled meetings of the Plan Commission are October 23, November 6, 20, and December 4, 1995.

SPECIAL ITEM OF BUSINESS

Election of Chair and Vice-Chair.

On a motion by Levitan, seconded by Ald. MacCubbin, Caryl Terrell was nominated to continue as Chair of the Plan Commission. On a motion by Levitan, seconded by Rusk, nominations for the Chair were closed and Caryl Terrell was elected Chair on a unanimous vote. On a motion by Ald. MacCubbin, seconded by Ald. Sieling, Levitan was nominated as Vice-Chair of the Commission. On a motion by Ald. MacCubbin, seconded by Ald. Sieling, the Plan Commission voted to close nominations and elected Levitan as Vice-Chair on a unanimous vote.

ROUTINE BUSINESS

1. On a motion by Ald. MacCubbin, seconded by Ald. Reneau-Rowe, the Plan Commission recommended approval of Resolution, I.D. 18069, adopting a relocation order for the Meier Road water main easement from Femrite Drive to U.S. Hwy. 12 & 18 in District 16.

2. On a motion by Ald. MacCubbin, seconded by Ald. Reneau-Rowe, the Plan Commission recommended approval of Resolution, I.D. 18173, authorizing a lease for space within a building located at 1518 Troy Drive for a neighborhood police office in District 18.
3. On a motion by Ald. MacCubbin, seconded by Ald. Reneau-Rowe, the Plan Commission recommended approval of Resolution, I.D. 18196, authorizing a lease between the City of Madison and the U.S. Postal Service for continued use of space in the Madison Municipal Building in District 6.

NEW BUSINESS

4. On a motion by Levitan, seconded by Rusk, the Plan Commission recommended approval of Resolution I.D. 18165, concurring with the development concept for Block 89 on the Capital Square and directing City staff to work with Urban Land Interests to prepare for the development of Block 89. The motion was approved unanimously on a vote of (9-0). Registering and speaking in support of adoption were Brad Binkowski, 1 North Pinckney Street, representing Urban Land Interests; and Joseph Valerio, 200 North LaSalle Street, Chicago, IL, representing Valerio, Dewalt, Tran Associates. Registering and speaking in opposition of adoption was Bradley C. Mullins, 450 Togstad Glen, representing Jerome and Carol Mullins. Registering in support of adoption but not wishing speak were Tom Neujahr, 1 North Pinckney Street, representing Urban Land Interests; and Ald. Michael Verveer, District 4.

PUBLIC HEARINGS - 6:00 p.m. (Announcement of items to be referred or withdrawn.)

Special Public Hearing Item

5. On a motion by Levitan, seconded by Ald. Kiesow, the Plan Commission approved the Edgewood Master Plan Conditions of Approval, as recommended by the Madison Plan Commission-Edgewood Campus Subcommittee and as attached and incorporated by reference with the following amendments:
 1. Concerning Item 10 from the Department of Planning and Development, add the following:

Edgewood will update the adopted Master Plan with supplemental maps and proposed construction schedules as each phase of building activity is undertaken; such submittals shall be made at the time of each conditional use application.
 2. Concerning Item 11 from the Department of Planning and Development, add the following:

Edgewood will attach the conceptual landscaping plan of August 17, 1995, to the Master Plan for reference.
 3. Concerning Item 18 delete the sentence stating: "The proposed expansion of parking near the Siena dorm should be restricted to access from internal drives, rather than from Edgewood Drive."
 4. Concerning Items 25 and 26 recommended by the Madison Plan Commission-Edgewood Campus Subcommittee, add to each the following:

Geometrics and other specifications establishing compliance with this condition shall be included in the first conditional use application where an internal roadway is proposed.

5. Concerning Item 38, the first paragraph is amended by deleting the last sentence and adding:

“A plan for the placement and distribution of this parking shall be included in the first conditional use application where a building is proposed. The parking associated with the Science Facility and the Fine Arts Facility shall be designed to be under the buildings to the extent possible and reasonable, maximizing the amount below-grade while allowing for portions to be at or above-grade. The footprints of the parking structures may involve above-grade or below-grade structures extending out from beyond the buildings.”

6. The statements following the section titled “Transportation Demand Management Plan” from the Edgewood Master Plan Conditions of Approval as recommended by the Madison Plan Commission-Edgewood Campus Subcommittee shall be labelled as Item 45 with the following to be added as Item 46:

“In the event the Plan Commission approves the Master Plan with amendments, Edgewood shall submit a revised Master Plan to the Subcommittee for its review and approval as to technical compliance with the amendments.”

The motion was passed unanimously. On a motion by Levitan, seconded by Ald. Kiesow the Plan Commission conditionally approved and adopted the Edgewood Campus Master Plan with the following amendments:

1. On page 1, a new second paragraph shall be added that states the following:

Edgewood Drive was the subject of a 1904 Agreement between St. Clara College and the Park and Pleasure Drive Association, the predecessors in interest, respectively, of the College and the City of Madison. Edgewood and the City will amend this agreement, pursuant to adopted Condition of Approval number 13.

2. On page 14, the first bullet under number 2 shall be amended to change “five” to “six.” ✓
3. On page 15, the last bullet shall be deleted.

4. On page 21, in the fourth paragraph, and in the first sentence delete “Woodrow and Edgewood Avenue,” and add a final sentence that states the following: ✓

“Building heights, design and massing will be in accordance with setbacks and landscaping so as to be in proper relationship to adjoining uses.”

5. On page 23, in the first paragraph add a new last sentence that states the following:

Pedestrian linkages (sidewalks and/or pathways) will be provided between buildings, parking facilities and other activity centers on campus and for connectivity to/from the public street system, including designated bus stops. Pedestrian connections between the campus and the lakefront will be governed by the Woodlands Management Plan.

6. On page 25, the second paragraph, the first sentence, change “a” to “the.”

7. On page 25, the third paragraph, the final sentence, add "and as part of the publicity for special events."
8. On page 26, amend the first paragraph to read as follows:

Signage at the secondary Woodrow Street access point and notification to all students will control access and egress. All conditions associated with the Woodrow Street access shall take effect when the new, main access road to Monroe Street is opened for use. The means used to ensure compliance, whether physical, geometric or otherwise, shall be suitable to prevent any motor vehicle from using the Woodrow Street access point at the times it is closed and shall be specified in the first conditional use application. Edgewood has no intent to gate or chain the Woodrow Street entry at this time; however, it is understood that continuing, significant non-compliance with these restrictions, following a reasonable period of orientation, will justify a physical barrier.
9. On page 26, a new second paragraph shall be added that states the following:

"No left turns will be permitted from any access point south onto Woodrow Street at any time."
10. On page 27, the second paragraph shall be amended by changing "up to," to "approximately," and adding the language which had been added to Condition of Approval #38 above.
11. On page 31, in the summary chart, for Future Fine Arts, change "110,000 GSF," to "80,000 GSF." In the first paragraph following the chart, change "opening up to the lakefront," to "with a southern orientation."
12. Amend the Illustrative Plan with asterisks as follows:
 - * Edgewood Avenue/107-car lot: "Designed to minimize drop-off, and consistent with the Parking Management Plan, as per the narrative on page 28." ✓
 - * Woodrow Avenue/12-car lot: "Limited to faculty and/or staff, and visitors with physical disabilities."
 - * Central surface parking: "Drop-off area for Campus School."
 - * Approved access roads shall have sufficient street widths and turning radii to guarantee emergency vehicle accessibility.
 - * Existing buildings will receive individual addresses at the time of the initial conditional use application. Future buildings will receive addresses at the time of their respective conditional use applications.
13. Amend the Illustrative Plan as follows:
 - * Show the pedestrian linkages identified in the City Engineer's memo of September 29, 1995.
 - * Replace the proposed footprints of the Future Fine Arts and Parking structure and the proposed Future Residence Hall and adjoining 25-car lot with circles indicating approximate size and location, with asterisks noting that height, setback and other

design specifications, and, for the former, the specific parking allocation, will be clarified in the initial Conditional Use application. The Future Fine Arts Building may have a maximum of 300 parking spaces provided the building height, design, massing, setback and landscaping shall be in proportion to and in relationship to adjacent uses.

14. Attach as appendices:

- * The Edgewood Task Force Parking Study;
- * The date from which the summary on page 11 is drawn, including the Mead & Hunt study summarized on pages 14-15; and
- * The conceptual landscaping plan of August 17, 1995.

The second motion was passed unanimously on a vote of (9-0). Registered and speaking in support of adoption were the 30 people listed in attached Appendix A. Registered and speaking in opposition to adoption were 29 people as provided in attached Appendix A. Registered in support of adoption but not wishing to speak were 144 people referenced in attached Appendix A. Registered in opposition to adoption but not wishing to speak were the 14 people also provided in attached Appendix A.

Subdivision

6. On a motion by Nordeen, seconded by Ald. Kiesow, the Plan Commission recommended approval of a Final Plat known as "First Addition to Blackhawk Subdivision" located along Pleasant View Road. Registered in support but not wishing to speak were John McKenzie, 8030 Excelsior Drive, representing McKenzie 300; and Ald. Susan Hamblin, District 9.
7. Vice Chair Stuart Levitan chaired this segment of the meeting and opened the public hearing on consideration of a Preliminary Plat known as "River Ridge Run" located along River Road in the Town of Westport within the City of Madison's Extraterritorial Review Jurisdiction and the 18th Aldermanic District. He indicated that speakers would be allowed to speak for four minutes and that after all had spoken, anyone wishing to speak a second time could do so. On a motion by Ald. Sieling, seconded by Ald. MacCubbin, the Commission voted unanimously to limit second responses and/or testimony to two minutes during the hearing on this item. On a motion by Ald. Sieling, seconded by Nordeen, the Plan Commission voted to close the public hearing on the proposed preliminary plat. On a motion by Ald. Sieling, seconded by Ald. Kiesow, the Plan Commission voted to refer consideration of the Preliminary Plat known as "River Ridge Run" to its October 23, 1995, meeting which included a request for a report from the Commission on the Environment regarding the proposed preliminary plat and a final staff report.

Registered and speaking in support of adoption were Don Mayo, 600 Grand Canyon Drive, Engineer for the "River Ridge Run" preliminary plat; Attorney Bruce K. Kaufmann, 4825 Sherwood Road, representing "River Ridge Run" applicant; John Van Dinter, 5025 Bong Road, Waunakee, representing the Town of Westport; Michael L. Doyle, 5387 Mary Lake Road, Waunakee, representing the Town of Westport; Ken Statz, 503 Holiday Drive, representing the Waunakee Fire Department; Philip Salkin, 102 East Park Lane, Verona, representing Land Use Histories; Edward J. Waddington, 102 East Park Lane, Verona, representing Land Use Histories; Arthur E. Peterson, 509 Togstad Glen, representing Hovde; Ed Busse, 4527 Oak Lane, Windsor, representing himself; Uwe J. Estorf, 5864 River Road, Waunakee; Elye A. Estorf, 5864 River Road, Waunakee; Glenn Hovde, 900 Shasta Drive; Lawrence H. Carryl, 5105 Felland Road, representing the Estorf's; and Dean Grosskopf, 5383 Mariners Cove Drive,

representing Westport First Supervisor. Registered and speaking in opposition to adoption were Sandra Kaufman, 2225 LaFollette #2, representing Cherokee Marsh staff; Diane Milligan, 1942 East Dayton Street; Pat Woicek, 3505 Harper Road; Shan Marie Linden, 2549 Hoard Street; Al Matano, 718 Eugenia Avenue, representing the Sierra Club; Harry Read, 2914 Barlow Street; Hans Ris, 5542 Riverview Drive; Vernon Barger, 5711 River Road, Waunakee; Nelson Eisman, 1401 Lake View Avenue, representing the Madison Commission on the Environment; Karen Etter Hale, 222 South Hamilton Street, Suite 1, representing the Madison Audubon Society; Lisa R. Anderson, River Road, Waunakee; Pat Woicek, 3505 Harper Road; Naomi I. Whiteside, 5795 River Road, Waunakee; Robin E. Jung, 1601 Waunona Way; Richard Spindler, 1505 Lake View Avenue; Janet Battista, 154 Kensington Drive; Clair Wiederholt, 5746 Weis Road, Waunakee; Steve Ventura, 2524 Chamberlain Avenue; Hilda A. McVoy, 1406 West Skyline Drive; and Kirk McVoy, 1406 West Skyline Drive. Registered in opposition to adoption but not wishing to speak were Bill Rattunde, 838 Woodrow Street; Sharyn Wisniewski, 7308 Old Sauk Road; Tom Boswell, 1027 Sherman Avenue; Tom McClintock, 1329 Crowley Avenue; Pat Bernier, 5081 Tuggle Lane, Waunakee; Dave Bernier, 5081 Tuggle Lane, Waunakee; Rosemary Williams, 1617 Troy Drive; Gary Werner, 2302 Lakeland Avenue; Joanne Herfel, 2708 Willard Avenue; Susan Y. Hoffman, 1510 Comanche Glen; Les Hoffman, 1510 Comanche Glen; Carol Brooks, 1109 Woodland Way; Theron Caldwell Ris, 5542 Riverview Drive; John Hendrick, 1315 Spaight Street; Margaret Sherry, 22 Burrows Road; David Knutzen, 5096 Tuggle Lane, Waunakee; Betty Knutzen, 5096 Tuggle Lane, Waunakee; Lynn Rothermel, 21 Wirth Court; Paula Novotnak, 21 Wirth Court; and Hugh H. Iltis, 2784 Marshall Parkway, representing the Botany Department UW and Wisconsin Botanists.

Zoning Map Amendments

8. On a motion by Nordeen, seconded by Ald. Kiesow, the Plan Commission found that the rezoning was in the public interest and recommended approval of Ordinance I.D. 17927, to rezone 3150 Maple Valley Drive from C1 to C2 AND consideration of a conditional use for a limited-service, carry-out, drive-up restaurant "Pizza Hut" with the provision that a deed restriction be placed on the property limiting it to C1 uses and the drive-up restaurant only as approved with the concurrent conditional use and subject to conditions contained within the Plan Commission packet. The motion was passed on a vote of (5-3) with Ald. Sieling, Ald. MacCubbin, and Levitan voting no. Registered and speaking in support of adoption were Ronald M. Trachtenberg, 6510 Grand Teton Plaza, representing Pizza Hut of Southern Wisconsin Inc.; Terry D. Turner, 6502 Grant Teton Plaza, representing Pizza Hut of Southern Wisconsin Inc.; and Russell Kowalski, 4701 Lafayette Drive, architect representing Pizza Hut of Southern Wisconsin Inc. Trachtenberg stated that the applicant wishes to place a deed restriction on the property limiting it to C1 uses plus the drive-up.
9. On a motion by Nordeen, seconded by Terrell, the Plan Commission recommended approval of Ordinance I.D. 18106, to rezone 328, 330, and 352 East Lakeside Street from R5 to O2 the motion was passed on a motion of (5-3) with Ald. MacCubbin, Rusk, and Levitan voting no. Registered and speaking in support of adoption were Ald. Napoleon Smith, District 13; and Thomas Adams, 330 East Lakeside Street, representing the State Medical Society. Registered and speaking in opposition to adoption were Warren A. Platz, 1717 Beld Street; and Ron Shutvet, 925 Lake Court. Registered in support of adoption and available to answer questions for the State Medical Society were Attorney Bruce L. Harms, 2 East Mifflin Street; and James Pakton, 330 East Lakeside Street.

Conditional Uses

10. On a motion by Ald. Sieling, seconded by Ald. MacCubbin, the Plan Commission referred consideration of a conditional use located at 437 West Gorham Street for an outdoor eating area

for a proposed restaurant pending the applicants resubmission of plans for staff review and comment.

11. On a motion by Nordeen, seconded by Ald. Kiesow, the Plan Commission found that the demolition standards were met and conditionally approved demolition permits for the properties located in the 900 Block of Edgewater Court and the 200 Block of East Lakeside Street to demolish several dwellings, a church building and a commercial building for proposed parkland open space, subject to conditions contained in the Plan Commission packet. The motion was passed on a vote of (8-1) with Levitan voting no. Registered and speaking in support of adoption were Ald. Napoleon Smith, District 13; and Ron Shutvet, 925 Lake Court. Registered in support of adoption and available to answer questions for the State Medical Society were James Paston, 330 East Lakeside Street; Attorney Bruce L. Harms, 2 East Mifflin Street; and Thomas Adams, 330 East Lakeside Street.
12. On a motion by Nordeen, seconded by Ald. Kiesow, the Plan Commission found that the conditional use/demolition standards were met and conditionally approved a conditional use/demolition permit located at 709 Woodward Drive to demolish a single-family house and construct a new single-family house on a shoreline lot. The motion was passed on a motion of (8-0). Registered in support of adoption but not wishing to speak was Jeanne Morledge, 1017 Woodward Drive, representing herself.

Zoning Text Amendment

13. On a motion by Ald. MacCubbin, seconded by Ald. Kiesow, the Plan Commission recommended approval of Ordinance I.D. 17324, making any school construction a conditional use in the residential zoning districts. Registered and speaking in support of adoption was Ald. Napoleon Smith, District 13. Registered in support was Ald. Ken Golden, District 10.
14. On a motion by Ald. Sieling, seconded by Nordeen, the Plan Commission referred consideration of Ordinance I.D. 18071, increasing the parking requirement for restaurants and taverns to 30% of capacity to its October 23, 1995, meeting.
15. On a motion by Ald. Sieling, seconded by Nordeen, the Plan Commission referred consideration of Ordinance I.D. 18190 to allow identification signs to be located in the required front yard in the RPSM District to its October 23, 1995, meeting.

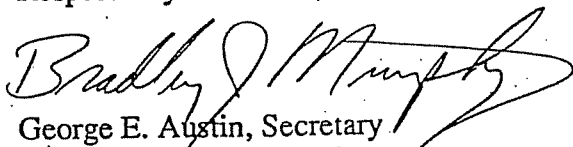
SECRETARY'S REPORT

A report of the Plan Commission-Transportation Commission Subcommittee recommending revisions for Standards for Local Streets was distributed and discussed.

ADJOURNMENT

The meeting was adjourned at 3:40 a.m. on a motion by Nordeen, seconded by Rusk.

Respectfully submitted,


George E. Austin, Secretary
Madison Plan Commission

APPENDIX A

Registered and speaking in support of adoption of the Edgewood Master Plan were Attorney Henry A. Gempeler, representing the Edgewood Campus; Mary Lawson, 15 Ellins Potter, representing Edgewood; Ald. Ken Golden, District 10; Ald. Napoleon Smith, District 13; Ald. Warren Onken, District 3; Jim Ebben, 7206 Farmington Way, representing Edgewood College; Jim Burgess, 6102 South Highlands Avenue, representing Edgewood College; Kathy Burdulis, 2234 Monroe; Sister Nancy Rae Reisdorf, 2324 Edgewood Drive, representing Edgewood Campus School; Evan Goyke, 130 Lakewood Boulevard, representing Edgewood Campus School Leadership Council; Sister Barbara Dannhausen, 363 West Lagoon Lane, Oak Creek, representing Edgewood Inc.; Gordon N. Johnsen, 1102 Willow Lane, representing Edgewood; David Bestor, 2330 Monroe Street; Ann Batiza, 720 Leonard; Sherwood Malamud, 2259 West Lawn Avenue; Doug Reuhl, 431 Farwell Drive; Edgewood Campus Grade School; Michael Romano, 855 Woodrow; Robert C. O'Malley, 38 Mesa Verde Court; Richard A. Hansen, 813 Woodlawn Drive; John Geroux, 6042 South Highlands Avenue; Mike Larson, 313 Everglade Drive; Elaine Beaubien, 1522 Golf View, representing Edgewood College; Esther Heffernan, 2011 Jefferson Street; Thomas G. Tierney, 1010 Harrison Street; James Schey, 878 Woodrow Street; Maureen Quinn, 2209 Fox Avenue, a Edgewood Trustee; James R. Imhoff Jr., 429 Gamman Place; Tom Shipley, 22 Shea Court, Edgewood High School President; Stephanie Jutt, 702 Leonard Street; and Mike Dooley, 1501 Sunset Court, representing Edgewood High School.

Registered and speaking in opposition of adoption of the Edgewood Master Plan were Richard Friday, 1050 Woodrow Street, representing Edgewood Neighbors; Barbara Malamud, 2259 West Lawn; Sarah Sheir, 509 Leonard Street; Richard Friday, 1050 Woodrow Street, representing Edgewood neighbors; Peter Tan, 848 Woodrow Street, representing Edgewood neighbors; Rachel Durfee, 848 Woodrow Street, representing Edgewood neighbors; Kathy Tenney, 2121 Adams Street, representing Edgewood neighbors; Jon Standridge, 1011 Edgewood Avenue, representing Edgewood neighbors; Ken Heinecke, 836 Woodrow Street; Shawn Schey, 878 Woodrow Street, representing Edgewood neighbors; Elizabeth Heinecke, 836 Woodrow Street, Selbo John, 1436 Vilas Avenue; Daniel Doeplis, 2115 Jefferson; Maria Rattunde, 838 Woodrow, representing Edgewood neighbors; Rick B. Meier, 844 Woodrow Street; Lynne B. Judd, 1006 Grant Street, representing Edgewood neighbors; Ray Kubly, 1110 Edgewood Avenue, representing Edgewood neighbors; Phil Kessel, 3013 Brynwood Drive; Chick Mitchell, 2318 Monroe Street; William Klein, 2239 West Lawn Avenue; Shirley Lake, 738 Western Avenue; Fiona McTonish, 826 Woodrow Street; Fraser Gurd, 1526 Jefferson Street, representing Vilas Neighborhood Association's Zoning Committee; Katharine Odell, 2110 Vilas Avenue; Bill Rattunde, 838 Woodrow Street, representing Edgewood neighbors; Jim Johnson, 2336 Monroe Street; Kent Tenney, 2121 Adams Street, representing Edgewood neighbors; Mike Briggs, 2404 Fox Avenue; and Greg Kester, 909 Lincoln Street.

Registered in support but not wishing to speak were Joe Krupp, 3010 Woodland Trail, Middleton, representing Edgewood College; William K. Gifford, 9 Backbay Circle; Donna Jean Gifford, 9 Backbay Circle; Cheryl Groh, 855 Woodrow Street; Kimberly Upton, 65 Sunfish Court #7; John Yrios, 1700 Main Street, Cross Plains, a Professor at Edgewood College; Nancy Nelson, 855 Woodrow Street; Patricia A. Hydanus, 2344 Hidden Meadows, representing Edgewood College; Mike Hyoanus, 2344 Hidden Meadows Drive, Sun Prairie; Sister Dorothea Snaer, 863 Woodrow Street; Tracy Thorwald, 1402 Drake Street #1; Jim Thoreson, 855 Woodrow Street, representing Edgewood; Maureen McDonnell, 1007 Edgewood Avenue, representing the neighborhood; Julie A. McDonald, 5657 Polworth Street; Michael Adyniec, 2324 Edgewood Drive, a teacher at Campus School; Mary T. Mercier, 855 Woodrow, a Professor at Edgewood College; Margaret O'Brien, 2103 Madison, Edgewood College; Perine Rudy, 1719 Monroe Street; Anne Giffey, 1402 Drake #1; Robert Budach, 2014 Monroe Street; Lawrence Engel, 855 Woodrow Street, representing Edgewood College; Fred J. Kauffeld, 855 Woodrow Street; Thomas Linfield, 501 Midvale Boulevard #204; Tracy R. Thompson, 2010 Monroe Street, representing Edgewood College/Neighborhood; Mary Jane

Scherdin, 6111 Winnequah Road, representing Edgewood; Jean Richter, 2011 Jefferson Street; David Young, 455 Woodrow Street, representing Edgewood; Mary Paynter, 2011 Jefferson Street; Christa Mentens, 6427 Highway A; William B. Duddleston, 125 South Randall Avenue, representing Edgewood College Faculty; David Smith, 2548 Williams Drive, Stoughton, representing Edgewood College Faculty; Anne Tigan, 225 Dunning Street; Hildegard Adler, 1234 Wellesley Road; Courtney Moffatt Brightbill, 6206 North Highlands Avenue; Dane County Supervisor Kevin Bonds, 1002 East Sunnyvale Lane; Susan Winter, 509 Woodside Terrace; Winifred Morgan, 855 Woodrow; Friedie Carey, 4705 Sumac Road, representing Edgewood; Patricia Bennett, 2606 Gregory Street; George Bennett, 2606 Gregory Street; Carla J. Beeler, 855 Woodrow Street, representing Edgewood College; Jenny Kleinert, 855 Woodrow Street, representing Edgewood College; Heather Teale, 855 Woodrow Street, representing Edgewood College; David E. Lawson, 15 Ellis Potter Court, representing Edgewood; Lisa Burdulis, 134 Merlham Drive; Colleen Brady, 6013 Hammersley Road, representing Sinsinawa Dominicans; Stephen Meili, 2306 West Lawn Avenue; Walter Poliyer, 213 Chestnut Street; Carol Cohen, 628 Crandall Street, representing Edgewood; Timothy Sweeney, 1901 Commonwealth, representing Edgewood; Thomas Klein, 6029 South Highlands Avenue; John Jutt, 702 Loenard Street; Joan M. Schilling, 619 Pickford Street; Dawn D. Wood, 1016 Lincoln Street; Diane Ballweg, 2621 Park Street, Middleton, representing the Edgewood Community; Mary Jo Tierney, 1010 Harrison Street, Edgewood neighbor and parent of Edgewood High School student; Kathleen O'Connell, 2117 Monroe Street; Sister Ann McCullough, 855 Woodrow Street; Eugene O. Gehl, 25 West main Street, representing Edgewood College; John K. Leonard, 4403 Crescent Road #1; Melanie Herzog, 1853 East Main Street; Larry Mandt, 2254 Monroe Street; Catherine Mandt, 2254 Monroe Street; Richard R. Smith, 2245 West Lawn; Marvin Meissen, 1001 Grant Street; Ronnie Olson, 405 South Main Street, Oregon; Margaret Sherry, 22 Burrows Road; Nancy M. Rottier, 130 Lakewood Boulevard; Mary Lunda, 2105 West Lawn Avenue; Paula Benkart, 702 South Prospect Avenue; Jim Ottney, 217 West Washington, Stoughton, representing Edgewood College; Nancy O'Connol, 4826 Bayfield Terrace; Jewell P. Fitzgerald, 6761 Schroeder Road; Robert O'Connor, 4826 Bayfield Terrace; Michael Nordness, 3146 Patty Lane, Middleton; Richard Keintz, 17 Elver Court, representing Cuna Mutual Group; Chris Hackbart, N3297 Otsego Road, Rio; Judith Wimmer, 1110 Saybrook Road, representing Edgewood College; Virginia P. Johansen, 302 Kent Lane, representing Edgewood College; David E. Smith, 5350 Coney Weston Place; Ron Krantz, 3496 LaFlona Court, Verona, representing Edgewood High School; Richard Zillman, 949 Harvey Terrace; L. George Heideman, 517 Clifden Drive, representing Edgewood; Nancy Henderson, 517 Clifden Drive; Jan Zimmerman, 521 Clifden Drive, representing Edgewood; Bill Sergenian, 550 Maher Avenue, representing Edgewood College; Kenneth Dickman, 855 Woodrow Street; Quentin Carpenter, W8720 Highway 106, Fort Atkinson; James B. Wood, 1016 Lincoln; Andrea Byrum, 855 Woodrow Street; Sister M. Stephanie Stauder, O.P., 863 Woodrow Street, representing Edgewood; Al Rouse, 855 Woodrow Street; Mary Bernice Weber, 2302 Edgewood Drive, representing Edgewood; Dan E. Olson, 2941 Fish Hatchery Road #205, representing Edgewood; Richard Mackie, 12019 W. St. Rd., representing Edgewood; ???????, 2117 Monroe Street; Kevin Kucera, 1285 Hobby Horse Road, Oregon; Robert Tarrell, 4318 Tokay Boulevard; Gordon Renschler, 4209 Waban Hill; Jane P. Houg, 7414 Franklin Avenue, Middleton, representing Edgewood College; J.L. Sukup, 1632 Madison Street; Barbara B. Miller, 5517 Hammersley Road, representing Edgewood College; Vicki Klein, 855 Woodrow Street; Sara Khaya, 855 Woodrow Street; Beth Brandt, 855 Woodrow Street; Teresa Werlein, 855 Woodrow Street; Gary Ashbeck, 855 Woodrow Street; Chris Conohan, 855 Woodrow Street, representing Edgewood College; Vernon Sell, 725 Copeland Street; Mary Tejada, 9 Wood Crest Court; Cynthia Rolling, 641 Orchard Drive; David W. Kinney, 5117 Comanche Way; Al Talarczyk, 2902 Irvington Way; Edward G. Walters, 4106 Mandrake Road; Julie Dunbar, 7409 Old Sauk Road #4; Douglas Hill, 1001 Grant Street; Ian Davies, 5214 Kevins Way; Dolores Grasse, O.P., 863 Woodrow Street, representing Edgewood; Sister Virginia Ripp, O.P., 2117 Monroe Street, representing Edgewood; Angela Bjorgo Janeson, 120 North Main Street #2, Verona; Ellen Fehring, 102 Northport Drive; Virginia H. Wirtz, 6660 Fairway Circle, Windsor; JoAnne Granquis, 4614 Elgar Lane; Molly Naughton, 840 Woodrow Street; Amy E. Slicka, 855 Woodrow Street; Ronald Krbeck, 3613 Lynn Court, Middleton; Lee Wirtz, 6660 Fairway Circle; Kris Harings, 6813 Pilgrim

Road; Mary K. Kreuser, O.P., 2117 Monroe Street; Claryce Dierschke, 923 Columbia Road; Ellen Browning, 3752 Highway 138, Stoughton; Keith Dopke, 5401 Williamsburg Way #309; Kendra Frei, 855 Woodrow Street; Jennifer E. Niebuhr, 855 Woodrow Street; representing Edgewood College; Erin Lambert, 855 Woodrow Street; Pamela Minder, 4322 Upland Drive; representing Edgewood College; Tonia Marx, 855 Woodrow Street, representing Edgewood; Faye Gehrke, N3297 Otsego Road, Rio; Benjamin Nichols, 430 West Johnson Street; Leslie K. Johnson, 855 Woodrow Street; Debra Wiese, 125 Keane Street, Ridgeway, representing Edgewood College; Kathy Borowski, 341 Harris Street, Mineral Point; Robert T. Reif, 855 Woodrow Street; and Monica L. Metcalf, 7430 Old Sauk Road.

Registered in opposition but not wishing to speak were Patricia P. Friday, 1050 Woodrow Street, representing Edgewood neighbors; Maureen A. Sundell, 860 Woodrow Street; Steve Sundell, 860 Woodrow Street; Mia Kenny, 825 Terry Place; Virginia Hart, 3102 Corss Street; Henry Hart, 3102 Cross Street; Leigh Larson, 2326 Monroe Street, representing Kelly Larson; Donald W. Smith, 824 Woodrow; Andrea Kaminski, 842 Woodrow Street; Carol Biendseil, 2006 Jefferson Street; Ron Biendseil, 2006 Jefferson Street; Nancy Standridge, 1011 Edgewood Avenue; Robert Jackson, 938 Woodrow Street; and Tracy Leers, 706 Leonard.

**EDGEWOOD MASTER PLAN
CONDITIONS OF APPROVAL**
as Recommended by the Madison Plan Commission
Edgewood Campus Subcommittee

FIRE DEPARTMENT

1. Approved access roads must be provided for fire department vehicles. In order to evaluate emergency vehicle accessibility, plans must indicate street widths and turning radii. In addition, future plan submittals will need to indicate existing fire hydrant and proposed fire hydrant locations. Consideration will be given to any building protected by a complete automatic fire sprinkler system.

CITY ENGINEERING

2. Increased development of this area will require compliance with Chapter 37 of the Madison General Ordinances regarding onsite detention of storm water.
3. If increased development renders the existing storm sewer on Woodrow Street inadequate, the developer shall contribute proportionately for construction of a larger storm sewer.
4. City Engineering and the Fire Marshall have viewed the Campus and question the current addressing. This might be the time to assign addresses to each building on Campus.

WATER UTILITY

5. The developer shall include the proposed water distribution system on all final building plans.

CITY PARKING MANAGER

6. The projected parking needs for the college and the grade school seem reasonable, but I have not seen the data/rationale that was used to arrive at the projected parking needs for the high school.
7. The plan's proposal to "build as needed" is a sensible way to proceed, since they intend to attempt to implement TDM practices and will not know their real needs until they have had TDM practices in place for a while.
8. Their "parking plan" appears to be realistic and reasonable if the number of high school spaces shown can be justified.

DEPARTMENT OF PLANNING AND DEVELOPMENT

9. On Page 19 of February 1995 Master Plan, delete last three sentences in Lakefront paragraph and insert following:

In keeping with its long-standing practice of environmentally sensitive concern for, and stewardship of, the ecologically fragile areas of its campus, Edgewood will develop a

comprehensive Woodlands Management Plan for the woodland area of its property immediately abutting the Park and Pleasure Drive.

The purpose of the plan will be the restoration of native species, removal of invasive species and maintenance of the ambience and ecological health of the woodland and wetlands environment now predominant on the shore of Lake Wingra. Because the plan will be used to manage a changing biological entity, the plan will be directional in nature.

While the plan will not be designed to increase visual or broad physical access to Lake Wingra, it is understood that necessary and predictable result of the removal of invasive species will be an increase in such access. In addition, to allow for scientific and educational research and study and reasonable development of pedestrian access to the woodland and lake; the plan may provide for limited footpaths designed and constructed in an environmentally sensitive manner.

Edgewood will develop the plan in consultation with the UW Arboretum, to the extent the Arboretum is willing, and shall submit the plan to the Parks Commission for its review, comment and approval. Upon approval by the Parks Commission, Edgewood may implement the plan as resources are available.

10. The plan shall clarify the sequence of events to when additional parking must be provided, for new buildings or enrollment increases.
11. A conceptual landscape plan. Planning Unit staff will prepare a recommendation for Plan Commission consideration.
12. Urban Design Commission approval of the recently constructed buildings on the campus was required. This requirement will continue with all proposed new building plans being reviewed by the Urban Design Commission as part of the routine conditional use approval process. Final building placements may be adjusted by the ultimate location of the central access drive.
13. The Plan Commission approval of the Edgewood Master Plan is conditioned upon the amendment of the 1904 agreement between St. Clara College (Edgewood College) and the Park and Pleasure Drive Association (City of Madison) and that such amendment address the conditions and requirements of the 1994 interim agreement between Edgewood College and the City of Madison which allowed the dormitory to be constructed and additional access to be taken from the Park and Pleasure Drive to serve the dormitory.

That Edgewood forswears use of the reversion process in the 1904 agreement based on its own use, and agrees to cooperate with the City in the defense of any third-party attempt to initiate reversion based on Edgewood's use of the Park and Pleasure Drive:

That the City and Edgewood update the 1904 agreement prior to the issuance of any conditional use permits, or any further major alterations to the Edgewood Campus as defined by Sec. 28.12(10), MGO.

That the updated agreement include, but not be limited to, addressing the following:

Continued maintenance, improvement and reconstruction of the surface of Edgewood Drive, consistent with its use as a park and pleasure drive and the health, safety and welfare of the public;

Continued maintenance and control of all landforms, vegetation and improvements within the Edgewood Drive easement, including necessary rights of entry onto adjacent Edgewood land for such purposes;

Continued maintenance, use and construction of the existing easement line fences, and of the two existing former underground passageways, including necessary right-of-entry for such purpose.

Acknowledgement of the status and scope of each existing and any possible future access point from the Edgewood campus to and from Edgewood Drive, recognizing the purpose of said Drive for park and pleasure drive purpose.

14. Planning Staff does not support the use of Wingra Park or Vilas Park for Edgewood Campus use for team sports activities, unless otherwise determined appropriate by the Parks Commission or Common Council.
15. The plan shall include a map of existing remaining mounds on the campus.

PARKS COMMISSION

16. Edgewood Drive should not be referred to as a local street. It is a Park and Pleasure Drive which has come to be used as a local street, to a greater extent than it was ever intended.
17. Edgewood Drive is a significant historical feature in Madison, and should be given some recognition under cultural and historic resources.
18. The Framework Principles are excellent in recognizing the need for a direct campus entrance and for containing the vehicular access, circulation, parking and drop-off needs in the center of the campus. The Edgewood Campus should be required to provide for its access needs and for any east-west circulation needs with minimal use of Edgewood Drive. The original Park and Pleasure Drive agreement makes provision for Edgewood College to cross the pleasure drive to access the lake, but does not provide them access as if it were a local street. Through-traffic, drop-offs, additional driveways and parking should all be discouraged along Edgewood Drive. The proposed expansion of parking near the Siena Dorm should be restricted to access from the internal drives, rather than from Edgewood Drive.
19. There are landscaping recommendations scattered throughout the plan which should be brought together in a conceptual landscape plan for the entire campus. The Park Commission is particularly interested in screening new buildings along Edgewood Drive. Conditional uses or other approvals for buildings near Edgewood Drive should require Park Commission approval of the detailed landscape plans.
20. The open space objectives on page 8 do not adequately address the need to maximize the development and use of appropriate space for recreation, physical education, and team practices without going off-campus. The Parks staff and Commission have previously opposed the expanded use of nearby park facilities.
21. The Park Commission recognized the importance of preserving the stand of large trees at the corner of Edgewood Avenue and Monroe Street. The landscape plan for the campus

should locate and identify the trees in this area which are historical or unique and consider ways to make the lawn in that area more useable for physical education, athletic practices, and recreation for the proposed dorm residents.

22. The Park Commission recommends that any requirement for park dedication and fees for the 300 new residents is already met by the open space and recreation facilities on campus. No additional fees should be required.
23. The Parks Superintendent is recommending against the use of either Wingra or Vilas Park as proposed by Edgewood for the same reasons he originally opposed them in his September 16, 1993 letter to the Plan Commission. First, Edgewood must do everything possible to provide for its needs on its own campus, and he does not believe that the current campus plan does that. Only after they have maximized the use of their campus should we consider making special arrangements for them to use public parks which are not designated for athletic field use. Both Wingra and Vilas are heavily used by the high population of surrounding neighborhoods and by youth activities from those neighborhoods. Baseball could not be safely accommodated in either park. He does not believe that Wingra Park has ever had a regulation size baseball field. It once had a softball field which was used by recreation leagues. League play was eliminated due to heavy park use, lakeshore developments and safety concerns.

Edgewood High School already schedules all of its softball and baseball games at Franklin Field, and Edgewood College has scheduled its games at Bowman Park and Warner Stadium. He would recommend that scheduling more time at our existing athletic fields is the best way for Edgewood to use Madison parks' fields, if they cannot provide all of their practice fields on their own campus.

TRANSIT

24. No provisions need to be made on the campus for access by Madison metro mainline buses. The access to the campus for metro service will be via bus stops on Monroe Street.
25. Provisions shall be made to provide access to each school on campus for vehicles transporting persons with disabilities. Therefore, drive aisles and roadways shall be designed to accommodate 30 ft. Metro+Plus vehicles. This design must include horizontal geometrics as well as pavement structure.
26. Certain roadways shall also be geometrically designed to handle private 40 ft. buses designated to transport students to the elementary school as well as students at the high school and college for special events.

PEDESTRIANS

27. The final plan shall include a policy statement that pedestrian linkages (sidewalks and/or pathways) will be provided between all buildings, parking facilities and other activity centers on campus and the connectivity to/from the public street sidewalk system including designated bus stops.
28. The design of facilities to be shared by pedestrians and bicyclists (these should be kept to a minimum) shall be so designated as to minimize conflicts between the two modes.

29. High volume pedestrian and motor vehicle conflict points shall be identified and appropriate traffic control devices installed.

BICYCLES

30. The plan shall include a policy statement to provide adequate bicycle parking facilities to meet demand, strategically placed in close proximity to buildings throughout the campus shall be provided.
31. An internal bicycle system shall be developed which provides connections to the City bicycle system and streets in abutting neighborhoods.

PARKING

32. The design and operation of all parking facilities shall be guided by the objective of minimizing and/or reducing traffic impacts on the non-arterial, local street system adjacent to the campus without creating substantial operating difficulties for the Edgewood Schools or their users.
33. The revised Plan should provide the same number of spaces as the February 1995 Plan. No additional parking facility access to Edgewood Drive except for a 13 space expansion of the current 12 space lot will be permitted when a dormitory is constructed on the site of the Sienna Apartment. No parking shall be permitted on Edgewood Drive.
34. The expansion of parking facilities shall be part of the first projects in the implementation of the master plan. All permanent parking facilities to be expanded in these initial projects shall be connected to the main access road described later.
35. Edgewood shall prepare and maintain a Parking Management Plan which shall be approved by the Director of Transportation. This plan shall be reviewed and updated any time a modification of any parking lot or facility occurs, or any time a building is constructed or expanded.
36. All parking facilities throughout the campus shall be assigned on the basis of a Parking Management Plan. The written Parking Management Plans, separate from the Master Plan, should be considered a dynamic document changing in response to changing use and demand for parking facilities. This Plan should consider types of users (faculty, student, staff, visitor), the direction of their place of origin and destination and their duration of use. A coordinated shared parking program with a designated single point of contact, to be called the Edgewood campus Parking Coordinator's office, shall be developed to ensure that users of either of the schools can be directed to vacant spaces in other facilities for special events or unusual peak situations.
37. The parking facility that receives its access from Edgewood Avenue shall be designated extensively for only faculty and/or staff and residents of adjacent dorms, when constructed and shall be designated in a fashion to minimize its use as a drop off for the High School. All spaces in this lot shall be assigned to users as a part of the approved Parking Management Plan.
38. Within terms of Paragraph 33, parking for at least 500 additional vehicles primarily for college use will be provided as surface or ramp/deck parking. All additional parking covered by this condition shall be connected to the new, main access road required in

Condition 1 under Vehicle Circulation and Access connected to the new main access road. Not less than 400 of these additional spaces shall be provided in parking structures built in conjunction with new or expanded buildings to be constructed as provided in this Plan. Edgewood should determine the conceptual placement of these 400 spaces in new or expanded buildings in the amended Master Plan. Footprints of buildings with this parking and the land devoted to surface parking shall be shown on a map of the Campus in the Master Plan.

Ramp or deck parking for up to 200 cars should be planned to be built in conjunction with the new Shared Science Facility. The balance of the additional parking will initially be surface parking (both existing and new) until the Fine Arts Building is constructed.

Ramp or deck parking will be built in conjunction with the Fine Arts Building. The remaining surface parking would be that amount required to meet the total spaces estimated to be needed in the Master Plan. All new temporary and permanent parking facilities will contain landscaping within lots and on the perimeter of lots, particularly where the perimeter of the lot is in close proximity to neighboring residential streets. Edgewood shall describe this landscape conceptually in the Master Plan. The specific details of landscaping shall be addressed in the actual Conditional Use application for the specific lot.

39. Use of the 12 vehicle lot next to the proposed building on the corner of Edgewood Drive and Woodrow Street shall be limited to faculty and/or staff and any user or visitor needing a space for people with disabilities.

VEHICLE CIRCULATION AND ACCESS

40. A main access road shall be constructed with a primary access point to the campus and each of the schools located on Monroe Street directly across from Leonard Street to create an intersection. This road shall be included in the first project applied for by Edgewood, except for any temporary parking for which Edgewood seeks approval.

The Monroe Street/Leonard Street access shall be intended to serve as the principle access point to the Edgewood Campus. As such, signage for all intended users should direct vehicles to this access point as should printed materials given to students and parents. The Plan should include a description of the basic approach to be used (particularly with respect to Grade School drop off) to avoid, to the extent possible, vehicular use of the Park and Pleasure Drive.

41. Except as noted, all three schools within the campus shall have access to this road and related internal roadway system so that a substantial amount of the traffic generated by each school will use the main access road. This is intended to reduce the amount of travel on the local non-arterial streets. This internal roadway system will provide access between parking facilities and facilitate service deliveries. The parking facilities without access to this road include all lots taking access off Edgewood Avenue, the Grade School staff lot, the small lot near the Administrative Building near the Edgewood Drive/Woodrow intersection and the future 25 space dorm lot.
42. The primary access point shall be constructed at the time permanent parking capacity for the High School and College is expanded. The internal roadway system and the signalized Leonard Street/Monroe Street intersection shall be completed at that time to ensure full utilization of the central access point.

43. To reduce usage of the College's secondary access point on Woodrow Street during some of the periods when the new main access has capacity to support all vehicle movements projected, the access between the internal roadway system and Woodrow Street should be closed for the entire day during vacations; summers, holidays and weekends, and between 6 p.m. and 6 a.m. on regular school days except in emergencies and for special events when large numbers of vehicles may exit all at once. No left turns will be permitted from the access south on to Woodrow Street at any time. The means to be used to ensure closure shall be described in the Master Plan and shall be suitable to prevent any motor vehicle from using this access point at the times it is closed, while permitting both bike and pedestrian access. Edgewood shall define the types of special events covered in the exception provided here in the text of the Master Plan. The duration of use during special events is intended to be the minimum necessary to deal with short periods of congestion when many vehicles are leaving a special event at its conclusion at the same time.

All conditions associated with Woodrow Street access point shall take effect when the new, main access road to Monroe Street is open for use.

44. Monroe Street access shall be used for all school buses, trucks and construction related traffic, when possible.

TRANSPORTATION DEMAND MANAGEMENT PLAN

45. MDOT staff is aware that the schools on the Edgewood Campus have taken some actions to mitigate traffic problems created by users of the campus. We applaud those actions taken. In order to put together a comprehensive TDM set of strategies, Edgewood shall submit to the Department of Transportation a Transportation Management Plan and Parking Management Plan, which conforms to the attached "Outline of TDM Plan." This plan shall be approved by the Director of Transportation prior to construction of the first parking facility.

Staff in the Traffic Engineering Division will assist in answering questions regarding the contents of such a plan and provide information on plans of other organizations.

The TDM plan shall include some ability to measure the effects of new building and parking facility construction and make corrections in TDM strategies and/or in parking quantities.