

**From:** [Cass W](#)  
**To:** [Urban Design Comments](#); [Plan Commission Comments](#)  
**Subject:** Comments on Sherman Ave Development  
**Date:** Thursday, December 15, 2022 1:01:30 PM

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Caution: This email was sent from an external source. Avoid unknown links and attachments.

Hello-

I recently attended the virtual meeting about the housing development project that is proposed for the Care Wisconsin property. Like several commenters during the course of the meeting, I am concerned with the disappearance of the woodlot that currently separates the Care Wisconsin parking lot from the Tenney Boat Launch parking lot. That woodlot, despite many of the trees being "weedy trees" is a valuable resource for our local wildlife, with many species of birds and a family of foxes using those trees for feeding, nesting, and associated activities. While I realize that the woodlot will still be destroyed as part of this proposed development, I would urge the developers to please select tree species that are useful to the bird community, as a means of helping to mitigate this loss. There are lots of resources available for selecting trees that meet these criteria, and I'll put some links below:

Wisconsin Department of Natural

Resources: <https://dnr.wi.gov/topic/endangeredresources/documents/birdshandout.pdf>

Wisconsin Society for

Ornithology: <https://wsobirds.org/images/pdfs/BeyondBirdFeederBookletFINAL.compressed.pdf>

City of Monona: <http://mymonona.com/1601/Native-Trees-Shrubs-and-Plants-for-Birds>

Milwaukee Magazine: <https://www.milwaukeeemag.com/8-shrubs-will-attract-wisconsin-wildlife-garden/>

The Audubon Society: <https://www.audubon.org/native-plants>

(you just need to put in the zipcode; the email address isn't required)

Probably the WDNR, WSO, and Audubon links are the most useful. Many of the tree species they recommend are just as beautiful or more beautiful than many of the common "street trees" and planting these species can help mitigate the loss of that woodlot for our native bird species.

Thank you for your consideration and time!

Thanks

Cass Warneke

(resident, a block away from the proposed development)

**From:** [Cailey Jamison](#)  
**To:** [Urban Design Comments](#); [Preferred Name Team](#)  
**Cc:** [tpeterson1997@gmail.com](mailto:tpeterson1997@gmail.com); [District 12](#); [Benford, Brian](#)  
**Subject:** 1617 Sherman Ave - Strong Support  
**Date:** Monday, December 12, 2022 10:24:55 AM

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Hello,

I joined the 12/8 community meeting for the 1617 Sherman Ave redevelopment effort but had to drop off the call before I was able to speak up.

**My take home message is one of strong support. The developers have gone out of their way to address the community feedback they received, and the result will bring needed housing to the community in an area with great transit access.**

I did want to note that the parking ratio seems too high. Particularly in an area that will be so well-served by BRT and close to downtown, does every unit really require 1.2 car spaces? Limiting parking availability would incentivize folks to walk, bike, or take public transit, which will help us meet climate goals as a city.

Please do everything you can to move this project forward. Madison is continuing to grow and there are tons of new jobs. I am thrilled to have so many people joining our Madison community — but we need build more housing so that they aren't stuck with long commutes to the suburbs if they want to afford housing.

Let's make it easy for folks who work in Madison to live in Madison. Please move the 1617 Sherman Ave project forward.

Thanks for your consideration!

Cailey Jamison  
District 6

**From:** [ianjamison@gmail.com](mailto:ianjamison@gmail.com)  
**To:** [Urban Design Comments](#); [Plan Commission Comments](#)  
**Cc:** [Parks, Timothy](#); [District 12](#); [Benford, Brian](#)  
**Subject:** Feedback/Strong Support for 1617 Sherman Ave  
**Date:** Friday, December 9, 2022 2:09:05 PM

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Caution: This email was sent from an external source. Avoid unknown links and attachments.

Hello,

I joined the 12/8 community meeting for the 1617 Sherman Ave redevelopment effort but was unable to remain on the line long enough to speak up.

While I strongly support this proposal, a couple things do disappoint me. I am disappointed that these mostly unjustified concerns from the first meeting cost us dozens of units, but I believe the result is still a major step forward.

Additionally, the parking offerings seem excessive to me. Particularly in an area that will be so well-served by transit and close to downtown, does every unit really require 1.2 car spaces? More likely, this parking availability will incentivize folks to retain or buy cars instead of walking or taking public transit, which will increase congestion and pollution.

**That all being said -- the developers have gone out of their way to address the feedback they initially received, and the result is still a project well worth supporting.**

Please do everything you can to move this project forward. The simple reality is that Madison is growing and is a hub for new jobs. This is a great thing! I look forward to all the healthcare workers, teachers, daycare providers, service industry workers, and entrepreneurs joining our community.

Regardless of what development choices we make, these folks will *work* in Madison. It's up to us to determine whether they can affordably live in Madison, and building more homes and apartments is critical to that effort. Failing to add more housing options in the city will drive these new workers to live outside of the city.

That means bulldozing forests and farms. That means having them commute by car from areas not served by transit. It means more pollution and congestion in the city. It means lost property tax revenue that will instead go to the suburbs, exurbs, and rural communities where they choose to live instead.

Let's make it easy for folks who work in Madison to live in Madison. Please move the 1617 Sherman Ave project forward.

Thanks for your consideration!

Ian Jamison  
District 6

**From:** [Jeremy Cesarec](#)  
**To:** [District 12](#); [Parks, Timothy](#); [Urban Design Comments](#); [Plan Commission Comments](#)  
**Subject:** 1617 Sherman Avenue comments  
**Date:** Thursday, December 8, 2022 7:55:39 PM

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Caution: This email was sent from an external source. Avoid unknown links and attachments.

Hello,

I spoke in support of this development at last evening's public meeting, but kept my comment short to respect the time limit. Please find my entire prepared statement below:

As a 7 year resident of Sidney Street, I want to voice my conditional support for this project and explain why I think it's a net good.

First, I want to acknowledge that my bias is towards development that results in more urban density nationwide, and in Madison.

I support more urban density because it helps address the housing crisis here and elsewhere, it provides more access to desirable neighborhoods, it helps prevent suburban sprawl, and, most importantly to me, it contributes to climate change mitigation.

Selfishly, I enjoy living in a relatively dense neighborhood and the goods, services, and livability it provides. And I believe that more density will enhance all of those things. I also understand and respect that many others don't share my predispositions.

I believe the proposed location of this development is ideal, because it would be replacing an underused commercial building. It is situated near other dense housing, so it fits with the character of the surroundings, and it is close to public transit, walkable amenities and an underused public park and beach.

I empathize with many of the objections to this project, or this project at a large scale, and there are some concessions I would like to see prioritized and addressed. Namely: concerns about the structural integrity of nearby residential buildings during construction, and concerns about this project's effect on flood risk.

However, though I'm sympathetic to some of the other concerns raised, I do not share them. Namely:

- I do not object to the proposed size and footprint of the development. I think this is an ideal space for a large project that adds substantial housing stock to Madison, and we should take advantage of that. I'd regret undershooting capacity on this project.
- I am not concerned about the historical VALUE of the current building. I don't find it aesthetically pleasing, and I think a plaque commemorating HST's visit would suffice.

Fighting climate catastrophe means that we can't be overly precious and nostalgic.

- Although I want the city transportation commission to make traffic safety and mitigation efforts as part of this plan, traffic is not one of my main concerns. I believe the tradeoff is that residents who would live in these buildings will instead move further out, requiring them to travel via car across the isthmus anyway.
- Similarly, while conservation is important, we also need to consider the tradeoffs. I believe disrupting a small habitat in a dense urban area is worth the tradeoff of not having the hundreds of residents of this building seeking housing via suburban sprawl, which is more concerning to me, and more damaging to our ecosystem.

Lastly, I do not intend to carry water for developers, and I'm not their spokesperson. I applaud the neighborhood's input on this project, and hope that many of the recommended conditions will be heeded. But these debates are structurally (and often intentionally) heavily tilted in favor of anti-development constituencies (that is, current residents and property owners who have the most incentive to attend these meetings and voice objections). Instead, I'm attempting to speak for the hundreds or thousands of Madisonians who would enjoy the benefits of this development, but aren't an organizable affinity group. I feel incredibly lucky to live in this neighborhood, and to have bought a home when the housing market wasn't at the crisis state it is now, and I want to see our neighborhood provide more housing access to a meaningful number of people. And also believe that many area residents who aren't here tonight might take a similar stance, but unfortunately the incentives of this process render them more of a silent constituency. Assuming that's the case, I hope my POV represents their unspoken preferences.

I look forward to continuing the process of neighborhood input, and hope the project eventually moves forward in a way that makes a noticeable contribution to minimizing the housing crisis, and climate concerns.

Thank you for your consideration,  
Jeremy Cesarec  
408 Sidney Street

**From:** William Ochowicz <[willochowicz@gmail.com](mailto:willochowicz@gmail.com)>

**Sent:** Tuesday, December 6, 2022 8:26 PM

**To:** Fields, Debbie <[DFields@cityofmadison.com](mailto:DFields@cityofmadison.com)>; Engineer <[engineer@cityofmadison.com](mailto:engineer@cityofmadison.com)>; Planning <[planning@cityofmadison.com](mailto:planning@cityofmadison.com)>; Traffic <[traffic@cityofmadison.com](mailto:traffic@cityofmadison.com)>

**Cc:** Larry Nesper <[lnesper@wisc.edu](mailto:lnesper@wisc.edu)>; Tyler Lark <[tylerlark@gmail.com](mailto:tylerlark@gmail.com)>

**Subject:** Sherman Avenue Steering Committee

Caution: This email was sent from an external source. Avoid unknown links and attachments.

Hi Planning, Transportation, and Engineering Staff,

My name is Will and I am leading a steering committee for the proposed development at 1617 Sherman Avenue. There is another public comment meeting for the new development and I wanted to let you know about some of the issues that I think people will bring up during the meeting. As I understand it, Yang Tao from Transportation and Tim Parks are going to be at the meeting Thursday. I just wanted to let you know about some of the things I've been hearing from neighbors so you can prepare for the meeting

- Flood and drainage concerns
  - the developer discussed some of what they were doing to alleviate these concerns during the last meeting, including storm water retention that would handle a 200-year flood event
- Density at the site
  - Some neighbors commented that the density at this site is not appropriate for this neighborhood. The new proposal is about 50 units/acre, which is about twice Sherman Terrace but below the median that the Comprehensive Plan calls for (20-90 units/acre)
  - The developer let slip that city staff told the developer "not to be shy" about the number of units. At least one person on the meeting is probably going to demand to know who said that
- Impact on traffic
  - The Tenney Lapham neighborhood association held a separate meeting to discuss traffic concerns but it will still probably come up. Some people are happy about the proposed road connection, but a few people are unhappy about it and think that it will bring more people onto Sherman. It might be good to discuss the comprehensive plan and the future vision that city planners see for that area
  - I think people are still worried about the traffic on the road. It would probably be good to discuss the traffic calming elements that will be coming to Sherman in the future.
- Preservation of street trees and green space between Sherman Terrace and the development, and trees between the development and the Yahara River

Let me know if there's anything else I can do to help.

Thanks,  
Will Ochowicz

**From:** [bijan311@gmail.com](mailto:bijan311@gmail.com) <[bijan311@gmail.com](mailto:bijan311@gmail.com)>

**Sent:** Tuesday, November 22, 2022 11:02 AM

**To:** Abbas, Syed

**Subject:** [D12] Passenger Rail Station & Development at 1617 Sherman ave

**Recipient:** District 12, Syed Abbas

**Name:** Bijan Tabatabai

**Address:** 27 Sherman Terrace, Unit 3, Madison, WI 53704

**Email:** [bijan311@gmail.com](mailto:bijan311@gmail.com)

**Would you like us to contact you?** Yes, by email

**Message:**

Hello Alder Abbas,

It is inconvenient for me to attend city meetings, but I wanted to send you a message to voice my opinions on these topics.

For the location of a potential passenger rail station, of the six broad locations listed at <https://www.cityofmadison.com/transportation/initiatives/passenger-rail-station-study>, I feel the Downtown or Campus locations would be best for ease of access from public transit and pedestrians. For similar reasons, I feel that the airport and near east side locations would be less convenient.

For the proposed development at 1617 Sherman Ave, I am in support of the project. I believe housing is a much better use of the space than a mostly empty building and parking lot. I also believe any sort mixed use development in the area for things like coffee shops or corner stores would be great for the neighborhood.

Thanks,

Bijan Tabatabai

**From:** [Dharndt12](#)  
**To:** [Urban Design Comments](#)  
**Cc:** [Home](#); [Vaughn, Jessica L](#)  
**Subject:** Redevelopment of 1601-1617 Sherman Avenue Property  
**Date:** Tuesday, November 15, 2022 9:01:21 AM  
**Attachments:** [Final Draft JLA Sherman Redevelopment.pdf](#)  
[Redevelopment Assessment Letter.pdf](#)  
[Traffic Report Assessment.pdf](#)

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Dear Commission Members:

I am writing regarding the proposed redevelopment of 1617 Sherman Avenue. I have lived at 1650 Sherman Avenue since 1980. Theresa and I have raised our 3 children in this neighborhood. It has been a great place to live. What I value most is the character of the neighborhood, the proximity to downtown Madison, and the natural beauty of this area. I also really appreciate the heterogeneity of the near east side and the mature feel to our surroundings.

I have little experience in real estate development and how this process will play out. I do know that the development that is being proposed by Vermillion will change the character and the natural beauty of this area. I am concerned about all the same things many other neighbors are concerned about including change in the amount of traffic on Sherman Avenue including how it will affect bike and pedestrian traffic as well as vehicle traffic. I think that the proposed buildings are way too large for this area. I am concerned for the impact on our natural environment regarding the wooded area at the construction site and the impacts that this construction will have on the Yahara River and the natural beauty of Tenney and Filene Parks. I am also worried about the soil conditions and any potential toxins that may have been placed at this site in the past and whether this will wind up in our waterways.

Although I have little knowledge how this process will play out, I am fortunate to have two brothers who are very experienced in real estate redevelopment and wet land evaluation and restoration. My step brother James Wolf is a principal at Alfred Gobar Associates which is located in Tustin, California and is an economic and real estate consulting firm. My brother James Arndt is a Ph. D. in Soil Science and has years of experience in environmental consulting. Because of my lack of experience in these matters but my concern over the Vermillion Proposal, I have asked both of them to look at this project and render an opinion. I will enclose their evaluations for you to look at. I should also mention that I asked Jim Wolf to look at the traffic impact study conducted for Vermillion to get his opinion and this will be included as a PDF. He does admit that he is not a traffic engineer but does have some insightful comments about the TADI study.

I will attach the PDF's generated by Jim Wolf and James Arndt to this email.

Thank you very much,

Daniel Arndt  
1650 Sherman Avenue

To: City of Madison Urban Design Commission  
P.O. Box 2984  
Madison, WI 53701  
Attn: Jessica Vaughn, Jenny Kirchgatter & Tim Parks

From: James L. Arndt, Ph.D.  
Professional Soils and Wetland Specialist (Retired)  
10515 Maryland Road  
Bloomington Minnesota 55438

Subject: Initial Assessment of Potential Environmental Issues: Redevelopment of 1601-1617 Sherman Avenue Property

Dear Commission Members:

I have been engaged by Daniel Arndt, the property owner at 1650 Sherman Avenue, to provide an objective assessment of potential environmental issues associated with redevelopment plans under review for the property located at 1601-1617 Sherman Avenue, focusing on soil construction suitability, hydrology, and wetland issues. I hold a Ph.D in Soil Science and previously held licenses and certifications as a wetland and soil science professional in Wisconsin, Minnesota, and North Dakota. Prior to retirement in 2017, I was a Senior Analyst and Principal for Merjent, an environmental consulting firm in Minneapolis. I have over 40 years of documented expertise in applied soil science and the acquisition, interpretation, and presentation of natural resources data in support of State and Federal Environmental Policy Act (NEPA) compliance. My technical expertise in the application of geochemistry, the genesis and morphology of hydric soils, general hydrogeology, soil survey and interpretations, and IT methods to natural resource evaluation is in my Vitae, available on request.

The information discussed below appends the discussion provided by James Wolf's letter of November 4 (Wolf letter, Redevelopment of 1601-1617 Sherman Avenue Property). The Wolf letter critiques Vermillion's Urban Design Commission Application for the Proposed Redevelopment of 1601-1617 Sherman Avenue Property (Vermillion Application or Project application (1)). The Wolf Letter discusses in detail how the Vermillion Application fails to address or satisfy several development recommendations for the property as discussed in the Neighborhood Plan (2).

Though early in the approval process, the Vermillion Application similarly fails to address issues necessary to assess potential Project environmental impacts or Project feasibility at public or commission meetings.

The Project application materials lack:

- A context necessary to evaluate the potential impacts of historic land uses; including the presence, extent, or nature of fill associated with development and agricultural use.
- Information on site topography necessary to evaluate fill and native soil substrates that may or may not be contaminated and require extensive and expensive soil corrections.
- Discussion of groundwater or surface water hydrology associated with known hydric soils on the site and the nearby Yahara River, Lake Mendota, and the Tenney Park Lagoons.

- A list of required or potentially required permits and authorizations anticipated by the applicants for the Project.

Information is readily available to address these deficiencies. Such information is routinely considered by local, state, and Federal agencies evaluating and permitting project proposals. When augmented with site-specific assessment and testing (as necessary) and provided early in the permit and approval process, environmental information supports informed decision-making to benefit both project proponents and the public by:

- ensuring that potentially adverse environmental impacts are identified early,
- that impacts are avoided to the extent practical,
- and that unavoidable impacts are minimized and mitigated.

### **Current Conditions: Project Site (Site) Development History, Topography and Soils**

#### Development History and Topography

Site parcel boundaries and current topographic contours were registered on a 2017 air photo base map using Dane county's web-served GIS (3) are provided in Figure 1. Topography on the site currently ranges from approximately 865 feet above sea level (fASL) near the office building in the western portion of the property to approximately 848 fASL associated with low depressions in the southeast forested area that exhibits several distinctive air photo indicators of wetland and recent ponding. Relatively steep slopes generally associated with office building parking areas indicates a fill pad over much of the site ranging from 4 to 6 feet in thickness. Stormwater drainage is to low potential wetland in the forested area south and east of the fill slope immediately north of the berm on the northern bank of the Yahara River.

Site parcel boundaries and current topographic contours are registered to 1937, 1955 1987 and 1995 air photos in Figure 2, Parts A – D in order to track site development through time.

- *Most of the site was in agricultural use or fallow in 1937.* Apparent farming operations consist of small- and moderate-sized fields, possible vegetable operations, a woodlot, and more extensive farm fields in the northwest 2/3 of the site. The southeastern 1/3 of the site is in native herbaceous vegetation with scattered trees and probable ponded wetland areas.
- *Agricultural use ceased sometime between 1937 and 1950, replaced by an office building and parking lot(s) in 1950.* The credit union office building and back parking lot with associated access roads and sidewalks had been completed by 1955, and ongoing grading/filling for a second parking area is indicated in the light-colored area to the southeast of the completed parking lot. The extent of native vegetation has been reduced to the southeastern third of the site.
- *The 1987 photo shows expansion of the parking lot.* Remaining undisturbed portions of the site have grown up to forestland.
- *Between 1987 and 1995 the parking lot was expanded significantly to the south, resulting in an additional fill episode.* Total thickness of fill material over most of the area south and east of the office building is over 5 feet,
- A comparison between the 1995 and 2017 aerial photos indicates that no additional filling/grading occurred after 1995.

## Site Soils

A site-specific soil map along with soil descriptions and construction-related use interpretations was developed for the Project site using the NRCS Web Soil Survey (4). Soil descriptions and pertinent soils information is provided in Attachment.

- Soils on the site are mapped into the moderately well drained Dodge silt loam 2-6 percent slopes, and the poorly drained wetland soil Colwood silt loam 0-2 percent slopes map units.
- All the Dodge and much of the Colwood soil map units have been affected by cut, fill, and grading activities during the development episodes discussed previously.
- The forested component in the southeast corner of the site may be relatively undisturbed Colwood soils characterized by high water tables and frequent ponding as indicated in the NRCS Web Soil Survey. Flooding is not anticipated. Colwood soils are listed as hydric and would be strongly suggestive of jurisdictional wetland.
- Use of site soils to support construction activities and as fill material are extremely limited for Colwood soils due to ponding and high watertables, and non-limited to very limited for Dodge soils due to poor bearing strength.

The NRCS soils data currently available do not reflect any of the historic grading or filling on the site and should not be used to assess surface soil properties. Some of the soil information may be useful when applied to native undisturbed sediments that may remain under filled areas, and soil information for undisturbed areas would be applicable.

## Site Hydrology

Surface water hydrology and stormwater flow are introduced above in the discussion on topography and using several web-served applications that provide waterlevels of important surface water features (5). Three important hydrologic features are present within and near the site.

- Lake Mendota and the Yahara River are just a few hundred feet northwest and immediately southwest of the site. Hydrologic data indicate that the lake and river levels are set by the Tenney Park Dam and are relatively stable at 850 fASL and 845 fASL, respectively.
- Groundwater flow would be from Lake Mendota to the Yahara River across a gradient of about 5 feet. In the area of the site, local groundwater levels away from and immediately adjacent to the Yahara River would likely have base level at or above 850 feet above sea level (fASL) and 845 fASL, respectively.
- The data strongly support the presence of wetland in the remaining undisturbed Colwood soil areas on the Project Site that are below 855 fASL.
- Given the proximity of the Yahara River to the frequently ponded Colwood soil in the forested area of the site, a strong groundwater connection between site wetland features and the Yahara River is likely.

## **List of Applicable Permits and Authorizations**

Large project permitting can be complex, frequently requiring local, state, and Federal permits and authorization as well as some form of environmental review. The proposed Project will require several local permits in addition to authorizations required by the city planning process

and may require additional state and Federal authorizations (6 - 10). The presence of probable jurisdictional wetland on the site requires on-site assessment and delineation, a permit to fill wetlands if they are found, and compliance with National Environmental Policy Act (NEPA) and the Wisconsin Environmental Policy Act (WEPA) to ensure that adverse impacts are identified, avoided, minimized, and mitigated. The processes typically require public notice and actively solicit public input at open meetings and via written comments. It is incumbent on the project proponent to provide comments addressing issues raised.

To facilitate efficient planning, most of the large residential projects that I am familiar with include an anticipated permit approvals list to assist agencies and the public with the comment and approval process.

### **Implications for Proposed Site Development**

The development proposed by Vermillion for the 1601-1617 Sherman Avenue Property as indicated in their project materials provided to the UDC and at public meetings to date has not included any historic or environmental context necessary for decision making. These deficiencies seriously compromise project feasibility assessments at agency and public meetings:

- The agricultural operation evident in the 1937 aerial photo should be considered a potential source of contamination requiring an on-site evaluation through an Environmental Site Assessment (ESA) (6). Farmers in the 1930s commonly disposed of herbicides, pesticides, and excess fertilizers on the farm (11).
- Given the nature of the redevelopment site as a possible brownfield with several sources of potential contamination, the true extent and nature of thick fill must be assessed to evaluate its use during site grading and to ensure that potential contamination of ground and surface water will not occur during site preparation, construction, and management. Fills including coal ash have been observed on the banks of the Yahara River. Recently, 10,600 tons of fill were excavated and removed to a landfill from a building site on the 700 block of East Washington Avenue because of its potential contaminants. (12)
- An on-site wetland delineation needs to be performed for the areas of undisturbed native hydric soils.
- Current surface and subsurface hydrology need to be described and the potential effects of the Project on modifying on-site and near-site surface and subsurface hydrology need to be assessed. Groundwater in the area appears to be high and even minor changes in topography may have substantial impacts both on and off the Project site. Project proponents propose underground parking without providing information on how subgrades relate to the watertable. The hydrologic connection between potential wetlands in the forested area and the Yahara River needs to be described.
- Much of the historic filling occurred prior to environmental regulation, which could involve state and Federal environmental review, and wetland fill and NPDES permits among others. The Applicant should provide a brief annotated list of the various permits and authorizations that they believe would be required prior to initial Site construction.

Please contact me should you have any questions regarding our assessment of this redevelopment proposal.

Very truly yours,



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James L. Arndt, Ph.D.  
Professional Soil Scientist (Retired)

### **Supporting Data Sources and Background**

1. 1601-1617 Sherman Plans, 03-22 10 26 – Sherman UDC Information Presentation.  
<https://madison.legistar.com/LegislationDetail.aspx?ID=5870262&GUID=BD5D83D6-30E6-420C-A920-38BF3D03AE01>
2. City of Madison Common Council. 2016. Emerson East - Eken Park – Yahara Neighborhood Plan Enactment No. RES-16-00036 Legislative File ID 39906  
<https://www.cityofmadison.com/dpced/planning/documents/eeepynp2016.pdf>  
Madison Department of Planning and Development. 1998. Yahara River Parkway and Environs Master Plan. <https://www.cityofmadison.com/dpced/planning/documents/yahara.pdf>
3. 1-foot topographic contours, site parcel and location information, and aerial photo history was obtained from the Dane County Land Information Office's on-line interactive mapping application DCiMAP (<https://dcimapapps.countyofdane.com/dcmviewer/>),
4. Soils Information was obtained from the NRCS Web Soil Survey (<https://websoilsurvey.sc.egov.usda.gov/App/HomePage.htm>),
5. Recent stage elevations associated with the Yahara River and Lake Mendota were obtained from "Current Conditions for Wisconsin: Yahara River and Lakes [https://waterdata.usgs.gov/wi/nwis/current/?type=dane&group\\_key=NONE](https://waterdata.usgs.gov/wi/nwis/current/?type=dane&group_key=NONE) . Additional data are available at <https://water.weather.gov/ahps/> and <https://lwr.d.countyofdane.com/chartlakelevels> .
6. Environmental Site Assessments in Wisconsin.  
<https://dnr.wisconsin.gov/topic/Brownfields/ESA.html>
7. Conditional Use Process <https://plandev.countyofdane.com/Zoning/Conditional-Use-Permits/CUP-Process>
8. A Citizen Guide to the Role of the Wisconsin Environmental Policy Act.  
<https://www.co.ozaukee.wi.us/DocumentCenter/View/887/Citizen-Guide-to-the-Role-of-the-WEPA?bidId=>
9. Wisconsin's Pollution Discharge Elimination System (WPDES) permits.  
<https://dnr.wisconsin.gov/topic/Wastewater/Permits.html>
10. Wetland Permitting Process in Wisconsin.  
<https://dnr.wisconsin.gov/topic/Wetlands/permits#:~:text=All%20wetlands%20in%20Wisconsin%20are,with%20their%20projects%20whenever%20possible.>
11. Hood, E. 2006. The Apple Bites Back: Claiming Old Orchards for residential Development. Environ Health Perspect 115(8):A470-A476.  
<https://www.ncbi.nlm.nih.gov/pmc/articles/PMC1551991/>
12. Ron Seely. December 25 2014. Downtown Madison built on Coal Ash. Wisconsin Watch.  
<https://wisconsinwatch.org/2014/12/downtown-madison-built-on-coal-ash/>



Site Map with Parcels, 1' Contours; 1601-1617 Sherman Avenue Property, 1937 Air Photo Base

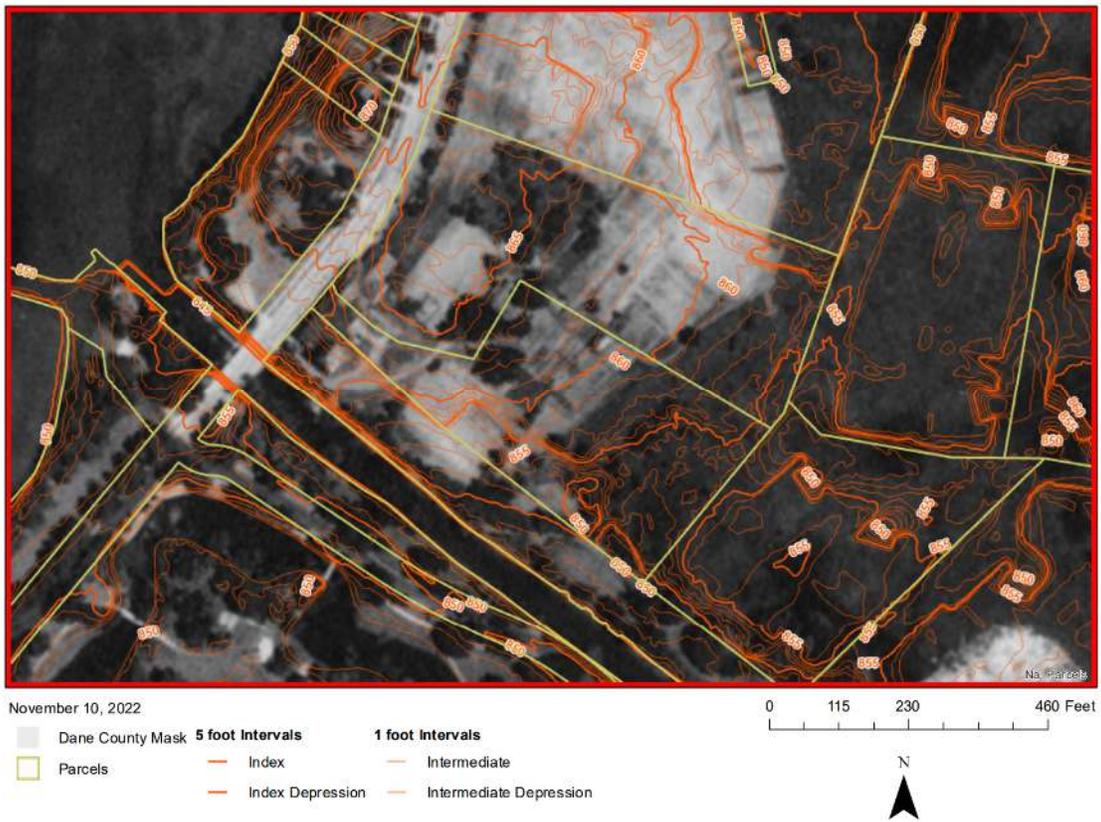


Figure 2A.

Site Map with Parcels, 1' Contours; 1601-1617 Sherman Avenue Property, 1955 Air Photo Base

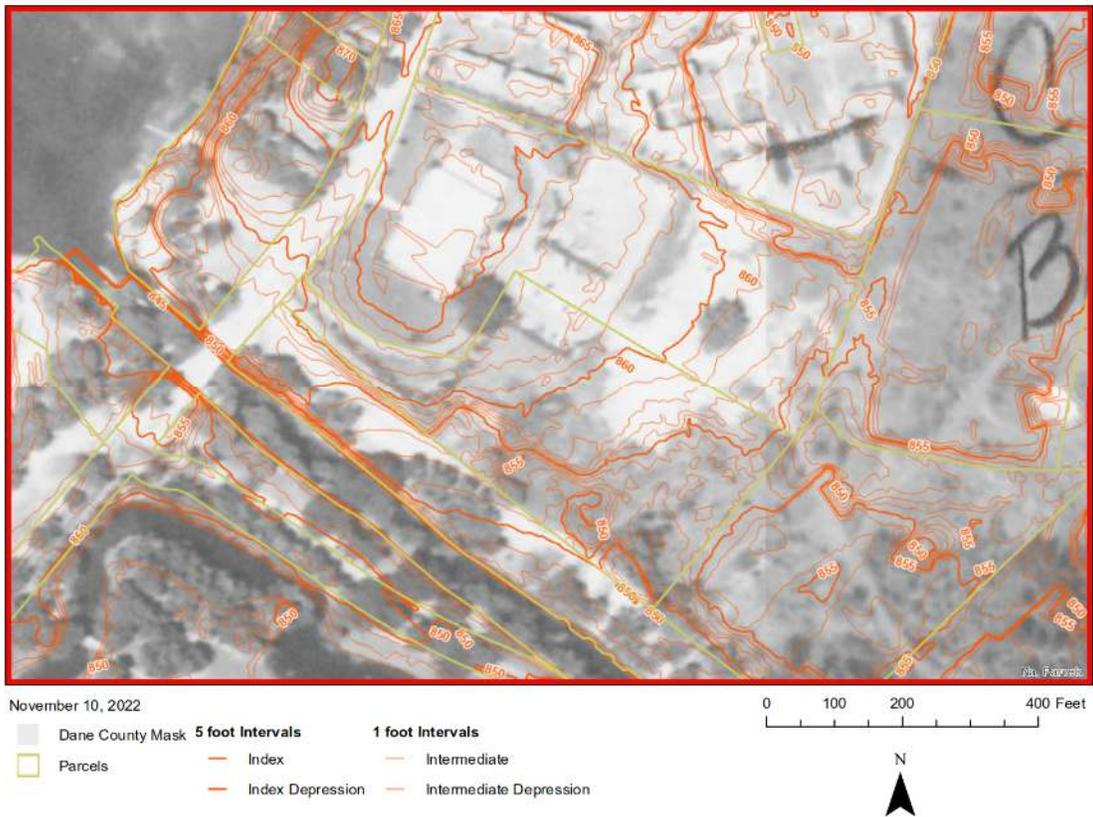


Figure 2B

Site Map with Parcels, 1' Contours; 1601-1617 Sherman Avenue Property, 1987 Air Photo Base

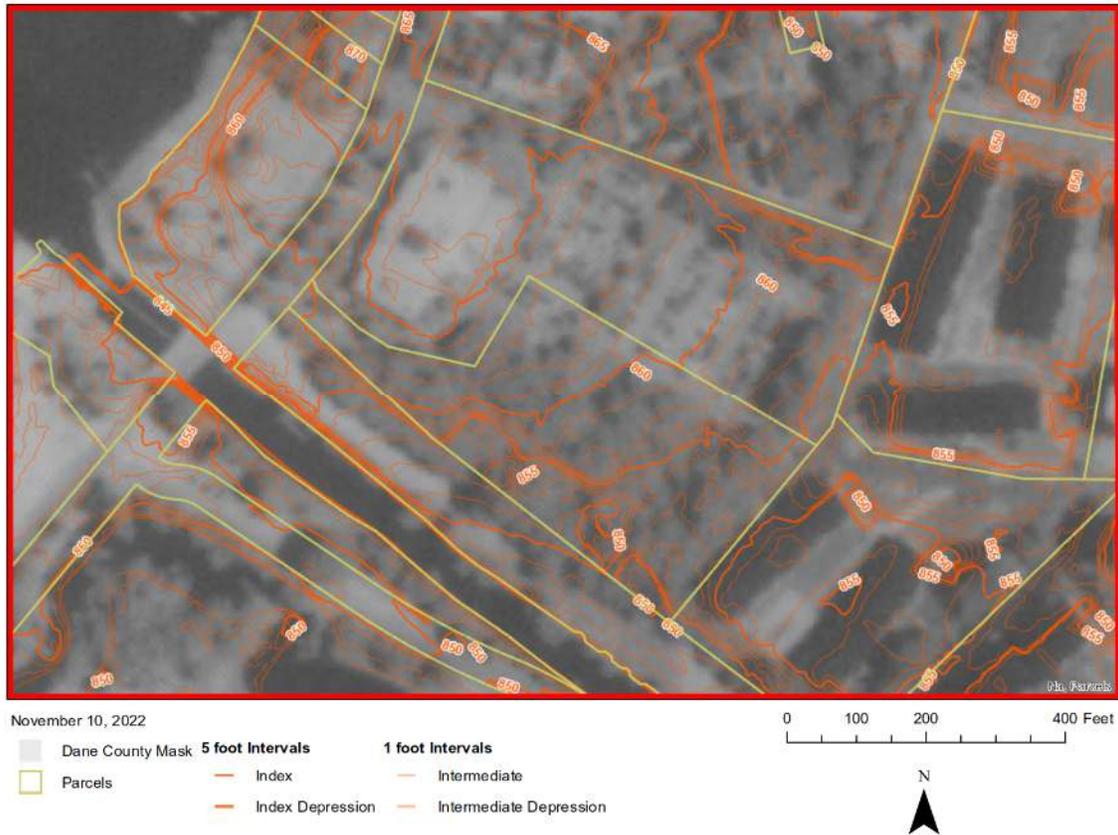


Figure 2C

Site Map with Parcels, 1' Contours; 1601-1617 Sherman Avenue Property, 1995 Air Photo Base



Figure 2D

Attachment 1  
Selections from the NRCS Site-Specific Soil Survey

(Full document available on request)



United States  
Department of  
Agriculture

**NRCS**

Natural  
Resources  
Conservation  
Service

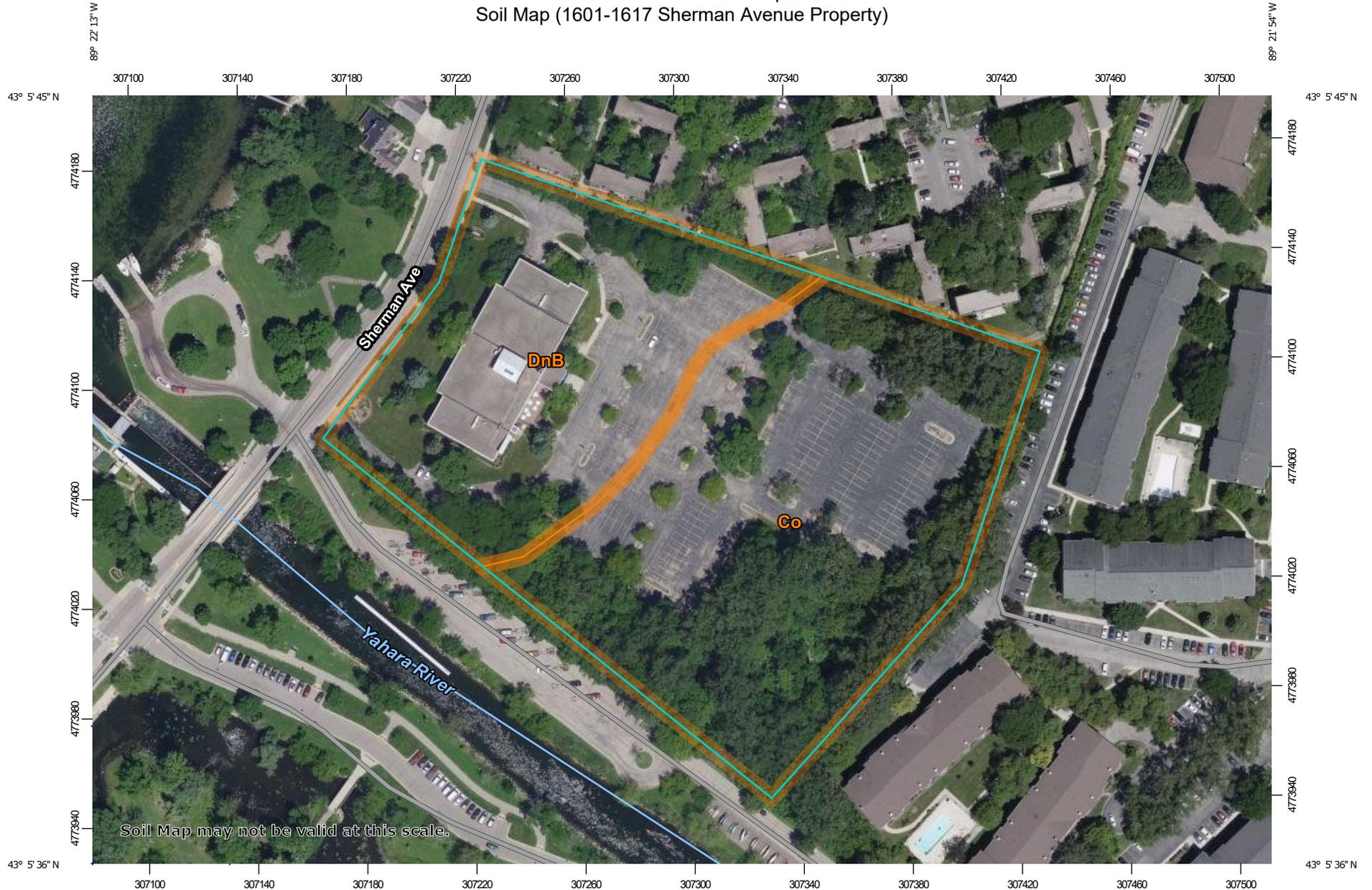
A product of the National  
Cooperative Soil Survey,  
a joint effort of the United  
States Department of  
Agriculture and other  
Federal agencies, State  
agencies including the  
Agricultural Experiment  
Stations, and local  
participants

# Custom Soil Resource Report for **Dane County, Wisconsin**

**1601-1617 Sherman Avenue  
Property**



Custom Soil Resource Report  
Soil Map (1601-1617 Sherman Avenue Property)



Map Scale: 1:1,980 if printed on A landscape (11" x 8.5") sheet.

0 25 50 100 150 Meters

0 50 100 200 300 Feet

Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 16N WGS84

### MAP LEGEND

**Area of Interest (AOI)**

 Area of Interest (AOI)

**Soils**

 Soil Map Unit Polygons

 Soil Map Unit Lines

 Soil Map Unit Points

**Special Point Features**

-  Blowout
-  Borrow Pit
-  Clay Spot
-  Closed Depression
-  Gravel Pit
-  Gravelly Spot
-  Landfill
-  Lava Flow
-  Marsh or swamp
-  Mine or Quarry
-  Miscellaneous Water
-  Perennial Water
-  Rock Outcrop
-  Saline Spot
-  Sandy Spot
-  Severely Eroded Spot
-  Sinkhole
-  Slide or Slip
-  Sodic Spot

-  Spoil Area
-  Stony Spot
-  Very Stony Spot
-  Wet Spot
-  Other
-  Special Line Features

**Water Features**

 Streams and Canals

**Transportation**

-  Rails
-  Interstate Highways
-  US Routes
-  Major Roads
-  Local Roads

**Background**

 Aerial Photography

### MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:15,800.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service  
 Web Soil Survey URL:  
 Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Dane County, Wisconsin  
 Survey Area Data: Version 21, Sep 6, 2022

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Jun 13, 2020—Jul 31, 2020

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

## Map Unit Legend (1601-1617 Sherman Avenue Property)

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
Co	Colwood silt loam, 0 to 2 percent slopes	5.0	59.9%
DnB	Dodge silt loam, 2 to 6 percent slopes	3.3	40.1%
<b>Totals for Area of Interest</b>		<b>8.4</b>	<b>100.0%</b>

## Map Unit Descriptions (1601-1617 Sherman Avenue Property)

The map units delineated on the detailed soil maps in a soil survey represent the soils or miscellaneous areas in the survey area. The map unit descriptions, along with the maps, can be used to determine the composition and properties of a unit.

A map unit delineation on a soil map represents an area dominated by one or more major kinds of soil or miscellaneous areas. A map unit is identified and named according to the taxonomic classification of the dominant soils. Within a taxonomic class there are precisely defined limits for the properties of the soils. On the landscape, however, the soils are natural phenomena, and they have the characteristic variability of all natural phenomena. Thus, the range of some observed properties may extend beyond the limits defined for a taxonomic class. Areas of soils of a single taxonomic class rarely, if ever, can be mapped without including areas of other taxonomic classes. Consequently, every map unit is made up of the soils or miscellaneous areas for which it is named and some minor components that belong to taxonomic classes other than those of the major soils.

Most minor soils have properties similar to those of the dominant soil or soils in the map unit, and thus they do not affect use and management. These are called noncontrasting, or similar, components. They may or may not be mentioned in a particular map unit description. Other minor components, however, have properties and behavioral characteristics divergent enough to affect use or to require different management. These are called contrasting, or dissimilar, components. They generally are in small areas and could not be mapped separately because of the scale used. Some small areas of strongly contrasting soils or miscellaneous areas are identified by a special symbol on the maps. If included in the database for a given area, the contrasting minor components are identified in the map unit descriptions along with some characteristics of each. A few areas of minor components may not have been observed, and consequently they are not mentioned in the descriptions, especially where the pattern was so complex that it was impractical to make enough observations to identify all the soils and miscellaneous areas on the landscape.

The presence of minor components in a map unit in no way diminishes the usefulness or accuracy of the data. The objective of mapping is not to delineate

## Dane County, Wisconsin

### Co—Colwood silt loam, 0 to 2 percent slopes

#### Map Unit Setting

*National map unit symbol:* 2tjx2  
*Elevation:* 570 to 1,020 feet  
*Mean annual precipitation:* 31 to 37 inches  
*Mean annual air temperature:* 45 to 48 degrees F  
*Frost-free period:* 110 to 194 days  
*Farmland classification:* Prime farmland if drained

#### Map Unit Composition

*Colwood and similar soils:* 85 percent  
*Minor components:* 15 percent  
*Estimates are based on observations, descriptions, and transects of the mapunit.*

#### Description of Colwood

##### Setting

*Landform:* Lakebeds (relict)  
*Landform position (two-dimensional):* Toeslope  
*Landform position (three-dimensional):* Interfluve  
*Down-slope shape:* Concave  
*Across-slope shape:* Concave  
*Parent material:* Loamy glaciolacustrine deposits over stratified silt and fine sand glaciolacustrine deposits

##### Typical profile

*Ap - 0 to 10 inches:* silt loam  
*Bg - 10 to 24 inches:* sandy clay loam  
*2Cg - 24 to 79 inches:* stratified very fine sand to silt

##### Properties and qualities

*Slope:* 0 to 2 percent  
*Depth to restrictive feature:* More than 80 inches  
*Drainage class:* Poorly drained  
*Capacity of the most limiting layer to transmit water (Ksat):* Moderately high (0.20 to 0.60 in/hr)  
*Depth to water table:* About 0 inches  
*Frequency of flooding:* None  
*Frequency of ponding:* Frequent  
*Calcium carbonate, maximum content:* 20 percent  
*Maximum salinity:* Nonsaline to very slightly saline (0.0 to 2.0 mmhos/cm)  
*Available water supply, 0 to 60 inches:* High (about 10.4 inches)

##### Interpretive groups

*Land capability classification (irrigated):* None specified  
*Land capability classification (nonirrigated):* 2w  
*Hydrologic Soil Group:* C/D  
*Ecological site:* F095XB004WI - Wet Loamy or Clayey Lowland  
*Forage suitability group:* High AWC, high water table (G095BY007WI)  
*Other vegetative classification:* High AWC, high water table (G095BY007WI)  
*Hydric soil rating:* Yes

## Minor Components

### Pella

*Percent of map unit:* 8 percent  
*Landform:* Drainageways  
*Landform position (two-dimensional):* Toeslope  
*Landform position (three-dimensional):* Base slope  
*Down-slope shape:* Concave  
*Across-slope shape:* Concave  
*Ecological site:* F095XB004WI - Wet Loamy or Clayey Lowland  
*Hydric soil rating:* Yes

### Palms

*Percent of map unit:* 7 percent  
*Landform:* Depressions  
*Landform position (two-dimensional):* Toeslope  
*Landform position (three-dimensional):* Base slope  
*Down-slope shape:* Concave  
*Across-slope shape:* Concave  
*Ecological site:* F095XB001WI - Mucky Swamp  
*Hydric soil rating:* Yes

## DnB—Dodge silt loam, 2 to 6 percent slopes

### Map Unit Setting

*National map unit symbol:* 2szfp  
*Elevation:* 830 to 1,090 feet  
*Mean annual precipitation:* 31 to 35 inches  
*Mean annual air temperature:* 45 to 48 degrees F  
*Frost-free period:* 127 to 181 days  
*Farmland classification:* All areas are prime farmland

### Map Unit Composition

*Dodge and similar soils:* 85 percent  
*Minor components:* 15 percent  
*Estimates are based on observations, descriptions, and transects of the mapunit.*

### Description of Dodge

#### Setting

*Landform:* Drumlins  
*Landform position (two-dimensional):* Backslope  
*Landform position (three-dimensional):* Side slope  
*Down-slope shape:* Convex  
*Across-slope shape:* Convex  
*Parent material:* Loess over calcareous loamy till

#### Typical profile

*Ap - 0 to 6 inches:* silt loam  
*BE - 6 to 9 inches:* silt loam

## Custom Soil Resource Report

*Bt1 - 9 to 29 inches: silty clay loam*

*2Bt2 - 29 to 40 inches: clay loam*

*2C - 40 to 79 inches: gravelly sandy loam*

### Properties and qualities

*Slope: 2 to 6 percent*

*Depth to restrictive feature: More than 80 inches*

*Drainage class: Well drained*

*Capacity of the most limiting layer to transmit water (Ksat): Moderately high (0.20 to 0.57 in/hr)*

*Depth to water table: More than 80 inches*

*Frequency of flooding: None*

*Frequency of ponding: None*

*Calcium carbonate, maximum content: 40 percent*

*Maximum salinity: Nonsaline to very slightly saline (0.0 to 2.0 mmhos/cm)*

*Available water supply, 0 to 60 inches: High (about 9.9 inches)*

### Interpretive groups

*Land capability classification (irrigated): None specified*

*Land capability classification (nonirrigated): 2e*

*Hydrologic Soil Group: C*

*Ecological site: F095XB007WI - Loamy Upland with Carbonates*

*Forage suitability group: High AWC, adequately drained (G095BY008WI)*

*Other vegetative classification: High AWC, adequately drained (G095BY008WI)*

*Hydric soil rating: No*

### Minor Components

#### St. charles

*Percent of map unit: 8 percent*

*Landform: Drumlins*

*Ecological site: F095XB010WI - Loamy and Clayey Upland*

*Hydric soil rating: No*

#### Mayville

*Percent of map unit: 5 percent*

*Landform: Drumlins*

*Ecological site: F095XB010WI - Loamy and Clayey Upland*

*Hydric soil rating: No*

#### Lamartine

*Percent of map unit: 2 percent*

*Landform: Drumlins*

*Landform position (two-dimensional): Backslope*

*Landform position (three-dimensional): Side slope*

*Down-slope shape: Concave*

*Across-slope shape: Linear*

*Ecological site: F095XB005WI - Moist Loamy or Clayey Lowland*

*Hydric soil rating: No*

Attachment 2  
Resume of James Arndt

(Full Vitae available on request)

# JAMES ARNDT

## PH.D., PWS, LPSS, CPSS, PSC (RETIRED)

### ▶ CONTACT INFORMATION

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Senior Analyst and Principal  
Merjent Inc.

I am currently retired and working out of my home as a Contract Employee on special projects for Merjent.

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Phone: 612 751 5796

### ▶ PROFESSIONAL EXPERIENCE

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Dr. James Arndt specializes in Federal, state, and local environmental permitting and has expertise in applied soil science and acquisition, interpretation, and presentation of natural resources data. He has been involved in the analysis of large mining, high voltage electrical transmission power line, alternative energy, and other public works project impacts to aquatic and related natural resources in support of National Environmental Policy Act (NEPA) (Environmental Impact Statements/Environmental Assessments) compliance and securing environmental permits. Jim has specific technical expertise in the application of geochemistry, the genesis and morphology of hydric soils, general hydrogeology, soil survey and interpretations, and IT methods to natural resource evaluation along linear HVTL and pipeline projects. He has also worked on several large interstate pipeline projects in support of Federal Energy Regulatory Commission (FERC) Sections 7(c), 2.55 and 157 pipeline permitting, including the preparation of Resource Report 7 for the Alaska Pipeline Project (2011) and the Alaska Gas Pipeline Partners gas pipeline (2001). Jim has provided expert witness testimony and technical expert assistance on soils and land-use issues for

various types of projects and has published extensively. He regularly presents on natural resources topics to both technical and non-technical audiences.

## ▶ **SELECTED PROJECT EXPERIENCE**

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### **Expert Witness/Technical Assistance**

#### Clean Line Energy Partners – Assist with Agricultural Issues, Grain Belt Express Project, Missouri (2016-2019)

Clean Line energy Partners is proposing the Grain Belt Express Clean Line Project, an approximately +/-1600 kV High Voltage Direct Current (HVDC) transmission line and related facilities on agricultural land in Missouri. State authorization is through the Missouri Public Utilities Commission. Dr. Arndt has provided subject matter expert (SME) opinion, technical support, prepared written testimony and assisted Clean Line Energy with the development of a Missouri-specific Agricultural Impact Mitigation Protocol based on previous experience with preparing similar documents in Minnesota, Wisconsin, North Dakota, and Illinois to show that impacts to agricultural land productivity have been avoided and minimized to the extent practicable.

#### Millennium Pipeline Company, LLC -- Farm Yield Monitoring Evaluation, NY (2013)

Provided subject matter expert (SME) opinion and technical support to Millennium Pipeline on the evaluation of potential reasons for variations in yield monitoring results for a National Organic Program Certified Organic farm in New York. The post-construction monitoring was required by the New York State Department of Agriculture and Markets. Potential sources of yield variability included soil fertility, soil physical characteristics, climate and weather, pre- and post-construction pipeline reclamation practices, and farm management practices. Factors potentially causing initial yield variations were examined in detail, and recommendations were made regarding continued monitoring, evaluation of field drainage, and management practices.

#### Fredrickson & Byron, P.A. Law Firm for Xcel Energy - CapX2020 Electric Power Transmission Project (MN) (2012)

Provided expert witness testimony and SME opinion to support appropriate compensation for a landowner in Sterns County MN under the State of Minnesota's "Buy the Farm" legislation for Xcel Energy's CapX2020 345 kV electric power transmission St. Cloud to Monticello project.

#### Whyte Hirschboeck Dudek S.C. Law Firm for Confidential Client – Southern Access Stage 1 Pipeline Wisconsin (2012)

Provide SME and written testimony support to determine effects of pipeline construction on alleged reduction valuation of land in placed in the Wetland Reserve Program that was crossed by the pipelines in Jefferson County Wisconsin. The Southern Access Pipeline Project consisted of co-located installation of a 42-inch crude oil and a 20-in diluent pipeline from Superior Wisconsin to near Whitewater Wisconsin.

#### South Dakota Public Utilities Commission – Keystone XL Pipeline (2009)

Provide SME opinion, and written and verbal testimony to evaluate and resolve potential soils and agricultural issues associated with pipeline construction. Testimony addressed the suitability of the

proposed Keystone XL crude oil pipeline South Dakota Agricultural Impact and Erosion Mitigation Plans. The Keystone XL Pipeline is a proposed 36-inch pipeline extending from Hardisty Alberta Canada, extending south to Steele City, Nebraska.

Confidential Client – Southern Access Stage 2 Project in Wisconsin (2005-2006)

Provide SME support to evaluate and resolve potential soils and agricultural issues associated with pipeline construction and reclamation. Train Agricultural Monitors in the use of field techniques developed to evaluate compaction and soil impacts to land productivity. Provide data to WI Department of Agriculture, Tourism, and Consumer Protection (DATCP) in support of their Wisconsin Agricultural Impact Statement. The Southern Access Stage 2 Project consists of a co-location of a 42-inch crude oil pipeline and a 20-inch diluent pipeline from near Whitewater, WI to near Flanagan, IL.

Hutchinson Utilities Commission – City of Hutchinson/Gislason Hunter, LLP Law Firm (2005).

Provide expert witness testimony and SME support to address alleged adverse impacts to soil quality, agricultural production, and land use valuation resulting from the construction of the Hutchinson Pipeline in support of condemnation hearings. Present direct and rebuttal testimony at condemnation hearings. The Hutchinson Pipeline consists of 16 and 2.75 inch natural gas pipelines constructed in Martin, Watonwan, Brown, Nicollet, Sibley, and McLeod counties, MN.

United States Department of Justice – Unauthorized Wetland Fill ND (2003)

United States v. David P. Burkel, Sr., Douglas Ackling and Duane Moench, Civ. Act. No. A3-00-165. Provide expert written testimony on the extent of historic and current wetlands on a section of land in North Dakota. Case involved review of historic aerial photographs, fieldwork on wetland delineation, forensic soils work, and development of a project GIS. Case involved unauthorized fill activities resulting from expansion of a turkey rearing facility in adjacent wetlands.

**Electrical Power Transmission/Alternative Energy Permitting/Environmental Review/Mitigation Planning**

Xcel Energy - Transmission Lines 0844 and 0861 Project (MN) (2011)

Project Manager responsible for performing wetland delineations and evaluating potential calcareous fen impacts associated with the rebuild of Xcel Energy's Transmission Lines 0844 and 0861 Project, including the installation and removal of 115 kV lines and structures east of Xcel Energy's Black Dog Generating Station, Burnsville, Minnesota. Provided permitting, impact, and mitigation strategies under WCA, DNR, and COE 404 regulation.

Xcel Energy - Transmission Line 0478 Project (MN) (2011-2012)

Project Manager responsible for the wetland delineation and WCA, Section 404, and MDNR Protected Waters permitting for Xcel Energy's 69 kV Transmission Line 0478 Project, Brownston Minnesota. Prepared Joint Application, coordinated with WCA, Corps, and MDNR representatives, and secured all required wetland and water body permits.

National Wind, Haxtun Wind Energy Project, Haxtun Colorado (2010-2011)

Lead author for applicant-prepared EA for National Wind's Haxtun Wind Energy Project (30 MW wind farm), Logan and Phillips Counties, Colorado. EA prepared in collaboration with the Department of Energy and Western Area Power Administration. FONSI issued January 2012.

Xcel CAPX 2020 Project – MN Agricultural Mitigation Plan (2010-2011) St. Cloud to Monticello

Review, edit Agricultural Impact Mitigation Plan and provide Agricultural Inspector oversight to lead consultant for CapX2020 Agricultural Impact Mitigation Plan for the St. Cloud to Monticello 28 mile long, 345 kV project. Involvement at the request of Bob Patton, Supervisor, Minnesota Department of Agriculture.

Stillwater Photovoltaic Solar Project Churchill NV – Enel Green Power North America (2011)

Lead for developing a digital assessment and quantification of the impacts of reflected sunlight on potentially sensitive receptors (residences, commercial businesses, and state and county roads). The presence, magnitude, duration, and timing of reflected sunlight on sensitive receptors was determined with Ecotect™ software that specifically models sunlight reflections from reflective surfaces such a photovoltaic panels.

Vaughn Wind Project Guadalupe and Torrance Counties, New Mexico– First Wind, Inc. (2010)

Lead for preparing a scoping assessment of sinkhole and karst hazards, with recommendations. Field and geological data were used to identify potential karst formations. An evaluation of the environmental and cultural settings were used to propose avoidance measures.

**Gas and Crude Oil Pipeline Permitting/Construction (Permitting/Environmental Review/Mitigation Planning)**

Confidential Clients –

Southern Markets Pipeline Project (GA, AL, FL) (2015)

ExxonMobil Alaska Midstream Gas Investments, LLC – Alaska Pipeline Project (2011-2012)

Advantage Pipeline (ND) (2012)

Alliance Pipeline (ND, MN, IA, IL) (1996-1997)

Lead responsible for preparation of FERC Section 7(c) Resource Report 7 (Soils) pre-application filings. The Vantage Pipeline used FERC pre-filing procedures to prepare the EA required under the Presidential Permit.

Confidential Client - Flanagan South Pipeline Project (IL, MO, KS, OK) (2012-2013)

Responsible for updating the IL Agricultural Mitigation Plan, and Enbridge's Environmental Construction Plan for the project (included reclamation plan, SWPPPs, and spill plans). Provide oversight and assist in preparation of wetland delineation reports, several project permits (CWS Section 404) and Environmental Review. Task manager for Section 7 assessment of potential impacts to the American Burying Beetle in KS and OK, and the Indiana Bat in Missouri and Illinois. Led several Environmental Inspector (EI) training sessions on erosion control BMPs and agricultural impact mitigation plan compliance.

ExxonMobil Alaska Midstream Gas Investments, LLC – Alaska Pipeline Project (2011-2012)

Lead responsible for preparation of FERC Section 7(c) Resource Report 7 (Soils) pre-application filings for the proposed Alaska Gas Pipeline Project, with an emphasis on permafrost soil limitations for pipeline construction. Worked extensively with Worley Parsons Inc. arctic engineers to incorporate engineering limitations assessment into RR 7.

Minnesota Pipe Line - MinnCan Pipeline Project (MN) (2006-2008)

Responsible for preparation of Agricultural Impact Mitigation Plan and grower-specific Organic Farm Crossing Plans, managing field wetland delineation efforts, and securing CWA Section 404 and MN State wetland permits. Lead Environmental Inspector supervising pipeline construction through 5 Certified Organic farms in Minnesota. Develop and lead Environmental Inspector training sessions for erosion control BMP implementation and Agricultural Impact Mitigation Plan compliance.

Confidential Client - Alberta Clipper/Southern Lights Diluent project (MN, WI, IL) (2008-2010)

Lead for preparation of Agricultural Impact Mitigation Plans and Organic Farm Crossing Plans. Lead for drafting CWA Section 404 Individual Permit, QAQC review of over 1000 wetland delineations.

Confidential Client - Southern Access (Stage 2) Pipeline Projects (MN, WI, IL) (2007-2008)

Assist with preparation of Agricultural Impact Mitigation Plans and Organic Farm Crossing Plans, CWA Section 404 Individual Permit, QAQC review wetland delineations. Responsible for drafting Fen Management Plan required to authorize construction through the State-protected Gully 30 Calcareous Fen.

Confidential Client - Southern Access (Stage 1) Project (WI) (2006-2007)

Developed field testing methods and training materials for Agricultural Inspectors to assess soil texture, soil moisture content, and soil compaction in construction rights-of-way. Train Environmental Inspectors in Agricultural Impact Mitigation Plan compliance. Prepare documentation for WI DATCP Agricultural Impact Statement, Principal author of Agricultural Impact Mitigation Plan.

Multiple Pipeline Projects (1996 – 2015)

Technical Manager and Lead for use of NRCS digital soils products (STATSGO, SSURGO) to identify soil limitations (including preparation of Resource Report 7) for pipeline construction along proposed construction rights of way, Alaska, Louisiana, Wyoming, South Dakota, North Dakota, Minnesota, Iowa, Wisconsin, and Illinois for various projects.

SRF Consulting Group for Minnesota Department of Transportation – (2004-2006)

Lead responsible for determination of impacts of proposed TH41 road construction on the ecology, soils, and hydrology of the Seminary Calcareous Fen, a high quality fen in the Minnesota River Valley, Carver County (MNDOT). Included detailed coordination with MDNR and St. Paul District COE.

## ▶ EDUCATION

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- Ph.D./Soil Science (Geochemistry)/North Dakota State University, 1995
- M.S./Soil Science (Geology. Chemistry)/North Dakota State University, 1987
- B.S./Soil Science (Natural Resource Management)/University of Wisconsin Stevens Point, 1980
- B.A./Psychology, Anthropology, English/University of Wisconsin Milwaukee, 1976

## ▶ PRE-RETIREMENT CERTIFICATIONS

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- Licensed Professional Soil Scientist, Minnesota #30684
- Licensed Professional Soil Scientist, Wisconsin #112
- Professional Soil Classifier, North Dakota #64
- Certified Professional Soil Scientist, ARCPACS, #24904
- Certified Wetland Delineator, Minnesota #1250
- Professional Wetland Scientist, Society of Wetland Scientists, #2420

## ▶ PUBLICATIONS

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Over 40 publications and 22 invited presentations in the following areas:

- GIS, Database, Integrated Natural Resources Information Management, and Regulatory Compliance Strategies
- Hydric Soils, Hydrology, and General Soil Science  
Soil and Water Biogeochemistry

## ▶ SELECTED PUBLICATIONS

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J. L. Arndt, R.E. Emanuel, and J.L. Richardson. 2016. CH 3: Hydrology of Wetland and Related Soils. in M.J. Vepraskas and C.B. Craft (eds.). *Wetland Soils: Genesis, Hydrology, Landscapes, and Classification*. (p.39 - 104). CRC Press. Boca Raton. FL. 508 pp

Richardson, J. L., J. L. Arndt, and J. A. Montgomery. 2000. CH 3: Hydrology of Wetland and Related Soils. in Richardson, J.L., and M.J. Vepraskas (eds.). *Wetland Soils: Genesis, Morphology, Hydrology, Landscapes, and Classification*. CRC Press. Boca Raton. FL.

Arndt, J.L., P. Turner, and S. Milburn. 2012. Permitting and constructing a large pipeline through a state-regulated, sensitive wetland resource: Alberta Clipper and the Gully 30 Calcareous fen. Proceedings 9<sup>th</sup> International Pipeline Conference, September 24-28, Calgary Alberta, Canada. American Society of Mechanical Engineers (ASME).

Hammer, W., J.L. Arndt, and C. Leppert. 2012. Using databases to manage wetland data for large linear projects. In J.M. Evans, J.W. Goodrich-Mahony, D. Mutrie, and J. Reinemann (Eds.) *Environmental Concerns in Rights-of-Way Management* 9<sup>th</sup> International Symposium. International Society of Arboriculture, Champaign, IL. Pgs. 567-574.

Arndt, J.L. and J. Flannery. 2012. Soil GIS spatial and attribute data integration and management to assess soil characteristics and soil-based limitations along pipeline rights-of-way. In J.M. Evans, J.W. Goodrich-Mahony, D. Mutrie, and J. Reinemann (Eds.) Environmental Concerns in Rights-of-Way Management 9<sup>th</sup> International Symposium. International Society of Arboriculture, Champaign, IL. Pgs. 321-328.

R.G. Doherty and J.L. Arndt. 2012. Recent developments in wetland mitigation regulations and their implications for right-of-way development and management. In J.M. Evans, J.W. Goodrich-Mahony, D. Mutrie, and J. Reinemann (Eds.) Environmental Concerns in Rights-of-Way Management 9<sup>th</sup> International Symposium. International Society of Arboriculture, Champaign, IL. Pgs. 411-422.

Arndt, J.L. and J. Flannery. 2007. Land and environmental data integration and management. Proceedings Geospatial Information & Technology Association, GIS for Oil and Gas Conference, September 24-26, 2007. Houston, TX

Peterson, R.P., and J.L. Arndt. 1998. Consideration of peat subsidence in wetland delineation activities. Abstracts, 19th Annual Meeting Society of Wetland Scientists, Anchorage Alaska.

Arndt, J.L. 1994. Hydrology of shallow aquifers in soil landscapes. In J.H. Huddleston (ed.) Hydric Soil Identification for Wetland Soils Workshop. 1994 Annual Meetings of the Soil Science Society of America. November 12-17, 1994, Seattle WA.

Richardson, J.L., J.L. Arndt, and J.E. Freeland. 1994. Wetland soils of the prairie potholes. *Advances in Agronomy* 52:121-171. (invited paper).

Arndt, J.L., and J.L. Richardson. 1994. Impacts of groundwater flow systems on hydric soils of the glaciated northern prairies of the U.S. p. 64-84. *Proceed. 37th Ann. Manitoba Soil Science Society Meetings*, Jan. 4-6, 1994, Winnipeg, Manitoba, Canada.

Cooperating author in T.D. Searchinger et al., 1992. How wet is a wetland? The impacts of the proposed revisions to the federal wetlands delineation manual. Published jointly by the Environmental Defense Fund, New York, and the World Wildlife Fund, Washington, DC. 170pp.

## ▶ **SELECTED PRESENTATIONS**

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Permitting and Constructing a Large Pipeline through a State-regulated, Sensitive Wetland Resource: Alberta Clipper and the Gully 30 calcareous fen; Session 4-1-1 Environment and Social Issues, September 27, 2012, International Pipeline Conference, Calgary, Alberta, Canada.

**Invited Presentation:** Calcareous Fens in Minnesota – Regulation, Identification, Mitigation, Monitoring. Presented at the 2012 Annual Minnesota Wetlands Conference, January 18, 2012 at the Edinburgh Conference Center, Brooklyn Center, Minnesota.

**Invited Presentation:** Determining Indirect Impacts to Wetland Plant Communities resulting from Mine-induced Changes to Groundwater Hydrology: The Crandon Mine Experience. Presented at Understanding the Vegetation and Hydrology of Upper Midwest Wetlands workshop. USGS/EPA Workshop held September 22-23, 2010, Black Bear Casino, Carlton MN.

Recent developments in wetland mitigation regulations and their implications for right-of-way development and management. Ninth International Symposium, Environmental Concerns in Rights-of-Way Management. September 27-30, 2009. Portland, OR.

Soil GIS spatial and attribute data integration and management to assess soil characteristics and soil-based limitations along pipeline rights-of-way. Ninth International Symposium, Environmental Concerns in Rights-of-Way Management. September 27-30, 2009. Portland, OR.

**Invited Presentation:** Guidance for Scope and Effect and Hydrology (Well) Studies to support Wetland Delineation in Minnesota and the Upper Midwest. Minnesota Water Resources Conference, October 23-24, 2007. Earle Brown Heritage Center, Brooklyn Center, Minnesota.

**Invited Presentation:** Land and Environmental Data Integration and Management. Geospatial information & Technology Association GIS for Oil and Gas Conference, September 24-26, 2007, Marriott Westchase Hotel, Houston TX.

**Invited Presentation:** Hydrogeology, Pedology, and Botany of the Seminary Calcareous Fen, Carver County, Minnesota. Minnesota Section American Institute of Professional Geologists, September 5, 2006, Minneapolis, Minnesota.

**Invited Presentation:** Redoximorphic features in hydric soils: Genesis, morphology and use in wetland delineation presented to the Minnesota Wetland Delineators Association Forum Series, January 2006, Wood River Nature Center, Richfield Minnesota



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ALFRED GOBAR ASSOCIATES

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November 4, 2022

City of Madison Urban Design Commission  
P.O. Box 2984  
Madison, WI 53701  
Attn: Jessica Vaughn, Jenny Kirchgatter & Tim Parks

Subject: Redevelopment of 1601-1617 Sherman Avenue Property

Dear Commission Members:

Alfred Gobar Associates has been engaged by Daniel Arndt, the property owner at 1650 Sherman Avenue, to provide an objective assessment of redevelopment plans under review for the property located at 1601-1617 Sherman Avenue. By way of introduction, Alfred Gobar Associates is an economic and real estate consulting firm with over 50 years' experience in development and redevelopment assessments. I am a principal in the firm, with a BA degree in Real Estate & Urban Planning from the University of Wisconsin, Madison and a member of the Counselors of Real Estate since 2001.

**Introduction/Background**

The subject property is part of the Emerson East-Eken Park-Yahara Neighborhood Plan, herein referred to as Neighborhood Plan. The subject property represents one of nine land use redevelopment areas, more specifically Focus Area Four, aka the Sherman/Yahara Neighborhood Site/Area. The Neighborhood Plan identifies the site area as 8.56 acres (presumably gross) and 7.82 acres (presumably net). The site area is designated Suburban Employment, with an opportunity to rezone the property to Medium Density Residential, the City's preferred land use and a land use consistent with the Comprehensive Plan. Goals and recommendation provided by the City as part of the redevelopment of the subject property include a mix of residential structures ranging from two to five stories, provide a pedestrian connection to the Yahara River, expand Tenney Park into the site, preservation of existing tree corridor along property lines, preservation of lake views, provide connections to adjacent parcels, provide affordable housing units, limit storm water runoff and minimize adverse environmental impacts.

The Neighborhood Plan offers two conceptual site plans for the subject property. Site Plan 1 retains use of the existing two-story office building combined with new two-story residential structures totaling 112 units across 3.90 acres, for a residential density of 28.7 units per acre and a parking ratio of 1.5 spaces per unit. Site Plan 2 involves demolition of the existing office building and redeveloping 6.6 acres of the site with a combination of two-story and five-story residential buildings totaling 174 units; a density of 26.36 units per acre and a parking ratio of 1.03 spaces per unit. This plan would also allocate 1.22 acres of the subject property to expand adjoining Tenney Park. The respective densities for each of the two conceptual site plans fall within the City's targeted MDR Medium Density Land Use, the latter allowing densities in the 16 to 40 units per acre range. Site Plan 2 also provides vehicular access to properties immediately east of the subject site, most likely reserved for emergency fire access.

### **Vermilion's Urban Design Commission Application/Redevelopment Assessment**

The submitted application requests a rezoning of the subject property from Suburban Employment to Transitional Residential – Urban 2 (TR-U2). For reference, permitted uses for TR-U2 allows for a multi-family project up to 36 units, a maximum 3 story building(s), a maximum 40' building height and a minimum front yard setback of 15 feet. Conditional uses under the TR-U2 residential district allow in excess of 36 multi-family residential units, a maximum 6 story building(s), a maximum 78' building height and a minimum 15' front yard setback. The ordinance identifies an opportunity to potentially exceed the maximum 78' building height stipulated under the conditional uses via a perplexing conditional use approval.

The proposed redevelopment plan calls for demolition of the existing two-story office building – a building potentially listed on the historical registry – in conjunction with the development of new 3-, 4- and 6-story residential buildings collectively totaling 445 units; an overall density of 56.9 units per acre, just under the maximum allowable density identified for the Neighborhood Plan, the latter, however, restricted to redevelopment sites targeted for HDR High Density Residential land uses that allow for densities of 41 to 60 units per acre. This density request far exceeds the City's preferred density range for the subject property – 16 to 40 units per acre - and is also inconsistent with the City's Comprehensive Plan. The targeted 84' building height for the 6-story building identified within the UDC application will presumably require conditional approval of the conditional use maximum building height limit of 78'.

The responsiveness of the applicant's UDC application to other goals and objectives identified within the Neighborhood Plan for the redevelopment of the subject property is as follows:

- Provide affordable housing: All 445 units within the project are identified as market rate units, with rents expected above current rent levels for East Madison, particularly for the six story building. This will likely expand the 48 percent of renter households within the Neighborhood Plan area currently facing a housing burden, requiring them to spend 30% or more of their household income on rent, while additionally negating an opportunity for targeted lower-income households to be part of the subject project.
- Improve safety and efficiency for pedestrians, bicyclists and public transportation riders, while also improving the movement and safety of motor vehicles: Sherman Avenue is currently burdened by high vehicle counts - 4,151 southbound and 4,457 northbound daily vehicle trips recorded at Sherman Avenue and Thornton Avenue - additionally challenged by the lack of signalized intersections both north and south of the immediate site area. The planned development of 445 studio, 1-, 2- and 3-bedroom units, presumably occupied by renter households with one or more vehicles, will likely guarantee full occupancy of the 600 planned on-site parking spaces, suggesting a 13.5 to 14.4 percent increase in Sherman Avenue average daily trips generated from the subject project, further challenging the safety of pedestrians, cyclists and vehicles traveling along Sherman Avenue in the vicinity of the subject project.

- Focus on enhancing neighborhood identity, utilizing architectural and landscape design elements that embody the character of the neighborhood: The planned six story building involves a very modern design that is not congruent with the neighborhood and contrary to the five story building recommended for the subject property, the latter offering a classic design with some modern elements. The City's five story building design targeted for the subject property also features minimal building frontage along Sherman Avenue, in stark contrast to the applicant's planned six story building that has direct frontage along the majority of the subject property's Sherman Avenue frontage, compounded by minimal front yard setbacks and a lack of stair-stepped building heights to reduce building mass along Sherman Avenue.
- Woodland conservation including preservation of existing trees along property lines and the woodlot currently in place, plus consideration of expanding Tenney Park into the southeast corner of the subject property: Essentially none of these requests are part of the applicant's concept site plan.
- Possible preservation and enhancement of the historic character and integrity of the subject property and surrounding area: Not a part of applicant's concept site plan.
- Provide connectivity to adjacent properties, including possible emergency access for fire engines and emergency vehicles unable to access the subject property from Sherman Ave: Not provided in applicant's concept site plan.

### **Apartment Market Trends & Forecasts**

The East Madison submarket added 2,826 new apartment units over the last five years, the most of any apartment submarket throughout the State. High end apartment units accounted for 51.9 percent of total unit deliveries over the last five years. CoStar forecasts an increase in the volume of new high end apartment deliveries per year going forward along with a higher representation (72.2 percent) of high end unit deliveries over the next four years. The increased shift to higher priced apartment units will diminish opportunities for lower income households targeting housing locations in East Madison.

The East Madison submarket absorbed an average of 567 apartment units per year over the last five years, 50.3 percent of which involved high end apartment units. Going forward, Oxford Economics forecasts more modest apartment submarket demand of 401 units per year, with high end units expected to absorb at a pace of 278 units per year, as highlighted below:

Area/Category	All Units	High-End Units	High-End % All Units
<b>Dane County Market Area</b>			
Avg Unit Deliveries Per Year Last 5 Years	2,283	1,315	57.6%
Avg Forecasted Deliveries Per Year Next 4 Years	1,912	1,514	79.2%
Avg Units Absorbed Per Year Last 5 Years	2,432	1,382	56.8%
Avg Forecasted Absorption Per Year Next 4 Years	1,772	1,309	73.9%
<b>East Madison Submarket Area</b>			
Avg Unit Deliveries Per Year Last 5 Years	565	293	51.9%
Avg Forecasted Deliveries Per Year Next 4 Years	457	330	72.2%
Avg Units Absorbed Per Year Last 5 Years	567	285	50.3%
Avg Forecasted Absorption Per Year Next 4 Years	401	278	69.3%
<b>East Madison Submarket Share of Dane County</b>			
Avg Unit Deliveries Per Year Last 4 Years	24.7%	22.3%	
Avg Forecasted Deliveries Per Year Next 4 Years	23.9%	21.8%	
Avg Units Absorbed Per Year Last 4 Years	23.3%	20.6%	
Avg Forecasted Absorption Per Year Next 4 Years	22.6%	21.2%	

Source: Alfred Gobar Associates; CoStar; Oxford Economics

Despite accounting for only one of 10 Dane County submarkets, the East Madison submarket represents one of the more active apartment submarkets throughout the region, accounting for a 22.6 to 24.7 percent market share of all regional apartment activity, with high-end product accounting for 20.6 to 22.3 percent of regional high-end apartment activity. Despite strong absorption activity, the East Madison submarket is currently dealing with 364 vacant apartment units, the largest volume of vacant apartment units across the 10 regional submarkets.

### **Apartment Construction Activity**

CoStar identifies a total of 3,105 apartment units currently under construction throughout Dane County, comprised of 23 projects. Projects incorporating building heights of six or more stories account for only 13.0 percent of total projects under construction and 18.3 percent of total units under construction. Appendix A provides a breakout of all large scale apartment projects consisting of 100+ units either under construction or planned for development across Dane County, including four East Madison projects under construction – a combined 2,230 units or 78.1 percent of all units associated with large scale projects under construction – in addition to only one planned project – a 125 unit project accounting for only 4.4 percent of planned units tied to large scale projects. The fill-up rate for the subject project will be highly dependent on the number of large competitive apartment projects that are also in the fill-up stages at project completion date.

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**Developer Qualifications**

Exhibit B provides a listing of all projects reportedly developed by Vermilion Development according to various sources. As indicated, Vermilion's primary expertise involves assisted living facilities – 10 existing properties collectively accounting for more than 1.0 million square feet of space – along with office and academic properties – five existing properties totaling 832,628 square feet. To date, it appears that Vermilion has only been involved in the construction/development of three multi-family properties collectively totaling 164 units and 229,981 square feet of space. Vermilion is also nearing start of construction on a planned 256 unit project in Minneapolis. As indicated, their multi-family projects have generally targeted mid-rise product ranging from seven to 13 stories, projects featuring very high densities – 50 to 200 units per acre – and projects incorporating very modern architectural design, all aspects contrary to the existing character of the EEEPY Neighborhood Plan area and the City's vision for the redevelopment of the subject property. Their proposed 445 unit project submitted for the subject property also represents a project scale well beyond what they have been involved in to date.

Please contact us should you have any questions regarding our assessment of this redevelopment proposal.

Very truly yours,

ALFRED GOBAR ASSOCIATES



James W. Wolf, CRE®  
Principal

**Exhibit A**  
**Large (100+ Units) Apartment Projects Under Construction & Planned**

Property Address	Property Name	# Units	Style	RBA	Submarket Name	City	Year Built	# Flrs	Avg Unit Size (Calc)	Avg Unit Size (Stated)	Rent Type
<b>Projects Under Construction</b>											
2521 East Washington Ave	Nexus at Union Corners	105	Mid-Rise	50,000	East Madison	Madison	2022	5	476	816	Market
2301 Autumn Blaze Way	Building A - Phase I	285	Mid-Rise	40,000	Outer Sun Prairie	Sun Prairie	2022	4	140		Market
409 Church Ave	School House Yards	100	Garden	102,590	Outer Verona	Verona	2022	2	1,026	817	Affordable
5622 Eastpark Blvd	East Park Apartments	306	Low-Rise	50,000	East Madison	Madison	2023	4	163		Market
2965 Hoepker Rd	The Preserve at Prairie Lakes	152	Mid-Rise	20,000	Outer Sun Prairie	Sun Prairie	2022	4	132	844	Market
4800 Madison Yards Way	EO Apartments	273	Hi-Rise	232,050	West Madison	Madison	2023	16	850		Market
818 W Main St	The Landing at 818	100		100,000	Outer Sun Prairie	Sun Prairie	2022		1,000	885	Affordable
1402 S Park St	Fourteen02 Park Street	150		200,000	Bay Creek	Madison	2023		1,333		Affordable
5909 Sharpsburg Dr	GrandPark	147	Mid-Rise	117,600	East Madison	Madison	2023	6	800	985	Market
416 E Washington Ave	The Continental	148	Mid-Rise	22,541	Downtown Madison	Madison	2022	9	152		Market
1868 E Washington Ave	The Standard	289	Mid-Rise	75,000	Emerson East	Madison	2023	5	260		Market
619 S Whitney Way	University Park	305	Mid-Rise	500,000	Midvale Heights	Madison	2023	5	1,639	986	Market/Afford
2941 Fish Hatchery Rd		170		100,000	Fitchburg	Fitchburg	2023		588	500	Market
1312 John Q Hammons Dr	The West Edge	170	Mid-Rise	170,000	Outer Middleton	Madison	2023	5	1,000		Market
3841 E Washington Ave	Madison Plaza	<u>155</u>	Low-Rise	122,577	East Madison	Madison	2023	2	791	657	Affordable (RR)
<b>Total Under Construction:</b>		<b>2,855</b>									
<b>Proposed Projects</b>											
10 S Paterson St	Bakers Place	220	Mid-Rise	220,000	Marquette-Dane	Madison	2024	14	1,000		Market
4800 Madison Yards Way	Block 4	123	Mid-Rise	150,000	West Madison	Madison	2023	5	1,220		
4800 Madison Yards Way	Block 3	216	Mid-Rise	200,000	West Madison	Madison	2024	6	926		
308 N Bassett St	Verve Madison	145	Mid-Rise	150,000	Downtown Madison	Madison		12	1,034		Market
601 Bay Vw	Bay View Apartments	130	Mid-Rise	50,000	Greenbush	Madison		4	385		Market/Afford
832 E Main St	Baker's Place	220		250,000	Marquette-Dane	Madison		14	1,136		Market
8110 Midtown Rd		270	Mid-Rise	274,223	West Madison	Madison	2024	5	1,016		
Nobel Drive		497	SF Rentals	500,000	Fitchburg	Fitchburg	2024		1,006		Market
4140 Silo View Dr	Covered Bridge Phases 2 & 3	273	Low-Rise	273,000	Outlying Dane Co	Windsor	2023	3	1,000		Market
121 E Wilson St		337	Mid-Rise	300,000	Downtown Madison	Madison	2024	14	890		
Zeier Rd		<u>400</u>		50,000	East Madison	Madison			125		Market
<b>Total Proposed:</b>		<b>2,831</b>									
<b>Total Under Construction &amp; Proposed:</b>		<b>5,686</b>									

**Exhibit B**  
**Vermilion Development Property Holdings/Real Estate Development Activity**

Property Address	Property Name	Secondary Type	Building Status	RBA	City	State	Year Built	# Flrs	# Units	Misc.	
<b>Multi-Family Properties</b>											
1648 W Division St	Alcove MDP Townhomes	Apts	Existing	42,000	Chicago	IL	2020	3	12	Townhome apartments	
1255 N Paulina St	Alcove Wicker Park	Condos	Existing	43,000	Chicago	IL	2020	7	55	Condo units. 50 du/ac	
734 W Sheridan Rd	Viridian on Sheridan	Apts	Existing	144,981	Chicago	IL	2018	10	100	Rents \$2,052-\$3,919. 200 du/ac	
<i>3326 SE University Ave</i>	<i>The Wallis Propsect Park</i>	<i>Apts</i>	<i>Proposed</i>	<i>NA</i>	<i>Minneapolis</i>	<i>MN</i>	<i>2023</i>	<i>7 &amp; 13</i>	<i>256</i>	<i>138 du/ac, 150', retail, pocket park</i>	
<b>Total Existing:</b>				<b>229,981</b>					<b>164</b>		
<b>Office Properties</b>											
5235 S Harper Ave	Harper Court	Office	Existing	518,628	Chicago	IL	2013	12			
901 W University Ave	College of Engineering	Ofc/Learning Ctr	Existing	150,000	Urbana	IL	2009	4			
301 University Blvd	University Hall	Ofc/Learning Ctr	Existing	100,000	Indianapolis	IN	2016	5			
22 N 5th St	University Foundation Ofc	Office	Existing	32,000	Terre Haute	IN	2010	2			
901 W University Ave	-	Office	Existing	32,000	Urbana	IL	NA	3			
<i>605 Davis St</i>	<i>TBD</i>	<i>Office</i>	<i>Proposed</i>	<i>301,050</i>	<i>Evanston</i>	<i>IL</i>	<i>2024</i>	<i>18</i>			
<b>Total Existing:</b>				<b>832,628</b>							
<b>Health Care Properties</b>											
475 S Governor St	Silver Birch of Evansville	AL Units	Existing	193,000	Evansville	IN	2019	3			
2500 W Kilgore Ave	Silver Birch of Muncie	AL Units	Existing	98,299	Muncie	IN	2018	3			
650 Lafayette Ave	Silver Birch of Terre Haute	AL Units	Existing	94,000	Terre Haute	IN	2019	3			
4400 E Michigan Blvd	Silver Birch of Michigan City	AL Units	Existing	103,465	Michigan City	IN	2018	4			
5620 Sohl Ave	Silver Birch of Hammond	AL Units	Existing	100,000	Hammond	IN	2017	4			
408 S Washington St	Silver Birch of Kokomo	AL Units	Existing	95,350	Kokomo	IN	2018	4			
7125 S Hanna St	Silver Birch of Fort Wayne	AL Units	Existing	95,000	Fort Wayne	IN	2019	4			
3731 W Cook Rd	Silver Birch of Cook Road	AL Units	Existing	101,000	Fort Wayne	IN	NA	3			
3630 Hickory Rd	Silver Birch of Mishawaka	AL Units	Existing	95,279	Mishawaka	IN	NA	3			
518 W Romeo Garrett Av	Gateway at River City	AL Units	Existing	98,387	Peoria	IL	2013	3			
<b>Total Existing:</b>				<b>1,073,780</b>							
<b>Retail Properties</b>											
1531 E 53rd St	Harper Court	Storefront	Existing	83,000	Chicago	IL	2013				
<b>Total Existing:</b>				<b>83,000</b>							



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## ALFRED GOBAR ASSOCIATES

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November 9, 2022

City of Madison Urban Design Commission  
P.O. Box 2984  
Madison, WI 53701  
Attn: Jessica Vaughn, Jenny Kirchgatter & Tim Parks

Subject: Critique of Traffic Impact Study Conducted For Vermilion Development

Dear Commission Members:

Alfred Gobar Associates has been engaged by Daniel Arndt, property owner at 1650 Sherman Avenue to provide a critique of the traffic report prepared by TADI to address traffic impacts expected from the redevelopment of property located at 1601-1617 Sherman Avenue. By way of introduction, Alfred Gobar Associates is an economic and real estate consulting firm with over 50 years' experience in development assessments. I am a principal in the firm, with a BA degree in Real Estate & Urban Planning from the University of Wisconsin, Madison and a member of the Counselors of Real Estate since 2001.

### **Traffic Volume Comparisons**

For reference, traffic volume data acquired by Alfred Gobar Associates for the immediate site area vis-a-vis CoStar is detailed in Exhibit A. The exhibit identifies 2022 traffic volumes along East Johnson Street at its intersection with North Dickinson Street at 24,868 to 26,025 vehicles per day, closely coinciding with the TADI study that identifies 22,500 vehicles per day at East Johnson Street and Marston Avenue and about 24,100 vehicles per day at the intersection of East Johnson Street and North Baldwin Street. The CoStar data also identifies a traffic volume of 9,743 vehicles per day along Fordem Avenue, just north of East Johnson Street, well above the traffic estimates created by TADI of roughly 5,400 vehicles per day. These conservative estimates from TADI also extend to their traffic volume estimates for Sherman Avenue, a volume they estimate at 3,200 vehicles per day near the intersection of Marston Avenue to roughly 3,500 vehicles per day at the intersection of McGuire Street. The CoStar data identifies 2022 traffic counts between 4,151 and 4,457 vehicles per day along Sherman Avenue at its intersection with North Thornton Avenue, volumes above the TADI estimates.

### **Apartment Redevelopment Net Traffic Impact**

TADI is basing their projections off slightly altered redevelopment plans relative to the plans submitted as part of the Urban Design Commission Application. The total unit count per the Conceptual Plan identified in Exhibit 2 of the Traffic Impact Analysis now identifies a total unit count of 433 apartment units, down 12 units from 445 total units identified within the UDC Application. Exhibit 2 of the Traffic Impact Analysis also identifies a total of 580 on-site parking spaces, down 20 spaces from the 600 parking spaces identified within the UDC Application. Lastly, the Traffic Impact Analysis identifies no three bedroom units, contrary to that identified within the UDC Application.

Exhibit 5 of the Traffic Impact Analysis provides a forecast of AM Peak traffic generation of 185 vehicles either entering or exiting the planned apartment community between the

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Page 2

hours of 7:30 and 8:30 a.m., closely paralleling the PM Peak traffic generation forecasted at 190 vehicles either entering or exiting the planned apartment community between the hours of 4:15 and 5:15 p.m.. These forecasts suggest that less than one-third of all on-site apartment residents will either enter or exit Sherman Avenue at the subject project with their vehicle during the peak morning commute period (7:30 to 8:30 a.m.), followed by less than one-third of all on-site apartment residents either exiting or entering Sherman Avenue at the subject property with their vehicle during the peak evening commute period (4:15 to 5:15 p.m.), forecasts that appear overly conservative to Alfred Gobar Associates.

A seemingly more relevant traffic comparison is provided in the unidentified appendix to the report (buried on page 205 of the 332 page PDF document) that compares weekday daily trips generated from the existing land use (the 45,000 square foot office building) at full occupancy relative to the planned 433 unit apartment project at full buildout and occupancy. The existing office use has the potential to generate an average of 580 vehicle trips per weekday at full occupancy. The planned apartment complex has the potential to generate an average of 2,250 vehicle trips per weekday at full buildout/occupancy, a net increase of 1,670 vehicles per day along Sherman Avenue. Based on current traffic volume estimates along Sherman Avenue of 3,200 to 3,500 vehicles per day (TADI estimates) and 4,151 to 4,457 vehicles per day (CoStar estimates), the increased traffic volume generated from the planned apartment complex estimated at 1,670 additional vehicle trips per day would likely have a significant (negative) impact on Sherman Avenue traffic volumes. On the assumption that the office building generates no or very minimal traffic generation on Saturday and Sunday, this suggests an even greater impact on Sherman Avenue traffic volumes on weekends from the planned apartment project relative to weekend traffic volumes currently in place.

Traffic impacts generated from this planned apartment projects far exceed the less impacted one hour morning and one hour evening commute periods.

Very truly yours,

ALFRED GOBAR ASSOCIATES

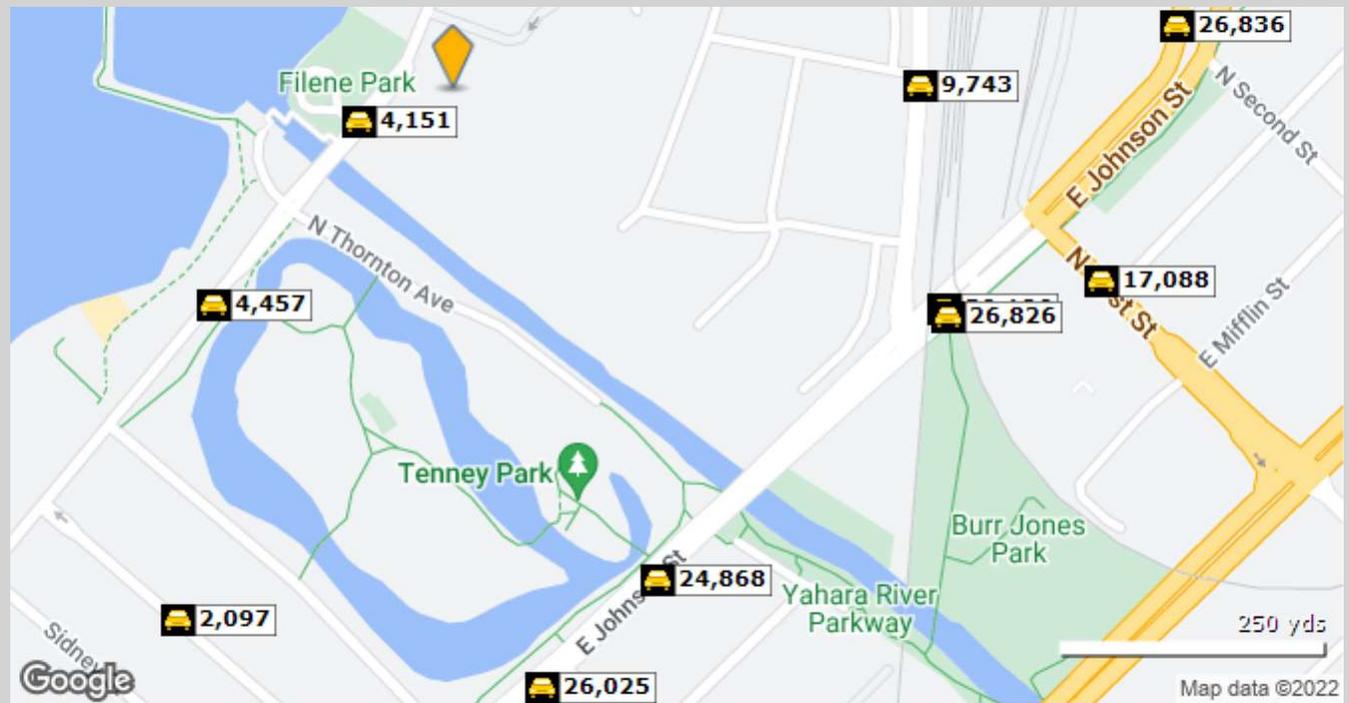
A handwritten signature in blue ink that reads "James Wolf". The signature is written in a cursive, flowing style.

James W. Wolf, CRE®  
Principal

# Exhibit A Traffic Count Report

1617 Sherman Ave, Madison, WI 53704

Building Type: **Class B Office**  
 Class: **B**  
 RBA: **48,400 SF**  
 Typical Floor: **27,200 SF**  
 Total Available: **0 SF**  
 % Leased: **100%**  
 Rent/SF/Mo: **-**



	Street	Cross Street	Cross Str Dist	Count Year	Avg Daily Volume	Volume Type	Miles from Subject Prop
1	Sherman Ave	N Thornton Ave	0.06 SW	2022	4,151	MPSI	.05
2	Sherman Ave	N Thornton Ave	0.07 NE	2022	4,457	MPSI	.17
3	Fordem Ave	E Johnson St	0.14 S	2022	9,743	MPSI	.25
4	E Johnson St	N Dickinson St	0.07 SW	2022	24,868	MPSI	.29
5	E Johnson St	Fordem Ave	0.03 SW	2020	30,186	MPSI	.29
6	E Johnson St	Fordem Ave	0.03 SW	2022	26,826	MPSI	.30
7	N Baldwin St	Elizabeth St	0.07 SE	2022	2,097	MPSI	.32
8	E Johnson St	N Dickinson St	0.02 NE	2022	26,025	MPSI	.33
9	N 1st St	E Dayton St	0.01 SE	2022	17,088	MPSI	.37
10	Pennsylvania Ave	E Johnson St	0.02 S	2021	26,836	MPSI	.40



Source: CoStar Group; Alfred Gobar Associates  
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10/28/2022

**From:** [Abbas, Syed](#)  
**To:** [Tyler Lark](#); [Benford, Brian](#); [Fields, Debbie](#); [Urban Design Comments](#); [Heck, Patrick](#); [Traffic](#)  
**Subject:** Re: TLNA interest/participation in 1617 Sherman Ave.  
**Date:** Thursday, October 27, 2022 2:57:24 PM

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Tyler I will call you shortly.

Thanks  
Syed

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**Alder Syed Abbas**, City of Madison, District 12  
[District 12 Website](#) [Signup for District 12 emails](#)  
[Contact: 608-572-6984](#)

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**From:** Tyler Lark <[tylerlark@gmail.com](mailto:tylerlark@gmail.com)>  
**Sent:** Thursday, October 27, 2022 1:52 PM  
**To:** Benford, Brian; Fields, Debbie; Abbas, Syed; Urban Design Comments; Heck, Patrick; Traffic  
**Subject:** Re: TLNA interest/participation in 1617 Sherman Ave.

Caution: This email was sent from an external source. Avoid unknown links and attachments.

Hi Alders and City reps,

Many residents within the Tenney-Lapham Neighborhood have expressed an interest in engaging with the proposed development at 1617 Sherman Ave, which lies immediately adjacent to Tenney Park. Because the development is just outside our official neighborhood boundary, many folks seem to be just learning about it now or feel they have not had adequate opportunity or notice to learn more or provide input.

Is there any way that the Tenney-Lapham Neighborhood Association can further engage with the project and/or the developer, e.g. through a meeting among TLNA residents, the developer, and/or city staff working on the project? Folks are particularly interested in the potential impacts on Tenney Park and the Yahara riverway, traffic, and the fit with the surrounding community.

I would appreciate any guidance you can provide, or connection to the appropriate folks at the city who can advise us on this.

Thanks much!  
Tyler Lark

2022 TLNA President  
(920)-737-3538

On Wed, Oct 12, 2022 at 11:57 AM Tyler Lark <[tylerlark@gmail.com](mailto:tylerlark@gmail.com)> wrote:

Hi Alder Benford, Alder Abbas, and Debbie,

I've been receiving many emails from folks interested in the proposed development at 1617 Sherman Ave. It falls just outside the Tenney-Lapham neighborhood so it isn't something that's been high on my or TLNA's radar, and I just wanted to learn more about the status of the proposal and process in case I can help point neighbors to the right places/time to plug into the conversation. Are there next steps following the 10/10 meeting?

Thanks much!  
-Tyler Lark  
TLNA President

On Thu, Sep 29, 2022 at 9:57 AM Benford, Brian <[district6@cityofmadison.com](mailto:district6@cityofmadison.com)> wrote:

FYI

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**From:** Fields, Debbie <[DFields@cityofmadison.com](mailto:DFields@cityofmadison.com)>

**Sent:** Wednesday, September 28, 2022 10:41 AM

**To:** Benford, Brian <[district6@cityofmadison.com](mailto:district6@cityofmadison.com)>

**Subject:** 10/10 neighborhood meeting

Hi Brian,

I've attached the language from Syed's postcard about the neighborhood meeting re: 1617 Sherman Avenue so you can put it on your blog, share with Tenney-Lapham, etc.

Best,  
Debbie  
Council Office  
266-4297

## *Sherman Terrace Neighborhood Association*

October 26, 2022

City of Madison Urban Design Commission

Dear Members of the Commission:

The Sherman Terrace Neighborhood Association would like to share with you some of our first impressions of the development proposed by Vermilion for 1617 Sherman Avenue. We are adjacent to this property.

First, we generally support the idea of residential in-filling in Madison and some form of development of this property, especially since the parking lot on the site far exceeds the needs of the office building currently occupied by My Choice Wisconsin and has been largely underused for decades. However, whether or not a historical building dedicated by President Truman in 1950 should be demolished in order to develop the property, minimally depends upon the nature and scale of the development. In our opinion, the current proposal does not meet this bar as it is architecturally inconsistent with all of the buildings along Sherman Avenue, the four-story McKenzie Place at the end of Sherman at Fordem included in that judgement. In short, it is too big.

Relatedly, we are also concerned about the numbers of private cars and delivery trucks that would be moving on Sherman and parking in the neighborhood. Traffic on this two-lane residential street is already busy making for challenging pedestrian and fishermen crossings between Tenney Park and the jetty, as well as Filene Park, across from 1617 Sherman. Vermilion indicates in its proposal that it will provide 587 parking stalls, 257 on the surface and 330 below grade which it expects will accommodate the needs of the occupants of the 445 proposed units using the formula of 1.32 cars per unit. Should the relatively affluent residents who will reside there exceed this ratio, they will seek parking in the Tenney Park parking lot as well as Sherman Terrace creating problems for citizens using the park as well as residents of Sherman Terrace. There is no parking along Sherman Avenue in this area. Furthermore, the residents of the 1617 buildings are **unlikely** to rely on public transportation, especially since there are plans to truncate bus service along Sherman Avenue.

Vermilion laudably proposes a 29,000 square foot green roof area, yet relatively little green space that would be available for pedestrians to actually see. And though they propose to retain the

maple trees in front of the building, the 31 foot set-back may compromise the root structures of those trees and they will be short-lived.

In this same register of concern, the needs for surface parking have apparently diminished the value of adequate screening between the new development and Sherman Terrace's southern property line. Currently residents of Sherman Terrace and employees of My Choice Wisconsin enjoy lush green screening between each other for more than half the year. Though we have no illusions about the value of the current species **make up** of this screen, we recommend that the issue of screening be more clearly engaged and the plan be revised to preserve and develop a natural buffer for the benefit of residents of both properties as well as its aesthetic value for the residents of the neighborhood, some of whom are avid bird watchers. More attention, therefore, needs to be given to these issues in a landscape plan.

At some point in the future, some Sherman Terrace Condominium residents might consider moving next door were affordable housing made available in the development, one of the goals identified in a previous neighborhood development plan. We regret that no such provisions have been put forth at this point in time.

Finally, as an association, we approach this process with good will. We feel that a smaller-scale development is more appropriate for this historic neighborhood in consideration of all the people who are currently residing and will someday reside in this area. We look forward to working with you.

Thank you.

Nathan Brelsford and Larry Nesper for the Sherman Terrace Neighborhood Association

**From:** [Wendy Phifer](#)  
**To:** [Urban Design Comments](#)  
**Subject:** Informational Presentation of 1617 Sherman Avenue at Urban Design Commission  
**Date:** Wednesday, October 26, 2022 5:23:07 PM

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Caution: This email was sent from an external source. Avoid unknown links and attachments.

Good afternoon,

I wanted to convey my conditional support for the housing project at 1617 Sherman Avenue. If a few issues are addressed I am sure it will be a great addition to our neighborhood.

First and most importantly, I hope the new development maintains the setback from Sherman Avenue of the current building - leaving the mature trees and a pleasant lead up to the Tenney bridge for the whole neighborhood. Like the deep setbacks of Sherman Terrace condos, Lakewood Gardens and the apartments on Fordem, a deep setback creates a more open feeling even with very high density. You can also have usable living units on the first floor when the building is setback from the road. As an aside, it seems counter-intuitive that the front building is the tallest. You are blocking the lake view from your own buildings. Why not make the buildings at the back of the property the tallest so that they too can enjoy the view? A smaller front facing building would ease the concerns of the neighborhood by hiding the big buildings in the back.

Additionally, a stop sign or two along Sherman at Baldwin Street and at Sherman Terrace perhaps would do a world of good for traffic even now.

Finally, there is no need for commercial space on the first floor - we already have empty or never rented store fronts at McKenzie Place, at Commercial & Sherman, and at Fordem & Lakewood Gardens and maybe even at the 1700s of Fordem as well. (See above about setback to create livable first floor units.)

Thanks for your time and all you do for our community!

-Wendy Phifer

1911 Sherman Ave., #24  
Madison, WI 53704

**From:** [Benjamin Wolma](#)  
**To:** [Urban Design Comments](#)  
**Subject:** 1617 Sherman Ave development comments  
**Date:** Wednesday, October 26, 2022 5:22:52 PM

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Hello,

My family and are owner-occupants at 134 Lakewood Gardens Ln. Broadly speaking, we welcome high density development at this location, but are in opposition to this current proposal.

- We strongly oppose rezoning 1617 Sherman to pure residential. We feel the neighborhood would be well served by commercial space at that location and feel any development that doesn't include it would be leaving tax revenue on the table by the city and would fail to add anything positive to the neighborhood.
- We believe the neighborhood and the city at large would be better served by owner-occupied (condo/townhouse, etc) development on this property. This location and neighborhood is a wonderful location for long term residence and the lack of ownership opportunity within Madison is obvious to all, I'm sure. Targeting a transient, upper income population in a rental only complex does nothing to improve the neighborhood.
- We would much prefer a facade more in line with the historic structures in the neighborhood. We are fans of brick and other historically utilized materials over concrete board, excessive bird-killing glass, and architectural foam elements.
- Any high density development needs to include significant traffic calming measures on Sherman Ave, Marston and Baldwin at the very least. Motor vehicle traffic needs to be strongly discouraged by design if density is going to increase, and pedestrian and cycling infrastructure needs to be upgraded. Pedestrian and bicycle safety must take priority over motor vehicle convenience, in keeping with Madison's Vision Zero initiative.
- Only one driveway on Sherman Ave should be constructed for regular traffic in and out of the development in order to maintain safe travel on Sherman Ave.

Thank you for your consideration,  
Benjamin and Amber Wolma

## *Sherman Terrace Neighborhood Association*

October 26, 2022

Alderman Syed Abbas and Heather Stouder, Director  
City of Madison Urban Design Commission

Dear Alderman Abbas, Director Stouder, and Members of the Commission and Darrin Jollas of Vermilion Development:

The Sherman Terrace Neighborhood Association would like to share with you some of our first impressions of the development proposed by Vermilion for 1617 Sherman Avenue Apartments.

First, we support the idea of residential in-filling and some form of development of this property, as the parking lot far exceeds the needs of the office building currently occupied by My Choice Wisconsin. Whether or not a historical building dedicated by President Truman in 1950 should be demolished in order to develop the property depends upon the nature and scale of the development. In our opinion, Vermilion's proposal does not meet this bar as it is architecturally inconsistent with all of the buildings along Sherman Avenue, the four-story McKenzie Place at the end of Sherman at Fordem included in that judgement.

We are also concerned about the numbers of private cars and delivery trucks moving on Sherman and parking in the neighborhood. Traffic on this two-lane residential street is already busy making for challenging pedestrian crossings between Tenney Park and the jetty, as well as Filene Park, across from 1617 Sherman. Vermilion indicates in its proposal that it will provide 587 parking stalls, 257 on the surface and 330 below grade which it expect will accommodate the needs of the occupants of the 445 proposed units using the formula of 1.32 cars per unit. Should the relatively affluent residents who will reside there exceed this ratio, they will seek parking in Tenney Park as well as Sherman Terrace creating problems for citizens using the park as well as residents of Sherman Terrace. There is no parking along Sherman Avenue in this area. Furthermore, the residents of the 1617 buildings are unlikely to rely on Madison Metro, especially since there are plans to truncate bus service along Sherman Avenue.

Vermilion laudably proposes a 29,000 square foot green roof area yet very little green space that would be available for pedestrians to actually see. And though they propose to retain the maple trees in front of the building, the 31 foot set-back may compromise the root structures of those trees and they will be short-lived.

In this same register of concern, the needs for surface parking have apparently diminished the value of adequate screening between the new development and Sherman Terrace's southern property line. Currently residents of Sherman Terrace and employees of My Choice Wisconsin enjoy lush green screening between each other. Though we have no illusions about the value of the current species that make up this screen, we recommend that the issue of screening be more clearly engaged and the plan be revised to preserve a natural buffer for the benefit of residents of both properties as well as its aesthetic value for the residents of the neighborhood, some of whom are avid bird watchers. More attention, therefore, needs to be given to these issues in a landscape plan.

At some point in the future, some Sherman Terrace Condominium residents might consider moving next door were some form of affordable housing made available in the development, one of the items noted in a previous development plan. We regret that no such provisions have been put forth at this point in time.

Finally, we approach this process in good will. We feel that a smaller-scale development is more appropriate for this historic neighborhood in consideration of all the people who are currently residing and will someday reside in this area. We look forward to working with you.

Sincerely,  
Sherman Terrace Neighborhood Association

**From:** [Espenshade Jean](#)  
**To:** [Urban Design Comments](#)  
**Subject:** 1617 Sherman Ave Vermillion development proposal  
**Date:** Wednesday, October 26, 2022 3:12:31 PM

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Caution: This email was sent from an external source. Avoid unknown links and attachments.

The Vermillion proposal for the property at 1617 Sherman Ave is not an acceptable means of achieving the need for higher density, below-market housing in Madison.

The 6 story height of the building fronting on Sherman Ave, the total mass of the five buildings, and the design of the development are inappropriate for the location. The environmental impact of the proposed design is of concern. What is the percent of impervious area for the site currently, and how does that compare to the impervious area of the proposed design? The combination of impervious surfaces and compacted soil areas (due to buildings replacing current surface parking areas) would affect not only storm-sewer runoff, but also ground water infiltration. These changes can in turn increase volume and velocity of runoff, frequency and severity of flooding, and peak storm flows, contributing to flash flooding.

A second topic of concern would be the significant increase in traffic volume on Sherman Ave. Traffic volume on Sherman is already an issue, particularly for those of us who live on Sherman and have no other means of egress. This would also be the case for the residents living in the 445 apartments on the site. Safety as well as inconvenience are increasingly difficult issues due to traffic flow on Sherman. How many vehicles would be estimated to be owned by residents of the proposed development and/or needed to service the property?

These two concerns—storm-sewer management and traffic flow on the Isthmus—combined to affect Sherman Ave in the flooding of August 2018 when Johnson St was closed from N First to N Baldwin due to flooding.

Finally, the proposed design is not in keeping with the surrounding area of residential housing and city park and would have a significant negative impact on the adjacent areas.

I am opposed to the proposal in its current form.

Jean Espenshade  
1640 Sherman Ave #4  
Madison, WI 53704

I am strongly opposed to the Vermillion proposal for 1617 Sherman Avenue. I live, since 1999, at 1654 across from the project, in a 1950's house built of bricks reclaimed from a Brewery that once stood at 1617. However, my concerns are far more serious than historic preservation.

#### ITEMS OF CONCERN:

**EXISTING HOUSING:** Massive area of Sherman Terrace condos and apartments across from me. The Gordon, at Sherman and Commercial Ave, Mc Kenzie Place at Sherman & Fordem, Sherman Glen senior Apartments, on Sherman Ave, The new Madisonian on Aberg off Sherman, Lakewood Gardens apartments from Sherman to Fordem, Fuller's Woods Apartments, and Bluff Manor apartments. More are proposed in the Oscar Mayer and Hartmeier areas. We do not need more of this, particularly on this quiet two lanes street. We do not need to become an East Washington corridor.

**POLLUTION:** Sewage, air quality, noise, garbage, all close to Yahara River, Tenney Park Lagoon and Lake Mendota and the beach.

**GREEN SPACE:** The proposed new structures would involve less green setback, more concrete, paving, and lighting, which lead to the heating and burning of surrounding areas. Trees, bushes, grasses, and plantings will suffer. Tenney Park has already lost hundreds of trees to Ash Bore Beetle.

**NATURE:** Currently the area is home to a host of wildlife. There are ducks, geese, great blue herons, night herons, cranes, a rare graylag, a variety of songbirds. We see fox, squirrels, groundhogs, muskrats, mink, raccoons. The Lake and Tenney Park are home to them and we are the fortunate neighbors. The Vermillion project would ruin this symbiosis.

**NOISE:** Vehicular traffic, public transportation increase. Speeding cars followed by police with sirens wailing.

**RECREATION:** The Tenney Locks are currently over burdened and in need of constant care and repair. Fishing, Kayaking, Boating and swimming now

at a reasonable level will be negatively affected. Vermillion proposes Bike paths. There is no space for bike paths in the area.

CRIME: The City of Madison is seeing a rise in crime. There is a prevalence of guns, robberies, home invasion, car theft and killings. This is getting closer to our quiet stretch of Sherman Avenue. Next door a car was broken into, keys and wallet stolen. A garage two doors away broken into, car stolen. At 3AM one morning by doorbell rang incessantly, a woman screaming "I got kicked outta where I was stayin". I offered to call Police. She screamed NONONO and proceeded to the house next door.

FAMILY CONCERNS: All issues above are considering the welcoming and safety of young families with children as well as longtime older residents.

VERMILLION: I have researched their projects which are simply boxes atop boxes with an occasional Porte Cochere or one or two peaked roofs. Others are gigantic glass and metal office or educational buildings. The Sherman Avenue proposal is simply another series of boxes with only the street facing structure gussied up with the typical triangular beams that echo styles from the Outer Banks or the Caribbean. Vermillion has been sued by the City of Chicago. The reviews are not good. Please do not approve of a zoning change or their plan.

Mary Alice Wimmer

**From:** [Ed Jordan](#)  
**To:** [Melissa Coons](#); [Urban Design Comments](#)  
**Subject:** 1617 Sherman Avenue at Urban Design Commission - Public Comment - Opposition  
**Date:** Wednesday, October 26, 2022 1:39:38 PM

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Caution: This email was sent from an external source. Avoid unknown links and attachments.

Hello,

We are not opposed to redevelopment of this property that is directly adjacent to Sherman Terrace Condominiums (our home). But, we are opposed to the size and impact on the Sherman Terrace Condominiums, Sherman Terrace Neighborhood, Tenney Park, and the Tenney-Lapham Neighborhood:

- During the 10/10/22 neighborhood meeting, it was stated that the project estimated 1.3 cars per unit. The number of units is expected to be 445. This means the project expects to add 578.5 cars to the area daily. Currently, all three roads (Sherman Ave., Marston and Baldwin) in and out of the area are taxed and don't have the room to be widened, nor should they be. Additionally, we can't imagine the Sherman Avenue Bridge can or should be expanded for this project. As of 10/25, through our communication with Alder Abbas and the Darrin Jolas (Vermilion), a traffic study has been promised, but has not been produced. It should be available before any project moves forward.
- The project is planning to have 600 parking stalls. When we subtract the 578.5 above we have 21.5 stalls for visitors. On weekends, we can expect visitor spill over into the neighborhoods and Tenney Park. This will tax the neighbors and the park. It should be noted that Sherman Ave. has no parking from Fordem to Marston.
- The main building on Sherman Ave. is to be 6 stories with a gabled roof, so 7 stories. Also it is to be placed 31 feet from the sidewalk on Sherman Ave (the current 2 story office building is further from the sidewalk). This is too tall and too close to the street. It will tower over the street and adjacent Sherman Terrace Condominiums. This will be oppressive to the owners and residents at Sherman Terrace Condominiums, the residents of the even side of the 1600 block of Sherman Ave., and passersby. Placing tall buildings close the sidewalk works on a city street, but not in a neighborhood and not next to a park. Additionally, while the gabled roof matches the houses (it will tower over across the street), it is completely opposite of the Sherman Terrace Condominiums next door.
- If the tower stays in the plan, it should be stepped back or moved further back on the plot.
- During the 10/10/22 neighborhood meeting, the developer was able to point to a proposed zoning designation in the 2016 Emerson East-Eken-Yahara Neighborhood Plan to state the plot could support almost 800 units. But, they ignored the plan's suggestions that placed a suggested number of units in the 200's.
- The developer plans to have no affordable housing. While the developer speaks to the mayor's desire for infill in Madison, they ignore the mayor's passion for affordable housing.

As we stated at the beginning, we are not opposed to redeveloping this parcel. It needs to be done on a more human scale that respects the scale and flow of the area.

Thank you.

Melissa Coons and Edward Jordan

[22 Sherman Ter #6](#)

[Madison, WI 53704](#)

**From:** [annewalker@homelandgarden.com](mailto:annewalker@homelandgarden.com)  
**To:** [Urban Design Comments](#)  
**Cc:** [Mayor](#); [Foster, Grant](#)  
**Subject:** Yahara River Corridor-Vermilion project  
**Date:** Wednesday, October 26, 2022 1:32:43 PM

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Caution: This email was sent from an external source. Avoid unknown links and attachments.

Dear Mayor, Urban Design Commission and Alder Abbas,

At tonight's Urban Design Commission meeting, the proposed Vermilion project along the Yahara River Corridor is being proposed. I have lived and volunteered in District 6 for a long time. As such, I am very familiar with the need to build and plan for more housing in Madison. I understand that there is a desire for more housing in our neighborhoods. I also strongly believe that we need to build a sustainable and resilient future.

While I can completely understand the initial appeal of building across from the lake, with a view towards the Capital in a dynamic neighborhood, what is also very true about this spot is how very unique the location is in another important way. It is a parcel located in an isthmus, squeezed between two lakes, along a river, below the locks in a location prone to flooding. While the City and the County are interested and engaged in looking for solutions, they aren't easy ones or inexpensive.

Recently I attended a meeting with JoJo O'Brian with the City of Madison engineering division. The meeting was to discuss the East Isthmus and Yahara River Watershed. This portion of the watershed, this portion of the isthmus, was described as being like a bathtub, with the Yahara River functioning as the drain. That's a big job, especially these days. While the County has been working hard to improve flow in the river, it's not a perfect solution. Engineer O'Brian said that one of the great challenges with meaningfully dealing with our stormwater and flooding in the neighborhood is the lack of space and the price of land in our neighborhoods.

I strongly believe that the Yahara River Corridor, including this parcel, needs to function as a backup, a dedicated greenspace or sponge park. The flood of 2018 was a "great" wake-up call. Many cities are facing the same challenges we are facing with both housing and climate change. Quite a few are re-thinking flood prone locations, especially along their waterways for better management of their stormwater and planning for more resilient neighborhoods and sustainable city/infrastructure.

This is a goal that is compatible with quite a few of the City of *Madison Comprehensive Plan* goals. This is a corridor that could function as greenspace, in a greenspace and park deficient part of the city that is rapidly growing. In addition, this corridor is within walking distance to all of our area schools and could function as an outdoor classroom, as well as a template in our park system highlighting best management practices.

This corridor is an incredibly important area for birds, especially migratory birds and other wildlife. Transition areas, areas that have both land and water, are uniquely important for supporting biodiversity. Building along the historic Yahara parkway, a sliver of land really, stands the chance of negatively impacting that biodiversity. Buildings that are lighted and full of glass create a very real hazard for migratory birds. In addition, light pollution has been demonstrated to negatively impact insects, animals, reptiles and is increasingly implicated in altering aquatic ecosystems, from the smallest organism on up.

While I can understand the desire to increase density, and especially in the isthmus, planning for resilience and sustainability is every bit as important. I urge the city to increase the park space, and, *increase our city's and our neighborhoods resiliency*.

Respectfully,

Anne Walker

**From:** [Marian Celesnik](#)  
**To:** [Urban Design Comments](#)  
**Subject:** Item 3 number 74227 Sherman Avenue proposed apartments  
**Date:** Wednesday, October 26, 2022 1:18:53 PM

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The proposed development is too dense for Sherman Avenue at Tenney Park. I can't think of another development that puts so many units on a street of this size. It would make it very difficult for bicyclists who have only Sherman or possibly Fordem, to get downtown or to UW campus.

At Olbrich lake front, for example, the hi-rise near beer garden is on a major street. And that hi-rise is back from the street, unlike this 6 story building. Thirty feet is nothing for a six story building in this neighborhood

The height of six story building is out of scale for the neighborhood. It will dominate the neighborhood visually and block light for Sherman Terrace and possibly the west side of Sherman.

When new buildings were planned for Johnson St. they were compatible in height with existing buildings.

Thank You,

Marian Celesnik  
1734 Sheridan Dr  
Madison , WI

**From:** [Don Jones](#)  
**To:** [Urban Design Comments](#)  
**Subject:** 1617 Sherman Ave development proposal  
**Date:** Wednesday, October 26, 2022 12:06:26 PM

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While below-market housing is needed in Madison, the Vermillion proposal is not an acceptable solution. Indeed, it would be equally unacceptable as a market rate project in the proposed location. Building height, mass, and design are all inappropriate for the site .

It appears, some of the property may be questionable as to its suitability for some of the proposed construction when taking into account near-certain future repetitions of the 2018 lake-level flooding. (City of Madison East Isthmus Watershed Study Flood Mapping. Oct12, 2022).

The seeming insensitivity to the history of the existing structure and the context of the neighborhood are further issues of concern.

Traffic volume on Sherman Ave is already an issue, especially because of the adjacency to Tenney Park and to Filene Park and its boat launch. With no apparent access to Fordem Ave or E Johnson St, all resident and service traffic would flow onto Sherman Ave. Both volume and safety are of serious concern.

I am opposed to the proposal in its current form.

Don Jones  
1640 Sherman Ave #3  
Madison WI 53704

October 26, 2022

To The Urban Design Commission:

My family have been residents of 1646 Sherman Avenue since 1934, when the home at 1646 Sherman Avenue was surrounded by woods, and where the land occupied by Sherman Terrace Apartments/Condominiums was a corn field. This letter is submitted in opposition to the Vermillion proposal.

Sherman Avenue is a two-lane street located in a largely residential area. Those residences consist of principally single-family homes on the west side of the street from the intersection of Sherman Avenue and Fordem Avenue to Tenney Park, and single-family residences on both sides of the street south of Tenney Park. On the east side of Sherman Avenue to the CUNA Building (WPS) there are a number of apartment complexes and/or condominiums between Fordem Avenue and the Yahara River, with those bordering Sherman Avenue, with the exception of the newly erected McKenzie Place (4-stories), limited to three stories, and those bordering Fordem Avenue principally three and four stories.

Traffic congestion has been an issue on Sherman Avenue for a considerable period of time, and has progressively worsened over time. The recent addition of The Gordon and McKenzie Place on North Sherman Avenue have accelerated this issue, and now with the addition of the newly constructed apartments on Aberg, the proposed Hartmeyer project and the plans being floated for the Oscar Mayer property, one can only imagine the traffic issues on this two-lane street. In this context, the Vermillion project is now being proposed which would add 600 automobiles on a daily basis to the already overburdened Sherman Avenue. There is simply no rational basis for this addition.

The Vermillion Group at the initial public meeting suggested Madison will need 10,000 additional residences in the next five years. Based on the current and proposed density of the area bordered by Aberg Avenue, North Sherman Avenue, Sherman Avenue and Fordem Avenue, it appears Madison is trying to meet this alleged need in this area alone with the new apartments on Aberg, the Hartmeyer project, the Oscar Mayer plans, and now the Vermillion proposal. Why is this the chosen area?

There is absolutely no compatibility of the Vermillion proposal with the existing residences along Sherman Avenue. In all due respect, Sherman Avenue is not East Washington Avenue. The area for the most part has attempted to remain a quiet residential area, and any new development should be compatible with this goal. One could understand, to some degree, if what was being proposed for the CUNA (WPS) site were side-by-side two-story townhouses which would maintain the residential character of the area, but not a six-story monstrosity which both physically and from a density perspective is inconsistent with this area.

Madison seems to pride itself on preserving the environment. How does a high-rise apartment complex virtually bordering the Yahara River and Lake Mendota, with water run-off issues, 600 cars polluting the air, the river and the lake on a daily basis improve the environment. Additionally, the waste issues that will be created by a minimum of 750-1,000 residents in this complex can only

be imagined. From an environmental perspective, the Vermillion proposal has no environmentally redeeming value.

The people who live on the west side of Sherman Avenue in the immediate vicinity of the Vermillion proposal did not purchase their homes to be confronted with an apartment complex with a six-story centerpiece virtually across the street housing, as indicated, an average minimum of 750-1,000 residents. They purchased and maintained their homes, and surrounding area, because they wanted to live in a largely single-family area, or at least in an area where the non-single-family residences were at least physically compatible, i.e., a maximum of three-stories high, and have had the privilege of enduring high property taxes to do so.

Interestingly, the CUNA Building is set back approximately 75 ft. from the bordering sidewalk. The proposed six-story component of the Vermillion proposal is set back 30 ft. from the sidewalk. This is probably because the developer has a concern whether the site will physically support the building if set back 75 ft. from the sidewalk. Also interesting is that the proposed apartments behind the six-story apartment structure do not have underground parking. Perhaps this is because the area will not accommodate underground parking because of the water table and the fact years ago the area was basically a swamp that was probably used as a coal ash dump site at some point in Madison's history. In any event, setting this aside for the moment, the noise level that will be generated by this massive complex will be extremely disruptive to the existing residences, both on the east and west side of Sherman Avenue, as well as the Tenney Park area, and adding 750-1,000 new individuals to the area is completely incompatible, once again, with the history of this area.

Robert and Joan Johnson  
1646 Sherman Avenue  
Madison, WI 53704

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**From:** [Mary Spoerke](#)  
**To:** [Urban Design Comments](#)  
**Subject:** opposition to item 74227 - development project at 1617 Sherman Avenue  
**Date:** Wednesday, October 26, 2022 8:27:40 AM

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Caution: This email was sent from an external source. Avoid unknown links and attachments.

I am writing to oppose the development of the 1617 Sherman Avenue project proposed by Vermillion of Chicago .. The residents of this area have not been advised properly of the scope of this project. Many of us in the immediate vicinity who would be greatly impacted by this development only found out about it a week or two ago - hardly time to even begin to grasp the enormity of this project and the deleterious effects it will have on our community, and the isthmus as a whole.

The proposed development would completely destroy one of the oldest and most established and lovely neighborhoods on the isthmus. Traffic flow would be a nightmare, the beauty of historic Tenney Park would be greatly diminished, water problems in this flood plain area would be exacerbated and the quality of life in our community further compromised.

The density of traffic this project would generate would be overwhelming. Already traffic in this neighborhood is horrendous. The proposed number of units in this development would only exacerbate that problem. Firetruck and emergency vehicles already have a difficult time negotiating tight streets, as well as the emergency throughway between Sherman Ave and Johnson Street on Marston Avenue. What would happen when public safety vehicles meet congestion and increased oncoming traffic on either end of that block?

Historic Tenney Park is a jewel of this city providing all Madison citizens with a place to relax, get away from the stresses of urban life and simply enjoy the beauty, wildlife and structural amenities of the park - walking paths, ice skating pond, playground equipment, basketball courts, soccer fields.

For decades, park planners and neighborhood volunteers have worked to make Tenney to priceless and beloved park it is today. I live near the park and everyday people stop to photograph some feature of the park, often the beautiful cloud formations or sunsets. A structure the size of what is being proposed would completely destroy the skyline of Tenney Park and the surrounding area, leaving the park with a backdrop of not clouds and birds but yet another cement block structure. Where once people enjoyed open sky, they would see only a repeat of the unsightly block-style apartment buildings on East Washington Avenue. The skycap at Tenney Park is priceless, as is the uninterrupted view from the breakwater. It is what makes Madison beautiful and we must preserve this for future generations. If we lose this, we can never get it back and we would have lost a Madison treasure.

For those of us who live near the Yahara River and Lake Mendota, water in our basements is a constant problem. This parcel of land is on a floodplain. We need a careful and methodical assessment of the effects this development would have on all water issues. Already the city has put in rain gardens and raised a portion of East Johnson to deal with runoff just from seasonal rains. Water is a serious issue. I suspect adding a structure of this size would worsen already existing problems.

These are only a few considerations and, once we have time to adequately examine this proposal, I'm sure there will be more dealing with its environmental, historical and community impact. Further, I wonder what gives an out-of-state developer the right to waltz into an established residential neighborhood and think they can completely disrupt life here. We are a community that strives to keep our neighborhoods strong, friendly and intact. To drop a behemoth of a building into this vital, historic residential neighborhood is unthinkable. The community is opposed to this development and the deleterious effects it would have on our community.

**From:** [Elizabeth Tiefenthaler](#)  
**To:** [Urban Design Comments](#)  
**Subject:** The Vermillion Project on Sherman Ave  
**Date:** Tuesday, October 25, 2022 7:36:25 PM

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Caution: This email was sent from an external source. Avoid unknown links and attachments.

Greetings from Todd and Elizabeth Tiefenthaler

We have lived on Sherman Ave since 1981, first at 1032 Sherman Ave and since 1989 at 1040 Sherman Ave. We love the Tenney Lapham neighborhood, raised our family here, and feel honored to be a part of an historic neighborhood. We have renovated our 106 year old home and did it respectfully with input from Madison Historic Trust as well as of course our neighbors. At all times, we worked (successfully) to maintain the integrity of our neighborhood right down to restoring a tiny white gate that frames the sidewalk to our home.

Now, suddenly, an out of state developer is threatening to destroy everything that we, and other neighbors who love this street, have worked hard to maintain. We are appalled at the lack of respect shown by Vermillion, from the size and scope of their proposed project to their seemingly complete disregard for the Yahara River and our lovely Tenney Park. The possibility of an additional 800 cars a day coming down a residential street that is full of commuters on bikes as well as multitudes of walkers, is terrifying. Is there any place in the city of Madison that would tolerate this? And especially a neighborhood that is part of the National Register of Historic Homes?

We implore the Urban Design Committee to consider the following:

1. Number of Units. We cannot imagine a project this large in a neighborhood setting. Does downtown Madison need this many market rate units in an historic neighborhood?
2. Traffic. We could leave our comment there as "enough said" but the reality is that the egress for any development at this address should be to Aberg Ave, not to a two lane street with a large amount of foot and bike traffic.
3. We are particularly concerned about what appears to be a total disregard for environmental concerns. The 100 year flood of 2018 was horrible. Imagine how much worse it could have been with the development being proposed. Our beautiful Tenney Park with locks and play areas could be greatly impacted.

In closing, we love living here. We do not oppose development, but would hope for responsible development that enhances not disrupts the neighborhood.

We are available for conversations at any time.

Thank you for your time and consideration.

Todd and Elizabeth Tiefenthaler  
1040 Sherman Ave

**From:** [Jon P. Axelrod](#)  
**To:** [Urban Design Comments](#)  
**Subject:** Vermillion Project on Sherman Avenue--Comments for October 26, 2022 Meeting at 4:30 pm  
**Date:** Monday, October 24, 2022 10:20:08 PM

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Caution: This email was sent from an external source. Avoid unknown links and attachments.

Dear Committee Members:

I am writing to oppose the Vermillion Project on Sherman Avenue in its present form.

In a word, it is too dense.

It would house 1500 people and their cars across from Tenney Park and result in bumper-to-bumper traffic on Sherman Avenue, Marston, Baldwin, Sidney, and Few Streets.

Apparently, the Chicago developer conducted a neighborhood meeting, but only with people North of the Yahara River. Yet, the neighbors in Tenney-Lapham are the most affected.

The property should be redeveloped, but the problem is the height of the buildings, the density, and the lack of access to Fordham Avenue.

We would appreciate the opportunity to personally meet with you and other city officials. The project seems to be on a fast track with little opportunity for considered judgment and my real concern that haste will make waste.

Cordially,

Jon Axelrod  
1030 Sherman Avenue  
Madison, WI 53703

**From:** [Thomas Reps](#)  
**To:** [Urban Design Comments](#)  
**Cc:** [Thomas Reps](#)  
**Subject:** Opposition to proposed development at 1617 Sherman  
**Date:** Monday, October 24, 2022 8:33:28 PM

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To whom it may concern,

I'm writing to express my opposition to the proposed project at 1601-1617 Sherman Avenue - Residential Building Complex. 12th Ald. Dist.

The project is completely wrong for the area. I googled to find out how large some of the other apartment complexes are that have been recently built or are under construction on East Washington Ave; I found numbers like 138 units in an 11-story building (Lyric) and 289 apartments across six floors for the project being constructed at E. Washington and First St. The proposed project aims to have 445 units in 3-6 story buildings (which, from the slide deck that will be presented at the meeting, seem to be mostly 6 stories). That means that the footprint will be at least 6 times that of the Lyric building and more than 50% greater than the E. Washington/First St. project. There are no buildings taller than three stories anywhere on Sherman Avenue, so the project would be a grotesque intrusion that would tower over Tenney Park, one of the city's loveliest parks. Moreover, as noted in the Planning Division Staff Report, the plan shows no connection for traffic from residents to reach Fordem Avenue. Without such a feature, the Historic District on Sherman Avenue will see a greatly increased traffic load.

I found that among the items in the Public Comment section for the upcoming meeting, Dave Grace has written a detailed and informative letter about the project and the significance of the current building. I find myself in complete agreement with his position about what would be appropriate development of the site.

Regards,

Thomas Reps  
1010 Sherman Avenue

**From:** [noreply@cityofmadison.com](mailto:noreply@cityofmadison.com)  
**To:** [Firchow, Kevin](#)  
**Cc:** [Heiser-Ertel, Lauren](#)  
**Subject:** Contact City of Madison Planning  
**Date:** Monday, October 24, 2022 9:49:05 AM

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The following contact request was received:

**Name:** Judith Ela  
**Address:**  
1630 Sherman Ave.  
Madison, WI 53704  
**Phone:** (608) 3200414  
**Email:** eeze2@yahoo.com  
**Subject:** Development

**Message:**

Dear Heather:

I know you are head of the urban design commission. We live at 1630 Sherman Ave. We are opposed to the proposed six story high-rise facing Sherman Ave. at 1617 Sherman Avenue. We want the street to keep a residential feel that is traditional for the neighborhood.

There is nothing comparable to that tall building on Sherman Ave.

If a high rise is build at all it should be at the rear of the property near the high rises on Fordem Ave.

Please do not recommend approval of that design.

I am sure will discuss the traffic issues which are concerning, of course.

Judy and Dick Ela

**From:** David Staple <[dwstaple@gmail.com](mailto:dwstaple@gmail.com)>  
**Sent:** Wednesday, October 12, 2022 11:27 AM  
**To:** Dave Grace <[dgracehome@gmail.com](mailto:dgracehome@gmail.com)>  
**Cc:** Abbas, Syed <[district12@cityofmadison.com](mailto:district12@cityofmadison.com)>; [tylerlark@gmail.com](mailto:tylerlark@gmail.com); [Ptrzyna@gmail.com](mailto:Ptrzyna@gmail.com); Mayor <[Mayor@cityofmadison.com](mailto:Mayor@cityofmadison.com)>; Planning <[planning@cityofmadison.com](mailto:planning@cityofmadison.com)>; Zoning <[zoning@cityofmadison.com](mailto:zoning@cityofmadison.com)>; Firchow, Kevin <[KFirchow@cityofmadison.com](mailto:KFirchow@cityofmadison.com)>  
**Subject:** Re: Opposition to proposed development at 1617 Sherman

Caution: This email was sent from an external source. Avoid unknown links and attachments.

Thank you, Dave, for this well reasoned and thoroughly researched email.

Although I was aware that there was proposed development for this site, I must confess to not having done my homework on the issue. I had no idea that the proposed development was so large or that it would completely eliminate the current structure from the site. I was also unaware of the unique history of the site. I am highly supportive of increased housing density (particularly lower income housing) within the downtown area, within Tenney-Lapham, on Sherman Ave., and even at the 1617 site. However, based on my current understanding of the matter, the project seems out of scale with what the site, street, adjacent area, and environment can handle. I hope the issues that Dave has raised in his email are given very serious consideration by the city when considering this project.

Best,  
David

**From:** [Firchow, Kevin](#)  
**To:** [Parks, Timothy](#)  
**Cc:** [Stouder, Heather](#); [Cleveland, Julie](#); [Vaughn, Jessica L](#)  
**Subject:** FW: Opposition to proposed development at 1617 Sherman  
**Date:** Wednesday, October 12, 2022 11:58:38 AM

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**From:** Dave Grace <dgracehome@gmail.com>  
**Sent:** Tuesday, October 11, 2022 9:15 PM  
**To:** Abbas, Syed <district12@cityofmadison.com>  
**Cc:** tylerlark@gmail.com; Ptrzyna@gmail.com; Mayor <Mayor@cityofmadison.com>; Planning <planning@cityofmadison.com>; Zoning <zoning@cityofmadison.com>; Firchow, Kevin <KFirchow@cityofmadison.com>  
**Subject:** Opposition to proposed development at 1617 Sherman

Caution: This email was sent from an external source. Avoid unknown links and attachments.

Dear Alder Abbas,

I'm writing to register my concern and opposition to the proposed development of 1617 Sherman Ave. I have just learned of this proposal by Vermillion and was unable to attend last night's meeting. I have significant concerns regarding the 1) Historical nature of the building, 2) the historical nature of the neighborhood, and 3) development of this near Eastside corridor.

### **1) Historical Significance of 1617 Sherman...**

Unbeknownst to many, the current building is a historical [property of record](#) with the state and has historical significance for the city and nation. As documented by the [Madison Trust for Historic Preservation](#), the building was constructed as the new home of the Credit Union National Association (CUNA) when it [broke ground](#) on the site in 1949 to move from its then offices at 1344 E. Washington Avenue (formerly Pasqual's) to Sherman Ave. The move to this site was important because the park across the street from 1617 Sherman was, and still is, dedicated to the credit union pioneer Edward Filene.

As documented by the Wisconsin Historical Society, on May 14, 1950, [President Harry S. Truman](#) came to Madison to lay the cornerstone of the current building at [1617 Sherman](#) for CUNA. This action signified the pinnacle importance that the credit union system had taken to help people of modest means throughout the country - tearing it down for market rate apartments would be an injustice to that legacy. Having a President come to Madison is not any everyday occurrence, as it was the last time that a sitting President came to Madison until 59 years later when [Obama made his 2009 visit](#) and Truman's visit to 1617 Sherman was again highlighted.

This connection between national/international credit union organizations and the Tenney-Lapham Neighborhood is alive and active today in part because of the historical connection to 1617 Sherman Ave and Filene Park. For example, the Filene Research Institute, [World Council of Credit Unions](#) and International Credit Union Regulators' Network (which, in full

disclosure, I lead) have all made the neighborhood their headquarters in recent years.

Lastly, the mid-century modern style and brick used at 1617 Sherman Avenue is linked to other historic buildings such as [Quisling Terrace](#), [Quisling Apartments](#) and the Edgewater Hotel in Madison. All of those properties were developed by the Quisling Brothers who lived in Tenney-Lapham neighborhood. In recent years as these other sites were re-developed their historical façade and/or footprints were maintained by the City -- as should the current structure at 1617 Sherman.

## **2) In a Historic District...**

Sherman Avenue from North Brearly to Tenney Park is both a [National and State Historic District](#). The Nation, State, and City (as evidence with its recent discussion of the Tenney Beach Shelter and outbuilding across the street), and its residents have all taken measures to preserve the important buildings and their architecture in the Historic District. The proposal by Vermillion for 1671 Sherman goes in the exact opposite direction of these efforts and should not be approved. The fact that they view the building as having "outlived its useful life" is an indication of their lack of appreciation of historic buildings in this neighborhood.

## **3) Needs Coordinated Development.**

The city needs more affordable and high-density housing and it should be coordinated. University Avenue by Hilldale, East Washington Avenue, and West Washington are the central corridors being developed with high-density housing because they are best able to support the traffic. This is a significant change from 10 years ago and the Tenney-Lapham neighborhood has largely been supportive of the development along E. Washington.

The physical limitations of the lake, park, and direct flowage from storm drains into Lake Mendota, Sherman Avenue and the lake do not have the capacity to take on the level of traffic that E. and W. Washington and University Ave have. The area along the banks of the Yahara River is also currently home to foxes and migrating birds in winter as the river often stays unfrozen in winter. The proposed development would jeopardize this habitat.

## **Conclusion**

Despite the immense hypocrisy of Vermillion's [law suit against the City of Chicago](#) in 2019 over a *121 unit* project regarding a project on Division Street in Wicker Park because Vermillion said such a large of a development would "diminish the value of neighboring properties as a result of its inappropriate size, density and building scale and the resulting undue burden on public infrastructure and city service—including specifically the already overcrowded blue line stop", I could be supportive of a MUCH, MUCH smaller re-development of the existing historic building (not exceeding its current height). It would also be important that it be for mixed-income and/or low-income only housing for rent and purchase and native plants/rain gardens to limit the environmental impact of the site on our lakes and the Yahara. More high-end "market rate" housing for rent is not what we need.

Please let me know if you have any questions regarding the above.

Best Regards,  
Dave Grace

1240 Sherman Avenue