

PUBLIC COMMENTS AND CITY BOARD/COMMISSION/COMMITTEE
COMMENTS AND RECOMMENDATIONS
ON THE
OCTOBER 2005 PUBLIC HEARING DRAFT
CITY OF MADISON COMPREHENSIVE PLAN
AND
PLANNING STAFF/PLAN COMMISSION RESPONSE TO THE COMMENTS AND
RECOMMENDATIONS

- I. Reports from the Reviewing City Boards, Commissions and Committees
- II. Written Comments from the Public with Planning Staff/Plan Commission Recommendations
- III. Written Comments from the Dane County Planning and Development Department with Planning Staff/Plan Commission Recommendations
- IV. Summary Compilation of Reviewing Body Comments with Planning Staff/Plan Commission Recommendations
- V. Other Plan Commission Recommendations

Department of Planning & Development
Planning Unit
December 7, 2005

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Note: All of the revisions to the October 2005 Draft Comprehensive Plan recommended by the Madison Plan Commission are also presented separately in an Attachment to the minutes of the December 5, 2005 Plan Commission meeting.

I.

October 2005 Public Hearing Draft – City of Madison Comprehensive Plan REPORTS FROM THE REVIEWING CITY BOARDS, COMMISSIONS AND COMMITTEES

The ordinance to adopt the City of Madison Comprehensive Plan was referred to nine City boards, commissions and committees plus two sub-committees, with the Plan Commission as lead. This section presents the reports of the first eight referral bodies. In most cases the report is included in an excerpts from the meeting minutes. The recommendations of the Plan Commission are incorporated in the Planning Staff/Plan Commission Recommendations presented in Parts II through V.

City Board, Commission and Committee Review Schedule and Recommendations		
Board/Commission/Committee	Meeting Date	Recommendation
Landmarks Commission	August 22 nd	Passed motion to recommend to the Common Council adoption of the Comprehensive Plan (May Discussion Draft).
Joint Transportation Commissions Meeting	October 25 th	Discussed Transportation chapters and provided comments to be considered at later meetings.
Housing Committee	November 2 nd	Passed motion to recommend to the Common Council adoption of Chapter 4, Housing, of the Comprehensive Plan, without modification.
Park Commission	November 9 th	Passed motion to recommend to the Common Council adoption of the Comprehensive Plan, with modifications.
Transit/Parking Commission	November 10 th	Passed motion to recommend to the Common Council adoption of the Plan, with modifications (including those discussed at the October 25 th joint transportation commissions meeting).
Urban Design Commission	November 16 th	Passed motion to recommend to the Common Council adoption of the Comprehensive Plan, with modifications.
Long Range Transportation Planning Commission	November 17 th	Passed motion to recommend to the Common Council adoption of the Comprehensive Plan, with modifications (including those discussed at the October 25 th joint transportation commissions meeting).
Board of Estimates	November 21 st	Passed motion to recommend to the Common Council adoption of the Comprehensive Plan.
Pedestrian/Bicycle/Motor Vehicle Commission	November 22 nd	Passed motion to recommend to the Common Council adoption of the Comprehensive Plan, with modifications (including those discussed at the October 25 th joint transportation commissions meeting).
Economic Development Commission	December 1 st	Passed motion to recommend to the Common Council adoption of the Comprehensive Plan.
Plan Commission	December 5 th	Passed motion and approved a Plan Commission resolution to recommend to the Common Council adoption of the Comprehensive Plan, with modifications specified in the Plan Commission minutes.

**October 2005 Public Hearing Draft – City of Madison Comprehensive Plan
LANDMARKS COMMISSION MINUTES [EXCERPT]**

MINUTES

MADISON LANDMARKS COMMISSION

4:30 p.m., Monday, August 22, 2005
Room LL-130, Madison Municipal Building

I. ROLL CALL

Members present: Ms. Crocker, Ald. Olson, Mr. Page (acting chairperson), Mr. Rosenblum, Mr. Stephans, Ms. Taylor

Guests: Mr. John Freiburger, Ms. Ellen Montei, Mr. Ted Schmidt, Ms. Alice Honeywell, Mr. Ed Sue, Ms. Wendi Sue, Mr. William Patterson, Mr. Trent Nichols. Ms. Ledell Zellers

II. MINUTES

Ms. Taylor noted that she was not at the last meeting. With this correction, the minutes of the August 8, 2005 meeting were ordered approved as written.

III. CONSIDERATION OF ISSUANCE OF CERTIFICATES OF APPROPRIATENESS

A. 1920 Arlington Place, University Heights historic district – consideration of issuance of Certificate of Appropriateness for replacing side deck

Mr. John Freiburger, the construction consultant, said that they proposed to replace an old narrow deck, last remodeled in the 1980s, and add a new deck with design details that will match the details that were recently built on the second floor sleeping porch. Mr. Stephans said that he thought the plans were an excellent improvement over the old remodeled deck. Mr. Rosenblum said that he thought echoing the other porch was a good idea. Mr. Stephans then moved that the Certificate of Appropriateness be issued for this project, seconded by Ald. Olson and passed unanimously.

B. Pres House, 731 State Street, designated Landmark - consideration of issuance of Certificate of Appropriateness for new lower level restaurant and consideration of advisory opinion to Plan Commission for proposed building adjacent to a Landmark.

Ms. Rankin passed out revised drawings that were submitted after the packets were mailed out. One of the architects for this project, Ed Sue, described the major parameters of the design. He noted that an important goal of the clients was to reflect in the new building its spiritual connection with the old. The Pres House organization has reenergized after being nearly defunct in recent years.

To a question about signage for the restaurant, the architects said that the signage has not yet been worked on. The Commission members noted that signage will have to come back to the Commission at a later date. Mr. Page noted that the fair amount of detail on the side facing the Catholic Church was initially troubling to him, but the fact that there was a ten foot setback and a courtyard for the Catholic Church in that area were points in favor of more detail. Mr. Page said that he saw the apartment building as a sort of frame for the piece of art that is the church. He and Mr. Stephans said that the design presented was simpler but blended elegantly with the church design without articulating all of its details.

Mr. Stephans then moved that a Certificate of Appropriateness for the remodeling of the church building was approved on the condition that signage come back to the Commission at a later date, that the canopy be omitted from the plans, that the version of the design that shows windows flanking the two basement French doors is the scheme that is approved, and that Ms. Rankin is authorized to approve minor changes that might occur before the building permit is issued. Mr. Rosenblum seconded the motion, which was passed unanimously.

The Commission then considered their advisory opinion to the Plan Commission on the development adjacent to the Landmark. Ms. Taylor noted that the original roof design was too busy and the one submitted for the meeting was less competitive with the design of the church. Mr. Rosenblum said that a simpler design such as the one submitted for the meeting was a better solution. Mr. Stephans moved that the Landmarks Commission recommend to the Plan Commission that the scale of the proposed building and its design are compatible with the historic character of the adjacent Landmark, the Pres House. Ms. Taylor seconded the motion, which passed unanimously.

IV. DISCUSSION

- A. 122 Bascom Place, University Heights historic district – discussion of work undertaken that did not comply with conditions of Certificate of Appropriateness

Ms. Rankin showed Commission members photos of the project as completed, noting that there was no window on the front as was shown in the plans, nor was there a pent roof over the garage. The Commission agreed to schedule the issue for the next Landmarks Commission meeting and invite the owner to attend.

- * B. Madison Comprehensive Plan – consideration of recommendations to Plan Commission

Mr. Stephans moved that the Landmarks Commission recommend adoption of the Comprehensive Plan, second by Mr. Rosenblum. Ald. Olson said that she was not personally ready to endorse the plan, because she wants to see the Conservation District idea given more prominence. The motion to recommend adoption passed unanimously, with one abstention.

V. ADJOURNMENT

The meeting was adjourned at approximately 5:45 p.m.

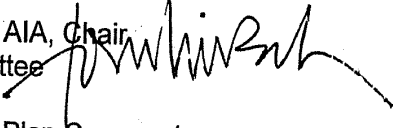
Respectfully submitted,

Katherine H. Rankin
Secretary

**October 2005 Public Hearing Draft – City of Madison Comprehensive Plan
HOUSING COMMITTEE REPORT LETTER**

2 November 2005

To: Mark Olinger, Director
Department of Planning & Development

From: Thomas Hirsch, AIA, Chair
Housing Committee 

Re: Comprehensive Plan Comments

The Housing and Land Use sections of the draft Comprehensive Plan were referred to the Housing Committee and considered first by the Affordability Subcommittee in some detail, and then the full Committee. Tonight, I am pleased to say, the full Committee took on the subject and without dissent passed a recommendation to report it out:

* "Motion to recommend to the Common Council adoption of Section 4, Housing without modification."

Members present were Brink, Ejercito, Hassel, Kerr, LeTourneau, Mandeville, Merrill, Sparer, Verveer, Wilcox, and myself. The motion passed unanimously with Kerr abstaining.

The Committee commented favorably on its inclusiveness, emphasis on neighborhood plans for detailed decision-making, and the attention to existing housing stock preservation and improvement. Congratulations on a job well done.

If we can be of further service to you, please let me know.

c: Mayor Cieslewicz
Brad Murphy, CED
Hickory Hurie, CDBG

October 2005 Public Hearing Draft – City of Madison Comprehensive Plan PEDESTRIAN/BICYCLE/MOTOR VEHICLE COMMISSION MINUTES [EXCERPT]

Excerpt from 11/22/05 PBMVC Minutes:

- * 02207 – Resolution re. Comprehensive Plan Dave Trowbridge and Linda Horvath were present on the item and available to respond to questions. DeVos asked for a change initially in Policy 7 on page 3-13 of the Oct document to include the term curb cuts. Her intent was to acknowledge that people in wheelchairs are pedestrians too and she didn't believe this was clear. Trowbridge wondered if it might be better placed as a part of Policy 2 and she supported the recommendation. Trowbridge explained that staff would prepare a response for the Plan Commission to comments that had been submitted, such as those the PBMVC would submit, and for the most part he expected the recommendations to be incorporated in the final document. Motion by Conroy/Logan to approve the resolution and to forward comments from the prior 10/25/05 meeting and the comment from today carried unanimously. Shahan reported on a recommendation made by the LRTPC as a result of a request from Mike Rewey where it referenced education and law enforcement in the bike section and since it was not specifically referenced in other sections, he believed it should be removed.

October 2005 Public Hearing Draft – City of Madison Comprehensive Plan TRANSIT/PARKING COMMISSION MINUTES [EXCERPT]

D R A F T

The following excerpt of the Draft minutes from the Transit/Parking Commission meeting of November 10, 2005 includes only the Comprehensive Plan discussion.

* F.3. COMPREHENSIVE PLAN

Motion by Golden/Carlsen to suspend the rules to take up item F.3. out of order, carried unanimously.

Dave Trowbridge and Linda Horvath of City Planning were present. The public hearing draft was released on October 28, and that was the document the TPC had in their packets. Planning staff were looking for TPC approval of the ordinance to adopt the Plan. The Common Council will take it up on December 13.

Trowbridge remarked that the PBMVC and TPC provided good comments at their joint meeting on October 25. The recommended changes from the meeting have not been incorporated in the Plan but will be transmitted to the Plan Commission as suggested changes. Durocher wanted to know the difference between the draft Plan provided in May versus the one provided in October. Trowbridge stated the transportation changes were highlighted at the October joint meeting.

Golden inquired as to the reason for the push to get this adopted, is there a statutory deadline? Trowbridge replied that there's a deadline with the State grant. Golden noted that the Plan is going before a number of committees/commissions, and he felt some will need a "push" to act now. Trowbridge stated there's a push within Planning to get this done.

Michael Barrett, 2137 Sommers Avenue, registered in opposition and provided a written comment: "My biggest complaint is that the plan features no discussion and no policy proposals increasing frequency of service. Spatial coverage is much less important than frequency, especially if the city follows through with the rest of the plan which calls for dense, mixed use TODs."

Debo recalled that an earlier version of the Plan included a statement that the City would fund transit service in such a way that they could maintain and expand service, and she wondered what happened to that. Golden remarked that the Plan talks about expansion of service into newly developed areas but Barrett's comment is correct, they never discuss frequency issues. He would like to see something about 30-minute service. Debo pointed out that the TPC reviews the Transit Development Program developed by the MPO, and that document addresses more specific issues like levels of service. Trowbridge indicated that something about frequency of service could be put in the Plan, although Debo emphasized that frequency relates to funding. Wong commented that as urban sprawl expands, the City needs to plan for transit service and he didn't want to see service to new areas occur at the expense of existing service. At some point does the City draw a line and say that we cannot provide service to new areas because we want to provide better service in existing areas. Consideration should be given to where to increase service in order to maximize ridership. Trowbridge felt the first objective gets into that but the Transit Development Program could flesh it out.

Motion by Golden/Carlsen to add a statement that the City aspires to increase transit service so that travel time is no greater than 30 minutes from boarding to destination, with the intent that this should be a service standard.

Debo felt this is a good idea but it would require express buses. Golden just wanted to put it out there, and he emphasized that he used the word “aspire.” Debo remarked that the intent is great but where is the funding? Trowbridge suggested that “if determined to be cost effective” could be added as a qualifier, but Golden did not think it was necessary at this point. Durocher noted that the motion is to be the consensus of the TPC. It would add language to the Plan that says the City puts a high priority on effective public transportation. The chance of achieving it is a separate issue.

Motion carried unanimously.

Trowbridge asked if this comment carries a higher significance than the other comments from the 10/25 joint meeting that were not made in the form of a motion, and Golden replied no.

Wong felt there are contradictions in the Plan, such as talking about improving air quality but then making it easy to drive to the suburbs.

Durocher relayed the feedback from the ADA Transit Subcommittee, specifically two comments by member Susan DeVos. Her references to page, policy and objective numbering did not correspond with the most recent draft, but it appears they correspond to the following numbering:

1. Page 3-13: It is nice that under Policy 10 pedestrian issues such as snow removal are addressed, but there is no mention of curb cuts. In planning documents, it is very important to be aware of the issue of curb cuts and that we need construction of more curb cuts. There needs to be recognition in planning that wheelchair users use sidewalks too. It could be addressed in a separate policy or be included in an existing policy.
2. The plan talks about paratransit services as what is being done to meet ADA standards, but there is no mention that mainline buses have equipment for disabled people as well. Language about that could be included in Objective 9 on page 3-13. The word “accessible” could be inserted so that it would read “Implement a variety of *accessible* public transit services throughout the City of Madison . . . Implement *accessible* transit services in a manner . . .”

Golden asked whether the intent of these comments is to provide paratransit service above the requirements of the ADA. Durocher clarified that the intent is to remember to describe the service as accessible.

Golden noted that there are ADA requirements for housing but because of the speed of development, transit service is not yet provided because the density is not high enough. If the City truly wants to make the housing accessible, then accessible transportation should be provided.

Motion by Golden/Carlsen to add a policy stating that the City should aspire to provide paratransit to new residential developments above the ADA minimums so that accessible housing can be served by accessible transit as early as is feasible.

Debo pointed out that the ADATS deals with the issue of accessibility, and that committee has supported a policy that Metro provide the level of ADA service that is complementary to fixed route transit service. This would be an unfunded mandate and she cautioned against shifting substantial dollars from fixed route to paratransit, which would completely change the orientation of service. The ADA contains conditions of time and space that make paratransit service complementary to fixed

route service. Debo strongly felt the motion sets forth a policy decision that should be discussed at ADATS and then adopted by the TPC, but the Comprehensive Plan is not the place for it. The intent of the ADATS was to insert “accessible” where it would carry across the meaning of accessible fixed route service complemented by paratransit service under the requirements of the ADA. Golden pointed out that the ADATS advises the TPC and the TPC chooses what it wants to do with that advice. He stated that he was heavily involved in writing the City’s first ADA Plan and creating the ADA subcommittee. The City provides way above the minimum, although Debo stated not in time and place. Golden felt that wasn’t true, noting that for years the City provided services to Town of Middleton residents who were beyond ¾ mile from the mainline route in Middleton. The former Transportation Commission adopted a policy that Metro would serve this area in spite of the fact that it fell outside the ADA requirements. However, when budget stresses hit paratransit, the policy had to be rescinded. Golden commented that the motion states that the City will “aspire” to provide this service, and if the City policy makers want to make this a policy, that’s their decision. The Plan document has a list of policies in it, and he felt the motion is appropriate. The motion gives the City the authority to provide the service, but it does not commit any funding. When the City approves a development like the Habitat for Humanity development on Marsh Road, the City may choose to provide paratransit service there prior to when it’s required under the ADA. If the wants to do this, they can; but the Plan does not commit the City to making this decision. Golden stated there was nothing inconsistent with the adoption of a policy like this. He realized it’s fiscally challenging but it would only be done under circumstances where the need is great and the money is available. Including this in the Plan provides a statement of the City’s values.

Durocher clarified that the policy would be to aspire to provide a level of paratransit service above the minimum requirements of the ADA. On the other hand, the ADATS has had requests to extend the service area beyond the ¾ mile policy and the ADATS has consistently decided that having a policy and adhering to it is more important than granting a lot of exceptions. He wanted to provide that context. He added that the motion does not add a mandate to the Plan, rather it’s similar to a vision statement.

Debo clarified that Golden was talking about paratransit service, not ADA paratransit.

Motion carried unanimously.

In response to Wong’s question, Horvath stated the comment period on the Plan is still open.

- * Motion by McCabe/Hoag to approve the Plan as recommended for amendment carried unanimously.

[Golden left at 7:55 p.m.]

October 2005 Public Hearing Draft – City of Madison Comprehensive Plan PARK COMMISSION MINUTES [EXCERPT]

The following is an excerpt of the Draft minutes of the November 9, 2005 Park Commission meeting.

D R A F T Park Commission MINUTES

The regular meeting of the Madison Board of Park Commissioners was held on Wednesday, November 9, 2005 at Warner Park Community Recreation Center, 1625 Northport Drive.

Members present: Betty Chewning, Betty MacDonald, Santiago Rosas, Emanuel Scarbrough, Paul Skidmore, and Bill Barker

Members excused: Randy Glysch

Special Guest: Julian Walters mentored by Mr. Scarbrough

Parks staff present: James Morgan, Si Widstrand, Elinor Riley, Laura Bauer, LaVonne LaFave

ROLL CALL

President Barker called the meeting to order at 6:30 p.m. A quorum was present and the meeting was properly noticed. A welcome was extended to Julian Walters when he was introduced to members.

PUBLIC COMMENTS

There were no members of the public who wished to comment on items not on the Agenda.

APPROVAL OF MINUTES

A motion was made by Scarbrough/Chewning to approve the Minutes of the October 19, 2005 regular meeting of the Park Commission. **MOTION CARRIED unanimously.**

COMMITTEE REPORTS

Olbrich Botanical Society

A motion was made by Rosas/MacDonald to accept the Minutes of the September 20, 2005 meeting of the Olbrich Botanical Society. **MOTION CARRIED unanimously.** In response to a question, it was noted that the Garver parcel is a former industrial site that contains non-native plants. Native plants will be planted there as part of the restoration of the site.

REPORT OF THE PRESIDENT OF THE PARK COMMISSION

President Barker announced that Park Commissioner Randy Glysch advised him that he was stepping down from the Park Commission as of this meeting. He stated he will miss Randy's perspective and that he has done a great job for parks and has worked as hard as anyone to make the swimming pool a reality. Members expressed regret that he is leaving the Board.

REPORT OF THE SUPERINTENDENT OF PARKS

Written Report of Supervisors' Activities

A motion was made by Skidmore/Scarborough to approve the written report. **MOTION CARRIED unanimously.** Superintendent Morgan referenced page 3 of the Report that lists the huge number of events coordinated by the Mall Events Coordinator. The events listed are what's already on the books for next year and when spring arrives there will be at least that many more added, together with another 4 to 5 pages of additional student events at the end of the spring term and beginning of the fall term in 2006. In response to a question about trash being dumped in parks, Superintendent Morgan stated that instead of citizens taking their discards to the collection sites in the city or even placing items on the curb, they dump trash, including deer carcasses, in parks throughout the city. Maintenance crews stop daily emptying of trash barrels when shelters are no longer open. A majority of the barrels are removed from the parks and stored for the winter months.

Central Park's Potential Impact on Park System's Budget

The Commission had indicated an interest in knowing what costs would be associated with the proposed Central Park. Parks staff has been working on those costs at the request of Urban Open Space Foundation (UOSF). When this park was first proposed, UOSF made a commitment to the Park Commission early in the planning process that the park would be built with private funds and operated with an endowment that would pay for its maintenance. UOSF has now requested maintenance numbers as they determine the

*** UNFINISHED BUSINESS**

Resolution ID#02207 Adopting and confirming the City of Madison Comprehensive Plan.

Widstrand stated drafts of the plan have been presented to the Park Commission at previous meetings. Changes have been incorporated into the Park and Open Space Plan and Park Sections of the Comprehensive Plan based upon the comments he received. A Resolution has now been introduced to approve the City's Comprehensive Plan. The Park Commission can make additional recommendations that will go back to the Plan Commission before it goes back to the Common Council for final adoption.

He reported that at the Long Range Planning meeting held November 8 suggestions were made to the Comprehensive Plan and the Park and Open Space Plan. In the Comprehensive Plan, on the last three pages of Chapter 7, Volume 2, comments included changing the second to the last sentence of the opening paragraph to read: "The table on the following page includes a summary of the major recommendations from the POSP." In Table 1 insert the words "Summary of Major" before Park and Open Space Implementation Actions. There was discussion to remove the Priority column from the table or provide an explanation of how actions are prioritized. Some items are part of ongoing programs and others that are responded to on the basis of opportunity or pressure. A suggestion was made that language be added about not following a rigid set of priorities. In the section addressing the *Comprehensive Trail Network*, the second sentence would read: "Complete a city-wide trail network using bike paths and routes, paved walkways for accessible routes, and unpaved hiking trails in parks and greenways." In the section entitled *Beach and Swimming Needs* add a sentence at the end "Improve maintenance of beaches and public shorelines. Dane County and the State of Wisconsin will be the coordinating agencies." The Agriculture and Natural Resources portion contains considerable language about water quality and cooperation between governmental agencies dealing with water quality issues.

On the last page he recommended adding sections on Staffing Needs and Intergovernmental Cooperation, as follows: Staffing Needs – The recommendations of this plan for a growing city – new land, new facilities and better management of the park system, will all require more work, more staff and more funding in the operational budget. Intergovernmental Cooperation – Local park systems have

mutually benefited from the cooperative government efforts at city, village, town, county, state and federal levels. Such cooperation will need to continue and be strengthened.

The Park and Open Space Plan (POSP) is not yet in final form. His concern was to make certain that the recommendations going into the Comprehensive Plan would be consistent with the policies and statements in the POSP. He is comfortable that the two documents are in sync and that the Comprehensive Plan is ready to be adopted.

The following comments were then made regarding the Park and Open Space Plan update. Page 29 referenced a mooring field design for Marshall Park that is not a good recommendation because a star dock pier is more problematic for storing boats in windy situations. He recommended removing that sentence and replace it with: To improve public access to the lakes, consider adding mooring fields and non-motorized storage racks at several locations, if the aesthetic impact is acceptable and we are able to recover costs. On page 32, a wording change in the Olbrich Gardens portion to make it clear that it is the Master Plan for the entire garden that is discussed in the second paragraph and not just the expansion to the north. Also on that page, in the third line from the bottom, the reference to the Center for Urban Forestry Education should be deleted. There is no continued funding identified for that program.

On page 41, a section will be written to go at the end of the maintenance needs and before the section on Park Dedication and Fees, to explain the trend of increasing parkland acreage and facilities and decreasing staffing and what that means to our operating budget and include pertinent information in the appendix about these things in comparison to other park systems. Some of that data is found in our Strategic Plan and will be included.

Distributed this evening was an Appendix on the reduction of park deficiencies. A significant amount of revision was required because of a change in park standards and it resolves some of the deficiencies. There are three kinds of park deficiencies identified. There is also a general recommendation that all school playground properties are important and if a school is declared surplus the Parks Division should consider acquiring it. There are deficiencies in the Isthmus area and there are also deficiencies in facilities. A park deficiency analysis is included as well as a map identifying the six areas. A review of areas that have some recreational usability and diversity of activities, not just open space, needs to be conducted. A dearth of available areas for sports activities was reported. Conclusions and recommendations were noted. The other strategy used is to provide better access to the lands. They also look for trail corridor opportunities a little more creatively, even within existing right-of-ways. The terms “no-mow,” “low-mow” and “reduced mowing” are being reviewed throughout the document for consistency.

A motion was made by Skidmore/Scarborough to adopt Resolution ID#02207 confirming the City of Madison Comprehensive Plan with the modifications to the Comp Plan as noted this evening.

* **MOTION CARRIED unanimously.**

Widstrand mentioned how some developments are providing usable courtyard open space that is not necessarily available to play sports, including rooftop open space. President Barker then thanked both Parks staff for their hard work and the members of the Long Range Planning Committee for their diligence.

October 2005 Public Hearing Draft – City of Madison Comprehensive Plan URBAN DESIGN COMMISSION DRAFT MINUTES [EXCERPT]

City of Madison, Wisconsin

REPORT OF: URBAN DESIGN
COMMISSION

PRESENTED: November 16, 2005

TITLE: Ordinance File I.D. 02207 Adopting
and confirming the City of Madison
Comprehensive Plan

REFERRED:

REREFERRED:

REPORTED BACK:

AUTHOR: Alan J. Martin, Secretary

ADOPTED:

POF:

DATED: November 16, 2005

ID NUMBER:

Members present were: Paul Wagner, Lou Host-Jablonski, Lisa Geer, Robert March, Ald. Noel Radomski, Todd Barnett, Michael Barrett and Cathleen Feland.

SUMMARY:

At its meeting of November 16, 2005, the Urban Design Commission **RECOMMENDED APPROVAL** of Ordinance File I.D. 02207, adopting and confirming the City of Madison Comprehensive Plan. Appearing on behalf of the plan was Michael Waidelich, Principal Planner; Rick Roll, Planner IV; and Rebecca Cnare, Planner II. Discussion on the plan centered around its “Land Use, Volume II-Recommendations” as follows:

- Page 2-17, Objective 19: Voiced support for this objective, concerned that we have been seeing some “leapfrogging” over undeveloped land with some new developments on the west side.
- Page 2-36 Objective 48, Policy 3: Concerned that the statement that “The greater the height-to-width ratio the better” needs to have some limitations attached to it, otherwise one could potentially end up with canyons like downtown Chicago. Need to have some optimum height-to-width ratio standards.
- Page 2-37, Objective 48, Policy 6: Statement “Architectural styles,...should relate to a common vocabulary of materials and scale” is too restrictive in that it implies, a broadscope uniformity of materials and style. This may be desirable for a locale, neighborhood, or district, but is certainly not intended on a citywide scale.
- Page 2-37, Objective 48, Policy 7: “Prohibit” is too strong of a statement. There may be some corporate designs that are of good design and would be viewed as desirable or acceptable in some locations.
- Page 2-39 to 2-40: It was noted that the transportation component of the Land Use Chapter may conflict with the Transportation Chapter.

- Page 2-61, Objective 87, Policy 1: “Flexible Building designs” needs clarification. Building codes requirements may conflict with trying to convert a building designed for residential to commercial use. Discussion clarified that there is precedent in buildings designed for first floor commercial use with residential above, but that the first floor gets used as residential initially until there is a demand for commercial use. This could be clarified in the text.
- “We are playing chicken with our neighbors to see who can get to the greenspace first. I would like to see very significant open/greenspace between communities.” Would like to see two versions of the peripheral area map; the existing map, and an additional one that illustrates best-case scenarios of open space agreements.

In response to the discussion on these elements, staff provided supportive information and details contained within the text of the plan document with any necessary clarifications and concerns provided by the Commission on the plan to be further explored with Plan Commission consideration of the draft plan.

ACTION:

- * On a motion by Geer, seconded by Host-Jablonski, the Urban Design Commission **RECOMMENDED APPROVAL** of the ordinance. The motion was passed on a unanimous vote of (8-0). The motion recommended approval of the ordinance with the above stated comments, concerns and clarifications.

After the Commission acts on an application, individual Commissioners rate the overall design on a scale of 1 to 10, including any changes required by the Commission. The ratings are for information only. They are not used to decide whether the project should be approved. The scale is 1 = complete failure; 2 = critically bad; 3 = very poor; 4 = poor; 5 = fair; 6 = good; 7 = very good; 8 = excellent; 9 = superior; and 10 = outstanding. The Commission did not apply the ranking process to this consideration.

October 2005 Public Hearing Draft – City of Madison Comprehensive Plan BOARD OF ESTIMATES MINUTES [EXCERPT]



City of Madison Meeting Minutes - Final BOARD OF ESTIMATES

City of Madison
Madison, WI 53703
www.cityofmadison.com

Monday, November 21, 2005

4:30 PM

215 Martin Luther King, Jr. Blvd.
Room 260 (Madison Municipal Building)

CALL TO ORDER

Present: Ald. Paul J. Van Rooy, Ald. Michael E. Verveer, Ald. Tim Bruer and Ald. Zachariah Brandon

Absent: Ald. Judy K. Olson, Ald. Brian Benford and Mayor David Cieslewicz

PUBLIC COMMENT

There was one registrant.

ITEMS CONSIDERED

1. **02305** Authorizing the Mayor and City Clerk to execute a Labor Agreement between the City of Madison and the Building and Construction Trades Council of South Central Wisconsin and Its Appropriate Affiliated Locals for the period January 1, 2004 through December 31, 2005.
A motion was made by Ald. Bruer, seconded by Ald. Verveer, to RECOMMEND TO COUNCIL TO ADOPT (15 VOTES REQUIRED) - REPORT OF OFFICER. The motion passed by acclamation.

2. **02334** Adopting and confirming a Labor Agreement between the City of Madison and the Building and Construction Trades Council of South Central Wisconsin and Its Appropriate Affiliated Locals for the period January 1, 2004 through December 31, 2005.
A motion was made by Ald. Bruer, seconded by Ald. Verveer, to RECOMMEND TO COUNCIL TO ADOPT - REPORT OF OFFICER. The motion passed by acclamation

3. **02250** Authorizing the Madison Department of Public Health to accept up to \$474,800 from the Wisconsin Department of Health and Family Services (WDHFS) Division of Public Health to be utilized by the Women, Infants and Children Nutrition Program during the period of January 1, 2006 through December 31, 2006, and authorizing the Mayor and City Clerk to sign for the City.
A motion was made by Ald. Bruer, seconded by Ald. Verveer, to RECOMMEND TO COUNCIL TO ADOPT - REPORT OF OFFICER. The motion passed by acclamation

15. 02239 Urging the Wisconsin Congressional delegation to oppose legislation that would lead to the elimination of local cable franchising.
- A motion was made by Ald. Verveer, seconded by Ald. Bruer, to Return to Lead with the Recommendation for Approval to the BROADBAND TELECOMMUNICATIONS REGULATORY BOARD. The motion passed by the following vote:**
- Absent:** Olson, Benford and Cieslewicz
- Aye:** Verveer and Bruer
- No:** Van Rooy
- Abstain:** Brandon
16. 02202 Accepting an Offer to Purchase from Kennedy Point, LLC, for the purchase of City-owned surplus parcels of land located on Eastwood Drive and First Street. 6th Ald. Dist.
- A motion was made by Ald. Bruer, seconded by Ald. Verveer, to RECOMMEND TO COUNCIL TO ADOPT - REPORT OF OFFICER. The motion passed by acclamation**
17. 02204 Accepting an Offer to Sell from B and B Family Limited Partnership and Robert A. Blettner for approximately 52.05 acres of wetlands and 12.40 acres of uplands for park and open space for the Starkweather Creek Open Space located in the Madison Corporate Center plat. 15th Ald. Dist.
- A motion was made by Ald. Bruer, seconded by Ald. Verveer, to RECOMMEND TO COUNCIL TO ADOPT - REPORT OF OFFICER. The motion passed by acclamation**
18. 02310 Authorizing the Mayor and City Clerk to execute an Option To Purchase Agreement with Veridian Homes, LLC, which would allow Veridian to purchase land dedicated for public purposes in the Village of Autumn Lake subdivision under specific and limited terms and conditions.
- A motion was made by Ald. Bruer, seconded by Ald. Verveer, to Return to Lead with the Recommendation for Approval to the BOARD OF PARK COMMISSIONERS. The motion passed by acclamation.**
- * 19. 02207 Adopting and confirming the City of Madison Comprehensive Plan.
- A motion was made by Ald. Bruer, seconded by Ald. Verveer, to Return to Lead with the Recommendation for Approval to the PLAN COMMISSION. The motion passed by acclamation.**

October 2005 Public Hearing Draft – City of Madison Comprehensive Plan ECONOMIC DEVELOPMENT COMMISSION MINUTES [EXCERPT]



City of Madison Meeting Minutes - Draft ECONOMIC DEVELOPMENT COMMISSION

City of Madison
Madison, WI 53703
www.cityofmadison.com

Thursday, December 1, 2005 4:30 PM Madison Municipal Bldg., LL110 (Lower Level)

1 CALL TO ORDER / ROLL CALL

2 MINUTES OF OCTOBER 5, 2005, MEETING

3 ITEMS REFERRED FROM THE COMMON COUNCIL

- * 3a 02207 Adopting and confirming the City of Madison Comprehensive Plan.
The EDC reiterates their support for the Plan designating sufficient area and land for the location and attraction of employment and industrial uses.
RECOMMEND TO COUNCIL TO ADOPT - REPORT OF OFFICER
- 3b 02093 Authorizing the Mayor and City Clerk to execute the Green Tier/Clear Waters Initiative Environmental Results Program Charter pursuant to Section 299.83, Wisconsin Statutes. (City-Wide AD)
Return to Lead with the Recommendation for Approval to the Engineering Division
- 3c 02077 Creating Section 3.57 entitled "Mandatory Minimum Sick Leave" of the Madison General Ordinances to require employers in the City of Madison to provide sick leave benefits to employees.
- 3d 02320 Repealing Section 28.04(25) of the Madison General Ordinances to eliminate the requirements for Inclusionary Zoning.
- 3e 02363 Amending Section 28.04(25) of the Madison General Ordinances to change the equity distribution at sale, add a new kind of occupancy, and add exemptions to the inclusionary zoning ordinance.

4 STATUS OF INITIATIVES CURRENTLY BEFORE COMMISSION

4a Hotel Room Tax Study

5 ALDER'S REPORT

6 CHAIR'S REPORT

7 STAFF REPORT

II.

October 2005 Public Hearing Draft – City of Madison Comprehensive Plan WRITTEN COMMENTS FROM THE PUBLIC WITH PLANNING STAFF/PLAN COMMISSION RECOMMENDATIONS

The two written comments on the October 2005 Public Hearing Draft of the Comprehensive Plan were received from the public as of December 5, 2005, are presented in this section. Each of the public comments is followed by the Planning Staff/Plan Commission recommendation.

Note: A compilation of all the public comments received on the earlier May 2005 Discussion Draft of the Comprehensive Plan can be found in the “Reports” section of the Comprehensive Plan website at www.madisonplan.org.

Written Comment from Dan Jaffee on the October 2005 City Madison Comprehensive Plan

To the City of Madison Planning Staff:

I am writing to express deep concern about one specific geographic area in the City's plan: the area immediately south of Cherokee Marsh Park (North Unit), on both sides of North Sherman Ave.

As a park user, city resident, and Ph.D. graduate of the Nelson Institute for Environmental Studies at UW-Madison, I am extremely concerned about the direction of land use in this area. I will be specific. In the past two years, two very large "trophy" homes have been built atop a drumlin just east of Sherman Ave. on the park's southern boundary. This area is entirely inappropriate for housing development, and these homes should never have been allowed by the city on the boundary of a conservation park and the state's largest and most significant fen marsh. Nevertheless, they have already been built, and these two homes are not the main subject of this letter.

Rather, my concern is the prospect of future development in this area. On the city's draft plan maps, there is a note attached to this area, indicating that no future homes should be built on the hill. However, when I attended a public meeting on the Madison Plan at Warner Park community center this summer, I was informed by city planning staff that not only is this hill in fact likely slated for the construction of *more* homes, but that the area to the west (on the immediate southern boundary of the park, between Sherman Ave. and Cherokee Lake/Yahara River) is under consideration for significant housing development. While I am aware that this area is not within the City of Madison boundaries, I also know that the city has extraterritorial jurisdiction that covers this area.

Put simply, it is unconscionable that the city (whether the Planning Department, Plan Commission, or other bodies) would allow such development. Cherokee Marsh Park is a city treasure--in both ecological and recreational terms. Since the city has the power to prevent future development of this area, this should be a very high priority. Instead, the Planning staff indicated to me (I am paraphrasing here) that "the owners of Cherokee golf course have a lot of power, and they will probably get their development eventually, although we're going to extract some concessions from them." This is deeply disturbing--the role of Madison's city government should not be simply to acquiesce to private developers' desires, but rather to act as a check upon irresponsible development. If this does not qualify as irresponsible development, then nothing does. Dane County has already recognized the value of preserving the Cherokee Marsh watershed by buying land (and/or development rights) from neighboring farmers; why would the City work in the opposite direction, undermining the benefit of this targeted land protection?

Housing development near the park boundary will have multiple negative effects: it will increase stormwater runoff and water pollution directly into Cherokee Marsh/Cherokee Lake/Yahara River; it will drastically compromise the sense of solitude, viewscape, and quiet of the park, to the detriment of park users; it will harm wildlife habitat by increasing noise and infringement by dogs and other pets; it will increase vehicle traffic on this part of Sherman Road significantly, further impacting air quality (and surface/ground water quality due to oil spillage). Overall, it would diminish the irreplaceable qualities that make Cherokee Marsh a spectacular recreational amenity and excellent habitat for sandhill cranes, many threatened species and other species of concern.

It is too late to stop the two large, unsightly homes on the drumlin mentioned above. However, the city has the opportunity-and, I strongly believe, the obligation--to stop any further development in this area, on both sides of Sherman Avenue. While I do understand and support the need for increasing housing density and infill in Madison, I can think of virtually no place in the city that is

less appropriate for future residential development. I urge the city planning staff (with the direction of the Common Council) to codify such a prohibition into the final plan, and to seriously consider either a) annexing the land and permanently designating it as open space, or b) purchasing the area outright as an addition to Cherokee Marsh Park. The city should act quickly, before the option is no longer available.

I am forwarding copies of this letter to Alders Paul Van Rooy, Austin King, Judy Olson and Deborah Konkel, to Mayor Dave Cieslewicz, and to Isthmus Newspaper.

I would greatly appreciate a response to these concerns.

Sincerely Yours,

Daniel Jaffee

Daniel Jaffee
Nelson Institute for Environmental Studies
University of Wisconsin-Madison
1151 Rutledge Street
Madison, WI 53703
(608) 243-9533 Home
(608) 262-2273 Fax

dsjaffee@wisc.edu

Planning Staff/Plan Commission Recommendation

November 30, 2005

The Cherokee lands in question are addressed in numerous plans and actions, including: the 1981 Cherokee Long-Range Open Space Plan, the City's 1990 Peripheral Area Development Plan, the City's 1997 Park and Open Space Plan, the City's 1988 Land Use Plan and the October 2005 Public Hearing Draft of the City's Comprehensive Plan, as well as subsequent actions by the City Council. These plans and actions incorporate compromises that were reached between the City and the Cherokee owners in the 1960's and 1970's. Cherokee actually had an option to purchase the uplands north of their current holdings. The City worked with Cherokee, which resulted in the City's acquisition of the lands that Cherokee intended to develop.

The Cherokee Park, Inc. Fifth Addition lands west of Sherman Avenue and north of the Fourth Addition to Cherokee Park, are designated "Residential Low-Medium Density-Residential-Mixed Housing Type District" (RLM-X) on the 1988 Land Use Plan map for the City of Madison. The same general area is designated "Low Density Residential" (LDR) on the Generalized Future Land Use Plan map in the Public Hearing Draft of the City of Madison Comprehensive Plan. These designations are based on previous planning efforts and compromises reached between the City and the Cherokee owners.

The area along the east side of Sherman Avenue, north side of Wheeler Road and south of the large area designated "Park and Open Space" (P) on the City's Comprehensive Plan Generalized Future Land Use Plan maps, is designated "Neighborhood Design District Low-Medium Density-Mixed Housing Type" (NDLM-X) on the 1988 Land Use Plan map and "Low Density Residential" on the Public Hearing Generalized Future Land Use Plan maps. The condominiums west of Sherman Avenue are designated "Residential Low-Medium Density" (RLM) on the 1988 Land Use Plan map and "Medium Density Residential" (MDR) on the Draft Comprehensive Plan Generalized Future Land Use Plan maps. This area is developed with condominiums.

In summary, the lands near Cherokee Marsh that are designated in City plans as potential future development areas or open space areas, go as far back as the 1960's and 1970's. The Public Hearing Draft of the Comprehensive Plan continues these recommendations and recommends that they be refined through the preparation of more detailed neighborhood development plans or special area plans.

City staff acknowledges that development on the uplands near the marsh may have negative impacts on natural resources in the area. As development concepts for these areas are presented to the City by landowners, City staff will work to minimize the potential negative impacts of any future development on natural resource features in the area. Techniques such as detailed neighborhood planning, land dedications for parks and open spaces, easements for permanent open space buffers between development and natural resource features, careful storm water management planning and implementation, and preservation of high-quality trees will be considered for use in the Cherokee area. It should also be noted that the City of Madison, Dane County and the state of Wisconsin have been working, with mixed success, to implement the 1981 Cherokee Marsh Plan.

We note that in the second paragraph of your e-mail to us that the two "trophy" homes you refer to were not built in the City. They are located in the Town of Burke, which is under Dane County zoning. Further, the City did not have an opportunity to block the development of these homes through the use of its extraterritorial land division jurisdiction.

We also note that in the second to last paragraph of your e-mail, you suggest that the City: “a) annexing the land and permanently designating it as open space, or b) purchasing the area outright as an addition to Cherokee Park”. Neither of these alternative actions is likely for a variety of reasons. Condemnation of these lands by the City is an option, albeit an highly unlikely one.

We certainly understand your concerns and we thank you for taking the time to send them to us. The Public Hearing Draft of the City of Madison Comprehensive Plan is to be considered by the Plan Commission on December 5, 2005 and the City Council on December 13, 2005. You are welcome to attend these meetings to express your concerns about potential development in the Cherokee Marsh area. Further, you also may be interested in attending a neighborhood meeting that Cherokee Park, Inc. is holding on December 14th from 7:00 – 9:00 p.m. at the Warner Park Community Room. At this meeting Cherokee Park, Inc. will explain the preliminary land use concepts for their holdings in the area.

Written Comment from George Hall (12/2/05)

Volume II, Page 2-30, Objective 38

Is there an action-forcing mechanism that would cause the school board and district staff to coordinate their school building re-use or closure deliberations with the city?

As we discussed, school facilities serve neighborhoods in many ways, and are tangible reasons why parents/families choose to locate in one neighborhood or another. This is precisely why my wife and I chose to locate near Hoyt, a school that was closed shortly after we moved in, much to our dismay, and for which I later TA'd a graduate class that analyzed that round of school closings and found a statistically valid chain of household moves that occurred immediately following the decision. Fortunately the Hoyt has remained in use by various groups over the past 25 years, and exemplifies the way facilities benefit the surrounding neighborhood, if not directly K-12 programs. Now it is proposed to be sold, and that is where I think some of the criteria in the comp plan could well apply.

I would point to objective #38 under "Objectives and policies for established neighborhoods," and suggest strengthening this objective statement with a policy statement or two, as when new neighborhoods age, the seemingly rational location of public facilities (including schools) will ultimately default to #38 as the original purpose for them changes and the decision to preserve them depends upon their usefulness for other neighbor-hood related uses. Whew!

Suggested policy: Work with (require?) school districts to development an integrated process involving all stakeholders for evaluating potential re-use and financial supporting mechanisms for school structures no longer deemed immediately necessary for K-12 programs. (Personally, I'd like to see financial and capital facilities oversight of the school district returned to the common council, but this isn't likely to happen any time soon)

My purpose here is to frame a policy that counteracts the willingness of the school district to unilaterally decide to propose closing and selling school buildings without developing an adequate range of alternatives for re-use involving a spectrum of affected stakeholders and related uses. Their current process seems to have been developed with a stacked deck. Understandably I'm somewhat biased, having worked repeatedly with the district on West High issues involving the RNA.

Volume II, Page 9-6, Objective 5, Policy 3

This policy relates solely to public education, K-12, and is narrowly framed as it relates to broad "use" of a school building for neighborhood purposes. Could something like this be restated and a second "objective" developed based on the proposed policy above (and maybe this thought could be inserted two places). This is a "facility" section, so it would be logical to include other purposes for public schools as "facilities" rather than simply identifying the educational objective: Develop a broad based and inclusive re-use policy for school facilities that currently no longer address school-age demographic needs, but which could serve other demographic needs present in the immediate neighborhood and surrounding area. (If the school-age proportion has fallen off, it is likely that other age groups, such as elderly, are concentrated in the immediate vicinity, and could benefit from programming, including adult education, exercise, etc.)

Planning Staff/Plan Commission Recommendation

Volume II, Chapter 2, Land Use, Page 2-30, Objective 38

Staff recommends adding the following policy in Volume II, Land Use Chapter, Page 2-30, under Objective 38:

Policy 1: Ensure that community facilities or neighborhood schools that are no longer utilized for their originally intended use, remain an asset to the neighborhood through cooperative efforts between the facility/building owner, the city, the neighborhood and local stakeholders.

Volume II, Chapter 9, Community Facilities, Page 9-4

Rather than adding an objective on Page 9-6, staff recommends inserting a new policy after Policy 6 in the All Community Facilities section on Page 9-4:

Policy 7: Ensure that community facilities or neighborhood schools that are no longer utilized for their originally intended use, remain an asset to the neighborhood through cooperative efforts between the facility/building owner, the city, the neighborhood and local stakeholders.

III.

October 2005 Public Hearing Draft - City of Madison Comprehensive Plan WRITTEN COMMENTS FROM THE DANE COUNTY PLANNING AND DEVELOPMENT DEPARTMENT WITH PLANNING STAFF/PLAN COMMISSION RECOMMENDATIONS

Note: The Dane County Planning and Development Department comments were prepared by several County staff members, who may have only had time to review their assigned chapter: so often, their comment is addressed in another section of the Comprehensive Plan. Although the City staff and Plan Commission conclusion was that most of the comments did not require that any revisions be made to the draft Comprehensive Plan at this time, the DCPDD comments are repeated in entirety in the Planning Staff/Plan Commission Recommendations section to simplify the presentation.



Dane County Planning and Development Department
City-County Building, Room 116
210 Martin Luther King, Jr. Blvd
Madison, WI 53703-3342
(608) 266-4251

To: Michael Waidelich,
CC: Linda Horvath, Rick Roll

From: Pam Andros, Curt Kodl, Olivia Parry and Brian Standing

RE: Madison Comprehensive Plan Comments

Date: 12/2/05

Michael,

Congratulations on behalf of the Dane County Planning and Development Staff! The light is a dim beacon for us right now, but seeing that you are all breathing, and able to walk, we can be comforted. Overall, we feel that the City's comp plan is very solid, well executed, and reflects the years of work that the City staff and residents have put into it.

Below are comments from the planning staff – each of us has addressed separate elements. Due to time constraints and your deadlines, we were not able to comment on all of the chapters. As well, some staff had more time for review than others.

It seems that there is an opportunity for greater communication between our departments. We would like to request that staff members from the City and County planning departments schedule regular meetings, perhaps on a bi-annual, or quarterly basis, to explore opportunities for coordination, better communication and improved efficiency. Please let us know if you're interested in this idea.

Intergovernmental Cooperation
Comments by Curt Kodl

Technical note: 62 Communities, 63 if you include Dane County. (Page 11-1)

Policy 5: Seek Dane County support for a policy of non-development in peripheral areas, until these areas are needed for planned urban expansion.

Comment: A more effective way of doing this would be to make this part of your intergovernmental agreements. For instance, the Town of Blooming Grove should now be operating under a joint planning area, extraterritorial jurisdiction, and extraterritorial zoning. This shift would make the City part of all planning decisions made in the town, and over the long run, fewer non-conforming developments would need to be grand fathered into the City of Madison. (Page 11-5)

Objective 2: Preserve Dane County's valued open spaces, and maintain the distinction between urban and rural communities, particularly close to the Madison urban area.

Comment: A good policy would be for the City to continue to maintain an active role in the process that develops the Dane County Park and Open Space Plan. (Page 11-5)

Policy 4: The mayors, village presidents, town chairs, and administrators from each of Madison's neighboring cities, villages, and towns should continue regularly scheduled meetings to discuss intergovernmental cooperation opportunities.

Comment: Include Dane County Supervisors, or the Executive's Office in issues of cooperation. (Page 11-7)

Policy 7: Strongly encourage Dane County to make incremental decisions on zoning map amendments, conditional use permit applications and land divisions (subdivision plats) that are consistent with the City's plans.

Comment: This is a bit of a two way street, Dane County may or may not be able to help on this (local plans would mostly control) but it would be nice if the City developed more in accordance to existing land uses in the unincorporated areas. It is clearly not a blank slate. For example, the Richmond Hills/Buckeye area developed residentially around an existing quarry and now the citizens want the quarry to move, replacing it with more industrial or commercial uses that would be less conflicting. (Page 11-10)

I like the way regional goals are recognized and that the City will have to work together with it's neighbors as well as Dane County to implement these goals. Good notes on continued communication on all levels.

Natural and Ag Resources

Comments by Brian Standing

Policy 1: Reverse the current trend of regional water table draw down by 2045. (Page 6-11)

Objective 5: Develop and implement policies and programs to help conserve the region's water.

Comment: Policy 1 appears very similar to draft policies under consideration by the county ANCR workgroup. As this policy has potentially significant implications for MMSD wastewater disposal, the City may want to consider some alternate wording that clarifies this issue a bit. ANCR recently revised their proposed countywide policy on this topic to read as follows:

"Determine an ideal level for the regional water table, develop a plan of immediate short-term and long-term actions to stabilize the water table at that level, and begin increasing groundwater level by 2045."

Comment: I could not find any reference to "transfer of development rights" or "TDR" programs in the Natural & Ag Resources or Land Use chapters of the plan. Given other statements in the city's plan about wanting towns and the county to keep peripheral areas free from development, supporting regional networks of open space corridors and promoting community separation, a mechanism like TDR would seem an important tool to achieving those objectives. The draft county comprehensive plan includes many references and strong support for an intergovernmental TDR mechanism. However, it is generally acknowledged that city and village participation is essential to creating a successful regional market for TDRs. This would also help create an environment where rural or peripheral landowners could receive some equity in their land while foregoing development -- increasing the likelihood that landowner behavior will match the city's goals.

Parks & Open Space
Comments by Brian Standing

Objective 1

Policy 2: Cooperate with other units of government and agencies to provide joint park, recreation and open space facilities when possible. (Page 7-3)

Comment: It might be helpful to define the difference between local and regional park and open space facilities, to delineate different jurisdictions' responsibilities. The County has traditionally focused on regional park systems, while deferring to local units of government with respect to facilities that serve primarily local populations.

Objective 3: I think this section is excellent, and will suggest these to county planning groups.

Objective 7

Policy 3: Where retaining walls are required to control lakeshore erosion, encourage the use of natural. Building materials and seek to avoid an obviously man-made. Appearance. (Page 7-8)

Comment: From a resource protection standpoint, retaining walls are the least desirable option to control erosion. Natural grassland vegetation, slope control and even riprap do a better job of providing near-shore habitat, protecting natural scenic beauty and are less prone to failure than constructed retaining walls. I would recommend amending this section to clearly indicate that retaining walls are to be used only as a last resort.

Housing
Comments by Olivia Parry

Housing overview: (Pages 4-1 to 4-3)

Comment: It would be nice to have a vision for housing and neighborhoods in the City of Madison to see where we are headed.

Summary 2: “While adapting current built housing to new demographic needs”

Goal 1: “...contribute to the development of strong neighborhoods.”

Policy 4: “Encourage the design of neighborhoods and housing to promote a variety of lifestyle choices....”

Comment: One very disappointing omission is the lack of reference to access or the provision of childcare within communities or neighborhoods. The lack of proximal childcare is one of the most significant problems that working families with young children face today, not just in the City of Madison, but nationwide. Taking children to and from childcare each day adds countless hours onto the workweek for commuters. It is not uncommon for a parent to have to take their child to daycare in the opposite direction of their workplace. If a child is sick and an employee has to leave work, which is very common with young children, work interruptions for both men and women can be longer, stress higher. Thousands of City of Madison residents face this problem.

It is possible that you didn't receive comments regarding the daycare issue (except for the several I submitted), because families with young children typically cannot attend night meetings, or if they attend, do not understand that this childcare problem is a planning issue.

The market has failed to correct for sprawl and housing segregation, and it has also failed to correct for the phenomenal demands of the post-nuclear family household. Lack of proximal childcare is a serious issue that this demographic faces. If each family potentially adds hundreds, if not thousands of vehicle miles traveled per year because of this problem, what is the impact? Increased traffic

congestion, greater vehicle emissions and VMT, and reduced worker productivity.

It is not enough that childcare is a permitted use in residential neighborhoods; this approach fails to recognize the crisis and its consequences. The City of Madison has the authority to provide any number of incentives to developers building housing over a specified number of units to set-aside land for a daycare center, or provide the building itself. The City can require that the developer chose a daycare that is certified. The market exists and the demand is there; humans will always form families. Addressing the importance of siting childcare is an opportunity for the City of Madison to take leadership, and reap the benefits of reduced VMT and emissions, stress to young families, and increased worker productivity.

Comment (general):

Building construction waste contributes the highest percentage of trash to our landfills of any industry; it would be beneficial to encourage housing developers and the recycling industry to explore ways to minimize it (Perhaps you already do this?).

Add: 1) Promote sustainability, energy conservation, Wisconsin Energy Star, or green built housing principles 2) Promote alternative models of housing such as co-ops as well as green principles that also increase the affordability of housing.

There is no reference to working with the County to explore opportunities or ways to partner regarding affordable housing – it will be included in our plan.

Economic Development
Comments by Olivia Parry

Comments (overall): This chapter is very compelling, comprehensive, articulate and supported by clear goals and policies for implementation.

Objective 17: In collaboration with public and private schools, MATC, UW Madison, Dane County, the Workforce Development Board, and others, build a skilled and employable workforce. (Page 5-13).

Comment: Included in workforce development strategy is the training of future entrepreneurs. Because 75-80% of all new jobs are created from small business, it is important to recognize our youth as potential job creators. On this note, increasing the financial literacy among middle-school and high school students in City of Madison school system is essential. It is also important to provide students with role models from the private sector, and encourage mentoring, internship opportunities, and business to school district partnerships. Based on my experience and inquiry, this type of initiative is quite limited in the City of Madison, as well as the Dane County as a whole.

Transportation and Community Facilities
Comments by Pam Andros

Overall: The comp plan is well organized; I really like the "Implementation Action" Tables.

Transportation: An excellent chapter, well thought out, clear vision!

Community Facilities: I would appreciate greater detail of what community facilities are being discussed. To tie into the livable neighborhood/community theme of the plan, specifically note childcare facilities.

CITY PLANNING STAFF/PLAN COMMISSION RESPONSE AND RECOMMENDATIONS TO THE COMMENTS FROM THE DANE COUNTY PLANNING AND DEVELOPMENT DEPARTMENT

DCPDD General Comment

It seems that there is an opportunity for greater communication between our departments. We would like to request that staff members from the City and County planning departments schedule regular meetings, perhaps on a bi-annual, or quarterly basis, to explore opportunities for coordination, better communication and improved efficiency. Please let us know if you're interested in this idea.

Planning Staff /Plan Commission Recommendation

We agree that greater communication would be beneficial. This is recommended, for example, in Objective 4 of the Intergovernmental Cooperation chapter, especially Policies 1, 2, 3 and 5, Volume II, pgs. 11-6 and 11-7.

INTERGOVERNMENTAL COOPERATION CHAPTER

DCPDD Comment

Page 11-1. Technical note: 62 Communities, 63 if you include Dane County.

Planning Staff /Plan Commission Recommendation

This error will be corrected, but we count only 61 municipalities, not including Dane County. (Note that in the Comprehensive Plan, "municipalities" refers to cities, villages and towns, and so wouldn't include Dane County or other types of government entities.) Revise the text to correct number of municipalities.

DCPDD Comment

Page 11-5, Objective 1, Policy 5. "Seek Dane County support for a policy of non-development in peripheral areas, until these areas are needed for urban expansion." A more effective way of doing this would be to make this part of your intergovernmental agreements. For instance, the Town of Blooming Grove should now be operating under a joint planning area, extraterritorial jurisdiction, and extraterritorial zoning. This shift would make the City part of all planning decisions made in the town, and over the long run, fewer non-conforming developments would need to be grand fathered into the City of Madison.

Planning Staff /Plan Commission Recommendation

We do not consider these approaches as mutually exclusive, and stronger support by the County in discouraging rural non-farm development in the peripheral area would be useful. See, for example, Objective 1, Policy 2 (Page 11-4) and Objective 2, Policy 4 (Page 11-5) for recommendations supporting intergovernmental cooperation and agreements. Revisions to the Plan are not required.

DCPDD Comment

Page 11-5, Objective 2, "Preserve Dane County's valued open spaces, and maintain the distinction between urban and rural communities, particularly close to the Madison urban area."

A good policy would be for the City to continue to maintain an active role in the process that develops the Dane County Park and Open Space Plan.

Planning Staff/Plan Commission Recommendation

The objective is addressing a broader concept than preservation of selected areas as public parkland. The primary concern is with preservation of the rural character outside cities and villages generally. See also Land Use Objective 9 (Volume II, Page 2-13). The Comprehensive Plan addresses cooperation with other government units to develop park facilities in several places. See, for example, Park and Open Space Objective 1, Policy 2 (Volume II, Page 7-3). Cooperation with Dane County on Objective 2 is addressed in Objective 2, Policies 1 and 3 (Page 11-5). Revisions to the Plan are not required.

DCPDD Comment

Page 11-7, Objective 4, Policy 4. “The mayors, village presidents, town chairs, and administrators from each of Madison’s neighboring cities, villages, and towns should continue regularly scheduled meetings to discuss intergovernmental cooperation opportunities.” Include Dane County Supervisors, or the Executive’s Office in issues of cooperation.

Planning Staff/Plan Commission Recommendation

This policy addresses meetings between municipal executives and administrators. As a general rule, the County Executives office or County supervisors would not be involved in these meetings. See Objective 4, Policy 3 (Page 11-7) for a broader recommendation that might include other County officials. Recommend no changes to the Plan text.

DCPDD Comment

Page 11-10, Objective 7, Policy 7. “Strongly encourage Dane County to make incremental decisions on zoning map amendments, conditional use permit applications and land divisions (subdivision plats) that are consistent with the City’s plans.” This is a bit of a two way street, Dane County may or may not be able to help on this (local plans would mostly control) but it would be nice if the City developed more in accordance to existing land uses in the unincorporated areas. It is clearly not a blank slate. For example, the Richmond Hills/Buckeye area developed residentially around an existing quarry and now the citizens want the quarry to move, replacing it with more industrial or commercial uses that would be less conflicting.

Planning Staff /Plan Commission Recommendation

The main focus of this policy is to encourage County decisions to be consistent with City plans. In general, cities do not expect to develop future urban neighborhoods in the peripheral area in accordance with existing land uses---which other than agriculture, primarily consist of scattered unsewered developments. Quarries clearly create special issues regarding compatibility, and the Comprehensive Plan specifically addresses this in several places. See, for example, the discussion in the Natural and Agricultural Resources chapter on Pages 6-3 and 6-4, and Objective 8 and its policies on Page 6-13. Recommend no changes to the Plan text.

DCPDD Comment

I like the way regional goals are recognized and that the City will have to work together with it's neighbors as well as Dane County to implement these goals. Good notes on continued communication on all levels.

NATURAL AND AGRICULTURAL RESOURCES CHAPTER

DCPDD Comment

Page 6-11, Objective 5, Policy 1. “Reverse the current trend of regional water table drawdown by 2045.” Policy 1 appears very similar to draft policies under consideration by the county ANCR workgroup. As this policy has potentially significant implications for MMSD wastewater disposal, the City may want to consider some alternate wording that clarifies this issue a bit. ANCR recently revised their proposed countywide policy on this topic to read as follows:

"Determine an ideal level for the regional water table, develop a plan of immediate short-term and long-term actions to stabilize the water table at that level, and begin increasing groundwater level by 2045."

Planning Staff /Plan Commission Recommendation

The policies are similar and the Comprehensive Plan policy was based on the earlier draft County policy. City staff have not carefully reviewed the revised recommendation from the ANCR workgroup and recommend leaving this policy in the more generic form at this time. The current policy would be compatible with the more detailed recommendation now being proposed by the ANCR workgroup.

DCPDD Comment

I could not find any reference to “transfer of development rights” or “TDR” programs in the Natural and Agricultural Resources or Land Use chapters of the plan. Given other statements in the City's plan about wanting towns and the County to keep peripheral areas free from development, supporting regional networks of open space corridors and promoting community separation, a mechanism like TDR would seem an important tool for achieving those objectives. The draft county comprehensive plan includes many references and strong support for an intergovernmental TDR mechanism. However, it is generally acknowledged that city and village participation is essential to creating a successful regional market for TDRs. This would also help create an environment where rural or peripheral landowners could receive some equity in their land while foregoing development -- increasing the likelihood that landowner behavior will match the city's goals.

Planning Staff /Plan Commission Recommendation

TDR is a potential tool that might be appropriate in some situations, but both the policy issues and the technical issues are many and complex. Planning staff do not necessarily agree with the strong emphasis being placed on Transfer of Development Rights as a principal mechanism for preventing rural sprawl by others seeking to address this issue, although it may be an effective approach under specified conditions. At this time, we recommend no changes to the Plan to incorporate specific recommendations for using a TDR approach.

PARKS AND OPEN SPACE CHAPTER

DCPDD Comment

Page 7-3, Objective 1, Policy 2. “Cooperate with other units of government and agencies to provide joint park, recreation and open space facilities when possible.” It might be helpful to define the difference between local and regional park and open space facilities, to delineate different

jurisdictions' responsibilities. The County has traditionally focused on regional park systems, while deferring to local units of government with respect to facilities that serve primarily local populations.

Planning Staff /Plan Commission Recommendation

Park and open space hierarchies and responsibilities are discussed in Volume I, Chapter 7, Parks and Open Space. See especially the discussion on Page 7-8 to Page 7-10. Recommend no changes to the Plan text at this time.

DCPDD Comment

Page 7-5, Objective 3. I think this section is excellent, and will suggest these to county planning groups.

DCPDD Comment

Page 7-8, Objective 7, Policy 3. “Where retaining walls are required to control lakeshore erosion, encourage the use of natural building materials and seek to avoid an obviously man-made appearance.” From a resource protection standpoint, retaining walls are the least desirable option to control erosion. Natural grassland vegetation, slope control and even riprap do a better job of providing near-shore habitat, protecting natural scenic beauty and are less prone to failure than constructed retaining walls. I would recommend amending this section to clearly indicate that retaining walls are to be used only as a last resort.

Planning Staff /Plan Commission Recommendation

This policy primarily addresses the aesthetic aspects of shoreline development, but we recommend that Policy 3 be revised as shown below:

Policy 3. Where lakeshore erosion control is required, encourage the use of natural materials and seek to avoid an obviously man-made appearance.

HOUSING CHAPTER

DCPDD Comment

Pages 4-1 to 4-3 Housing overview. It would be nice to have a vision for housing and neighborhoods in the City of Madison to see where we are headed.

Planning Staff /Plan Commission Recommendation

Staff agree that the Housing chapter is relatively light, but there is extensive coverage of issues related to housing and neighborhoods in the Land Use chapters (too numerous to cite here). No changes to the Plan text recommended at this time.

DCPDD Comment

Page 4-2 Second group of issues, “...while adapting current built housing to new demographic needs,” and Page 4-4, Goal 1: “...contribute to the development of strong neighborhoods,” and Page 4-5, Objective 1, Policy 4, “Encourage the design of neighborhoods and housing to promote a variety of lifestyle choices...”

One very disappointing omission is the lack of reference to access or the provision of childcare within communities or neighborhoods. The lack of proximal childcare is one of the most significant problems that working families with young children face today, not just in the City of Madison, but nationwide. Taking children to and from childcare each day adds countless hours onto the workweek for commuters. It is not uncommon for a parent to have to take their child to daycare in the opposite direction of their workplace. If a child is sick and an employee has to leave work, which is very common with young children, work interruptions for both men and women can be longer, stress higher. Thousands of City of Madison residents face this problem.

It is possible that you didn't receive comments regarding the daycare issue (except for the several I submitted), because families with young children typically cannot attend night meetings, or if they attend, do not understand that this childcare problem is a planning issue.

The market has failed to correct for sprawl and housing segregation, and it has also failed to correct for the phenomenal demands of the post-nuclear family household. Lack of proximal childcare is a serious issue that this demographic faces. If each family potentially adds hundreds, if not thousands of vehicle miles traveled per year because of this problem, what is the impact? Increased traffic congestion, greater vehicle emissions and VMT, and reduced worker productivity.

It is not enough that childcare is a permitted use in residential neighborhoods; this approach fails to recognize the crisis and its consequences. The City of Madison has the authority to provide any number of incentives to developers building housing over a specified number of units to set-aside land for a daycare center, or provide the building itself. The City can require that the developer choose a daycare that is certified. The market exists and the demand is there; humans will always form families. Addressing the importance of siting childcare is an opportunity for the City of Madison to take leadership, and reap the benefits of reduced VMT and emissions, stress to young families, and increased worker productivity.

Planning Staff /Plan Commission Recommendation

We agree that the coverage of child care in the Comprehensive Plan is relatively light, although it is acknowledged as an appropriate and recommended use in most land use categories. Recommend that coverage of issues related to child care be considered as part of the first annual Comprehensive Plan evaluation.

DCPDD General Comment

Building construction waste contributes the highest percentage of trash to our landfills of any industry; it would be beneficial to encourage housing developers and the recycling industry to explore ways to minimize it (perhaps you already do this?).

Planning Staff /Plan Commission Recommendation

The City currently does require a recycling plan as a part of building demolition approvals. Two additional policies to encourage relocation rather than demolition of sound housing when feasible, and to provide locations for storage of salvageable building materials are also being added to the Plan (See Part V):

To be added to Volume II, Chapter 4, Housing, Page 4-9, Objective 3:

Policy 12: Encourage and facilitate the relocation of existing residential buildings that might otherwise be demolished, by proactively identifying sites where houses can feasibly be moved.

To be added to Volume II, Chapter 10, Utilities, Page 10-8, Objective 8:

Policy 2: Identify sites for the storage of salvaged building materials.

DCPDD General Comment

Add: 1) Promote sustainability, energy conservation, Wisconsin Energy Star, or green built housing principles 2) Promote alternative models of housing such as co-ops as well as green principles that also increase the affordability of housing.

Planning Staff /Plan Commission Recommendation

Staff believe that these issues are already addressed in other sections of the Comprehensive Plan. See for example Volume II, Page 2-60, Land Use Objective 86, Policy 1, and the last two items in the Natural and Agricultural Resources Implementation Actions table on Page 6-19 related to green buildings. Alternative housing models are encompassed in the Land Use recommendations for a range of housing opportunities. See, for example, Page 2-30, Land Use Objective 36, Policy 5.

DCPDD General Comment

There is no reference to working with the County to explore opportunities or ways to partner regarding affordable housing – it will be included in our plan.

ECONOMIC DEVELOPMENT CHAPTER

DCPDD General Comment

This chapter is very compelling, comprehensive, articulate and supported by clear goals and policies for implementation.

DCPDD Comment

Page 5-13, Objective 17. “In collaboration with public and private schools, MATC, UW Madison, Dane County, the Workforce Development Board, and others, build a skilled and employable workforce.” Included in workforce development strategy is the training of future entrepreneurs. Because 75-80% of all new jobs are created from small business, it is important to recognize our youth as potential job creators. On this note, increasing the financial literacy among middle-school and high school students in City of Madison school system is essential. It is also important to provide students with role models from the private sector, and encourage mentoring, internship opportunities, and business to school district partnerships. Based on my experience and inquiry, this type of initiative is quite limited in the City of Madison, as well as the Dane County as a whole.

TRANSPORTATION CHAPTER

DCPDD General Comment

The comp plan is well organized; I really like the "Implementation Action" Tables.

DCPDD Transportation Comment

An excellent chapter, well thought out, clear vision!

COMMUNITY FACILITIES CHAPTER

DCPDD Comment

I would appreciate greater detail of what community facilities are being discussed. To tie into the livable neighborhood/community theme of the plan, specifically note childcare facilities.

IV.

October 2005 Public Hearing Draft – City of Madison Comprehensive Plan SUMMARY COMPILATION OF REVIEWING BODY COMMENTS WITH PLANNING STAFF/PLAN COMMISSION RECOMMENDATIONS

This section is a compilation of the comments from the reviewing boards, commissions and committees that included or might imply a recommendation to make a revision to the October 2005 Draft Plan document. The comments are organized by reviewing body and Plan chapter. Each comment or grouping of comments is followed by the Planning staff/Plan Commission recommendation to respond to the comment. Most recommendations propose revisions or additions to the Plan text. In some cases the recommendation is to make no changes. Note that minor typographical and format revisions are usually not included.

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**October 2005 Public Hearing Draft City of Madison Comprehensive Plan
 PARK AND OPEN SPACE CHAPTER
 Park Commission Comments with Planning Staff/Plan Commission Recommendations**

Park Commission Comment

Volume II, Page 7-10: The Implementation Recommendations should be modified as indicated below.

Page 7-10: Change the text introducing Table 1 as follows: The table on the following page includes a summary of the major recommendations ~~summarize~~ from the POSP.

Change Table 1 as follows:

- From Table 1, remove the Priority column and add Summary of Major to the title of the table.
- On page 7-11 in Table 1 change the Comprehensive Trail Network write-up to read as follows:

Comprehensive Trail Network

Continue working to provide regional bike ~~trail~~ path corridors and connections from the Isthmus to Sun Prairie, Isthmus to Warner Park, and in the East Side and West Side Growth Areas. ~~Provide~~ Complete a city-wide trail network using bike paths and routes, paved walkways for accessible routes and unpaved hiking trails in parks and greenways.

- Add the following sentence to the end of the Beach and Swimming Needs write-up:

Improve maintenance of beaches and public shorelines.

- Add the following rows to the end of Table 1:

<p>Staffing Needs The recommendations of this plan for a growing City – new land, new facilities, and better management of the parks system, will all require more work, more staff and more funding in the operational budget.</p>	<p>Parks Division, Common Council, and Mayor’s Office</p>
<p>Intergovernmental Cooperation Local park systems have mutually benefited from the cooperative government efforts at City, Village, Town, County, State and Federal levels. Such cooperation will need to continue and be strengthened.</p>	<p>Planning Unit, neighboring municipalities and townships, Dane County, and State and Federal governments.</p>

Planning Staff/Plan Commission Recommendation

Modify text and table as suggested.

**October 2005 Draft City of Madison Comprehensive Plan
TRANSPORTATION CHAPTER
Transportation Commissions Comments with Planning Staff/Plan Commission
Recommendations**

Note: This section combines the comments received from the three transportation commissions: the Pedestrian/Bicycle/Motor Vehicle Commission, the Transit and Parking Commission, and the Long Range Transportation Planning Commission.

TRANSPORTATION COMMISSIONS COMMENTS ON VOLUME I (BACKGROUND INFORMATION)

Transportation Commissions Comment

Page 3-9, Paragraph 2. Modify text as shown below to clarify that other transportation modes may also share rail corridors with active railroad operations:

- All rail corridors in the Madison Urban Area converge in the Isthmus area providing opportunities for use as special transportation corridors (e.g. bus, bike, rail, etc.), ~~if or when even if rail freight is no longer viable~~ continues to operate in the corridors. In fact, numerous Comprehensive Plan public Transportation Commissions Comments have noted the need to utilize existing rail corridors for future commuter rail, bicycle and other non-auto forms of transportation.

Planning Staff/Plan Commission Recommendation

Modify text as suggested.

Transportation Commissions Comment

Page 3-21, Paragraph 4. Modify text as shown below to clarify meaning:

Issues of concern for bicyclists include: barriers (freeways) and hazards (e.g., rail crossings), lack of bicycle accommodations on existing major roadways, lack of alternatives to heavily used major roadways due to inadequate street connectivity, and lack of traffic control devices that ~~do not~~ work for bicyclists.

Planning Staff/Plan Commission Recommendation

Modify text as suggested.

Transportation Commissions Comment

Page 3-22. Remove the two sections with the headings “Public Education” and “Law Enforcement”.

Planning Staff/Plan Commission Recommendation

Staff recommends instead modifying the text as shown, using softer language and also stressing the need for education and enforcement of all modes of transportation, including automobiles:

Public Education

Many adults have little knowledge of bicyclists' rights, responsibilities, and safe riding techniques required to be a responsible cyclist. To be responsible bicyclists, riders should learn their rights and responsibilities and safe riding techniques. This knowledge is also necessary ~~to be a responsible for~~ for motor vehicle drivers sharing the road with bicyclists. There is a continuous need to provide education for bicyclists and motorists, including developing and distributing bicycle maps and other informational materials, and conducting safety- and training programs.

Law Enforcement

Bicycles are subject to the same rules of the road as motor vehicles with all the rights and responsibilities that follow those rules. ~~However, many adult bicyclists often disregard traffic regulations, which results in unsafe riding, setting a poor example for younger riders, and perpetuating the view that bicycles are "toys" rather than a legitimate means of transportation for adults, as well as children~~ [remove paragraph shift here] Law enforcement agencies are operating under increasing constraints of limited budgets and personnel, while the demand for police services of all types is increasing. As a result, resources for traffic enforcement are limited, and many law enforcement officers consider enforcement of traffic violations by ~~and against bicyclists and motorists~~ and against bicyclists and motorists a low priority.

Transportation Commissions Comment

Page 3-30, 1st Paragraph under "Parking" heading. Add bicycle parking.

Planning Staff/Plan Commission Recommendation

Modify text in first sentence as shown below:

As travel and parking needs have increased, there has been recognition of the constant need to better manage transportation and parking facilities (both auto and bicycle parking), to minimize the amount of valuable land needed for travel and parking purposes, and to minimize the public investments, which may be required for transportation purposes.

Transportation Commissions Comment

Map 3-5, Madison Metro Bus Routes. Map 3-5 is not current as of October 2005.

Planning Staff/Plan Commission Recommendation

Metro route maps change frequently. Map 3-5 is current as of January 2005 (the date on the map), which is the date for most of the other base map background data presented in the Comprehensive Plan. Staff recommends no changes to this map.

TRANSPORTATION COMMISSIONS COMMENTS ON VOLUME II (RECOMMENDATIONS)

Transportation Commissions Comment

Page 3-2, Objective 1, Policy 2. Add “consistency” as well as coordination with MPO planning.

Planning Staff/Plan Commission Recommendation

Modify Policy 2 as shown below:

Policy 2: Ensure coordination and consistency ~~of~~ between the City of Madison Comprehensive Plan ~~with~~ and the MPO’s long-range regional land use and transportation plan.

Transportation Commissions Comment

Pages 3-3 and 3-4, Objective 2. Ensure the correct usage of terms “efficiency and effective”, or be consistent throughout Objective 2.

Planning Staff/Plan Commission Recommendation

Staff believe that the terms “efficient” and “effective” are used as intended. Recommend that the Goal statement on Page 3-3 be revised as shown below:

Goal: Develop and maintain a transportation system that supports new and existing residential, employment, commercial and recreation areas, preserves and enhances neighborhood livability and the quality of life for City of Madison residents, while providing for the safe, ~~and~~ efficient and effective movement of people and goods.

Transportation Commissions Comment

Page 3-5, Objective 3, Policy 3. Add language regarding block size that specifies a number of feet for the optimum block size, using some numerical standard as a goal.

Planning Staff/Plan Commission Recommendation

Staff do not recommend that a numerical standard for TOD block size be included in the Comprehensive Plan due to the potential wide variability in size and scale of TODs and the need to independently evaluate block size within the context of each unique TOD.

Transportation Commissions Comment

Page 3-6, Objective 3, Policy 3, second bullet. Add language regarding the location of parking in relation to the building, explicitly stating that parking should be in the back or sides of the building. Might reference some minimal, if any, parking in front.

Transportation Commissions Comment

Page 3-6, Objective 3, Policy 3, second bullet. Add language that recognizes the need for appropriate placement of bicycle parking.

Planning Staff/Plan Commission Recommendation

To address both comments, modify the text as shown below:

- Placement and supply of parking;

Prohibit large and highly visible surface parking in TODs, especially in the core areas of TODs. The supply of parking may be reduced from the amount that is typically provided in some instances. Automobile parking should generally be located in the back or sides of buildings, although some minimal parking may be located in the front of buildings for cause. Bicycle parking facilities within TODs should be located near building entrances and designed and sized appropriately. Parking supply and management should be addressed in the specific special area plan for each TOD.

Transportation Commissions Comment

Page 3-5, Objective 3, Policy 3 (general). Add language that recommends providing expedited review and approval of TODs.

Planning Staff/Plan Commission Recommendation

Staff do not recommend including language in the Comprehensive Plan that refers to providing an expedited approval process for TODs, given the more complicated nature of most such developments and the need for thorough staff review.

Transportation Commissions Comment

Page 3-8, Objective 4, Policy 4. Add language that recognizes the need for appropriate signing and marking of bike paths and routes.

Planning Staff/Plan Commission Recommendation

Modify the text note for Policy 4 as shown below (also make the same change to the text note for Policy 6 under Objective 12 in the Bicycle section, Page 3-18):

Policy 4: Develop a hierarchy of City of Madison bicycle corridors for use in making roadway infrastructure decisions.

Note: Bicycle corridors should be inventoried, ~~and~~ classified, and appropriately signed and marked for their function in providing bicycle mobility, similar to a roadway functional classification. This classification system should be used to help prioritize bicycle facility improvements.

Transportation Commissions Comment

Page 3-8, Objective 5. Add language that recognizes the fact that alleviating traffic congestion should not degrade the safety of users of other modes of transportation moving along or across the corridor.

Planning Staff/Plan Commission Recommendation

Modify Objective 5 as shown below:

Objective 5: Alleviate traffic congestion, where appropriate, in a manner that improves traffic flow and minimizes travel delays, ~~but also~~ minimizes the impacts on adjacent land uses

and neighborhoods, and does not degrade the safety of users of any modes of transportation moving along or across the corridor.

Transportation Commissions Comment

Page 3-9, Objective 5, Policy 3. Modify language regarding capacity increases to emphasize engineering as the best way to increase capacity (such as restricting driveway access, eliminating cross roads, or adding turn lanes).

Planning Staff/Plan Commission Recommendation

Staff believes that this policy primarily meant to recommend against considering increasing roadway capacity by widening the roadway (adding lanes) until all other approaches had been considered, including increasing use of other transportation modes and the other engineering approaches suggested in the transportation commissions comment. Recommend revising the policy to clarify this as shown below:

Policy 3: Consider adding lanes to increase roadway capacity on City roadways only after the effect on downstream traffic conditions and all other alternative approaches have been considered- including enhancing other transportation modes and engineering-oriented roadway improvements such as restricting driveway access, eliminating cross roads and adding turn lanes).

Transportation Commissions Comment

Page 3-9, Objective 5, Policy 4. Modify the language to emphasize the need to not degrade other modes of transportation when improving traffic flow.

Planning Staff/Plan Commission Recommendation

Modify the Policy 4 text as shown below:

Policy 4: Use transportation system management (TSM) strategies to improve traffic flow, where appropriate, and where it does not degrade the safety of users of any modes of transportation moving along or across the corridor. TSM measures include traffic signal control systems, Intelligent Transportation System (ITS) technologies (such as real-time traffic and parking information along roadways), intersection improvements, channelization (such as dedicated turn lanes), and access management techniques.

Transportation Commissions Comment

Page 3-9, Objective 5. Add a general policy to emphasize the need to maintain the safety of all modes of transportation when improving traffic flow.

Planning Staff/Plan Commission Recommendation

Add a new Policy 8 under Objective 5, as shown below:

Policy 8: Consider and evaluate the movement of pedestrians and bicyclists along and across roadways when undertaking roadway capacity expansion to assure that safety will not be compromised.

Transportation Commissions Comment

Page 3-10, Objective 7: There is a lot of narrative defining Transportation Demand Management, but wonder if some policies are also needed. For example,

- Should TDM be expected in all developments?
- Should there be some specific measurable goals and reference to the EPA TDM program and should these goals be tied into TODs?
- It should be clear that the City would have a Demand Management Program for its employees, particularly since the City was expecting this of others.
- It should include outreach to neighboring municipalities and County to get them on board to do something similar.
- There is also a lack of reference to carpooling, Rideshare and car-sharing.

Planning Staff/Plan Commission Recommendation

Add the following four policies under Objective 7:

Policy 1: Develop Transportation Management Associations, where appropriate, as a mechanism to organize individual employers and administer TDM initiatives.

Note: A Transportation Management Association, or TMA, is an organized group that applies various approaches to help reduce single-occupancy trips and facilitate the movement of people and goods within an urban area - most often stressing the use of transportation demand management strategies and measures. TMAs are often legally constituted and frequently lead by the private sector, in partnership with public sector entities, in an effort to address transportation challenges.

Policy 2: Create an incentive program for City employees rewarding them for using alternatives to the automobile for commuting. Promote use of the City Rideshare and Carpool programs and coordinate these efforts with the other major public sector employers in the City including the University, County and State.

Note: The U.S. EPA administers the Best Workplaces for Commuters program, which gives special recognition to employers that meet a National Standard of Excellence for their employee commuter assistance programs. The City could choose to pursue a TDM program that meets the US EPA standards and recognizes Madison as one of the Best Workplaces for Commuters.

Policy 3: Promote alternatives to the automobile through financial incentives, education campaigns on riding transit, bicycling, car-sharing programs, organizations that develop transportation management for employers and other programs to help employers encourage alternatives to the automobile.

Policy 4: Encourage the use of transportation demand measures in Transit Oriented Developments, new neighborhoods and commercial and business districts. Consider developing TDM standards, perhaps basing them on the US EPA National Standard for Excellence, as indicated in the note above for Policy 2, for new development and redevelopment.

Transportation Commissions Comment

Page 3-12, Objective 8. The City's Pedestrian Plan should be referenced and identified by name in the Comprehensive Plan.

Planning Staff/Plan Commission Recommendation

Modify Policy 2 as shown below (also make the same change to the 1st sentence of the recommendation in the Implementation Section, Page 3-31):

Policy 2: Maintain, update and implement a pedestrian system plan (*Pedestrian Transportation Plan for Madison, Wisconsin; September 1997*) to identify and prioritize sidewalk needs (e.g. pedestrian ramps, crosswalk enhancements, etc.). An implementation program for funding pedestrian improvements in existing neighborhoods should continue to be used.

Transportation Commissions Comment

Page 3-12, Objective 8. Add language to make explicit reference to the use of in-street "yield to pedestrian" signs in neighborhood business districts.

Planning Staff/Plan Commission Recommendation

Modify the text in Policy 6 as shown below:

Policy 6: Utilize traffic calming techniques and strategies in high pedestrian activity areas, such as schools and parks, using the Traffic Engineering Neighborhood Traffic Management program. Identify priority areas for the possible use of traffic calming strategies in a sidewalk system plan. Consider the use of in-street "yield to pedestrian" signs in neighborhood business districts.

Transportation Commissions Comment

Pages 3-12 and 3-13, Objective 8. Add some language in the Objective 8 section (Pedestrian Accessibility and the Walking Environment) that recommends providing special pedestrian accommodations in areas with a high density of elderly residents, such as around Hilldale Boulevard along Segoe Road.

Planning Staff/Plan Commission Recommendation

Add a new Policy under Objective 8 (insert after existing Policy 8), to read:

New Policy 9: Identify barriers to pedestrian mobility for users of the pedestrian system with special needs (such as elderly populations and wheelchair users) and prioritize locations where improvements are most needed. Such improvements could include pedestrian ramps and special crossing accommodations. Ensure that the design and maintenance of pedestrian facilities takes into account these special needs.

Transportation Commissions Comment

Page 3-13, Objective 8, Policy 8. The policy should address barriers to mobility in new developments, not just retrofitting to address existing barriers.

Planning Staff/Plan Commission Recommendation

Modify the text in Policy 8 as shown below:

Policy 8: Identify existing and potential barriers to pedestrian mobility (such as highways without adequate crossing facilities, cul-de-sacs and other non-traditional street designs such as L-shaped streets), and prioritize locations where improvements are most needed. Such improvements could include new crossings or connections to link areas within neighborhoods, (including sidewalks that link the ends of cul-de-sacs to one another). New developments should include walkways that create a grid pattern for pedestrians at locations where cul-de-sacs and other non-traditional street designs fail to provide direct routes along a roadway sidewalk.

Transportation Commissions Comment

Page 3-13, Objective 9. The Transportation Commissions Comment notes that with population increasing and fuel and capital costs also increasing, the phrasing of Objective 9 to “reduce the costs to provide transit” is misleading and an unlikely outcome. This should be clarified to refer reducing “costs per trip.”

Transportation Commissions Comment

Page 3-13, Objective 9. The Plan refers to provision of paratransit to meet ADA standards, but there is no mention that mainline buses have equipment to accommodate disabled riders as well. Language about that could be included in Objective 9 on page 3-13. The word “accessible” could be inserted so that it would read “Implement a variety of *accessible* public transit services throughout the City of Madison . . . Implement *accessible* transit services in a manner . . .”

Planning Staff/Plan Commission Recommendation

To address these two comments, modify the text in Objective 9 as shown below:

Objective 9: Implement a variety of accessible public transit services throughout the City of Madison (including connections to surrounding municipalities and other major activity centers), in an efficient and effective manner. Implement transit services in a manner that endeavors to increase system-wide ridership, reduce the costs per trip to provide transit services and help to increase revenues for Metro operations.

Transportation Commissions Comment

Page 3-13, Objective 9. Add a statement that the City aspires to increase transit service so that travel time is no greater than 30 minutes from boarding to destination, with the intent that this should be a service standard.

Transportation Commissions Comment

Pages 3-13 through 3-15, Objective 9. Throughout this section, modify public transit policies to include more discussion about increasing the frequency of transit service.

Planning Staff/Plan Commission Recommendation

To partly address these two comments, further modify the text in Objective 9 to add a third sentence at the end, as shown below:

Objective 9: Implement a variety of accessible public transit services throughout the City of Madison (including connections to surrounding municipalities and other major activity centers), in an efficient and effective manner. Implement transit services in a manner that endeavors to increase system-wide ridership, reduce the costs per trip to provide transit services and help to increase revenues for Metro operations. The City aspires to increase transit service, during peak travel periods, so that travel times to destinations in the central business district and the University of Wisconsin campus are no greater than 30 minutes from boarding to destination.

Planning Staff/Plan Commission Recommendation

In addition to the changes to Objective 9 shown above, modify the text notes for Policy 7 and Policy 9 under Objective 9 as shown below:

Policy 7: Metro Transit should continue to develop a long-range transit service plan - the Transit Development Program (TDP) - in close collaboration with the Madison Area MPO.

Note: The Land Use chapter should help guide the development of the TDP, and strong emphasis should be given to designated TOD activity centers. Land use-oriented transit service recommendations include:

- *Consider additional limited stop/express services, to help provide more competitive transit service in peripheral areas of the City, particularly in terms of travel times;*
- *Consider increasing the frequency of transit services being provided throughout the City, in order to help improve door-to-door travel times and increase ridership;*
- *Continue to examine how best to integrate routes and timed transfers at activity centers;*
- *Consider adopting routes that minimize large loops in order to increase competitiveness with auto travel times; and,*
- *Continue to consider using ITS technologies that enhance transit information, reliability, security and convenience (such as real-time bus location information at transit stops.).*

Policy 9: Metro should enhance transit services that attract ridership from those who own their own vehicles (i.e., “choice” riders), particularly in the downtown and other large employment areas (where parking supplies may be limited and/or costly to provide).

Note: Possible transit service improvements that could help attract choice riders include:

- *Pursuing the development of more pre-paid unlimited ride pass programs, commuter-choice pass programs, and employer-subsidized transit fare programs with large employers and employer associations in the City;*
- *Increasing the frequency of transit services being provided throughout the City, in order to help improve door-to-door travel times and increase ridership;*

- *Pursuing further introduction of Intelligent Transportation Systems (ITS) technologies that enhance service reliability, real-time information, convenience and security; and,*
 - *Continuing to install bicycle racks on buses.*
-

Transportation Commissions Comment

Page 3-17, Objective 10. Add a policy stating that the City should aspire to provide paratransit to new residential developments above the ADA minimums so that accessible housing can be served by accessible transit as early as is feasible.

Planning Staff/Plan Commission Recommendation

Add a new Policy 3 under Objective 10, as shown below:

Policy 3: The City should aspire to provide Metro Plus paratransit service to new residential developments above the ADA minimums so that accessible housing can be served by accessible transit as early as is feasible.

Transportation Commissions Comment

Page 3-18, Objective 12, Policy 5. Add that bicycle parking should be provided in public areas that are “convenient” as well as prominent.

Transportation Commissions Comment

Page 3-18, Objective 12, Policy 5. Add some language that coordinates the need for bicycle parking facilities in public automobile parking facilities (i.e., parking ramps).

Planning Staff/Plan Commission Recommendation

To partly address these two comments, modify Policy 5 under Objective 12 as shown below:

Policy 5: Ensure that bicycle parking facilities – ~~both~~ within the public right-of-way, within public parking facilities, and on development sites – are located in appropriate locations (such as near building entrances), ~~be~~ are appropriately designed ~~and~~ sized, ~~and~~ are located in prominent and convenient public areas, and ~~be~~ are well-maintained (including adequate snow removal). Ensure that development review processes acknowledge bicycle parking and other bicycle facility needs.

Also modify Objective 15 on page 3-20, as shown below:

Objective 15: Provide for the construction and maintenance of parking facilities as part of an integrated strategy for urban development and redevelopment. Consider the desired density of land uses, the need for facilities to provide safe and convenient bicycle parking, ~~to utilize alternative modes~~, the availability of on-street parking, and the impacts on the pedestrian environment in future parking planning, management, and parking facility design activities.

Transportation Commissions Comment

Page 3-18, Objective 12. Add some language that recognizes the importance of bicycle access to schools.

Planning Staff/Plan Commission Recommendation

Add a new Policy (insert after Policy 7) as shown below:

Policy 8: Ensure that bicycle facilities are planned in a manner that ensures safe and convenient pedestrian and bicycle access to schools. The City should encourage school designs and the transportation facilities that serve them (through financial incentives and other means), that afford safe and convenient non-motorized transportation access for students.

Transportation Commissions Comment

Page 3-20, Objective 14. Add a policy discussing the need to address the polluting impacts of mopeds.

Planning Staff/Plan Commission Recommendation

Add a new Policy 2 under Objective 14, as shown below:

Policy 2: Explore opportunities to improve the air quality impacts of mopeds, including changes in air quality regulations governing such impacts.

Transportation Commissions Comment

Page 3-20, Objective 15. Add some language that recognizes parking accommodations for people with disabilities.

Planning Staff/Plan Commission Recommendation

Modify the text of Objective 15 as shown below:

Objective 15: Provide for the construction and maintenance of parking facilities as part of an integrated strategy for urban development and redevelopment. Consider the desired density of land uses, the need for parking facilities to provide safe and convenient bicycle parking, to utilize alternative modes, availability of on-street parking, the special parking needs of persons with disabilities, and the impacts on the pedestrian environment in future parking planning, management, and parking facility design activities.

Transportation Commissions Comment

Page 3-21, Objective 15, Policy 2. The language in this policy encouraging short-term use for visitors and shoppers could be interpreted as encouraging shopping trips to be made only by car. Add language to ensure that all modes of transportation are considered.

Planning Staff/Plan Commission Recommendation

Modify the text note for Policy 2 as shown below:

Policy 2: Provide parking facilities that can be conveniently accessed by downtown customers and visitors.

Note: The most desirable and convenient parking should be managed to encourage customer and visitor access. The least convenient parking lots/ramps should be targeted for long term and employee usage. Parking management strategies should continue to be employed, in order to manage the usage of City-owned parking facilities, such as instituting time limits and pricing policies to ensure higher turnover for short-term parking. Visitors and shoppers should be encouraged to access downtown Madison by non-automobile modes of transportation, to the extent possible.

Transportation Commissions Comment

Page 3-20, Objective 15. Add some language discussing on-street parking, noting that a more urban form with street parking is desirable. It was suggested that if more on-street parking is allowed during planning considerations, less off-street parking might be required and former parking areas could become infill sites for development.

Planning Staff/Plan Commission Recommendation

Add a new Policy under Objective 15 (insert after Policy 4 on page 3-21) as shown below:

Policy 5: Encourage the provision of on-street parking on all City streets - including new developments - unless special conditions related to public safety or other circumstances warrant parking restrictions. Do not restrict parking on streets in new developments, unless public safety conditions warrant.

Also modify the text in Objective 15 (adding “and desirability”) as shown below:

Objective 15: Provide for the construction and maintenance of parking facilities as part of an integrated strategy for urban development and redevelopment. Consider the desired density of land uses, the need for parking facilities to provide safe and convenient bicycle parking, to utilize alternative modes, availability and desirability of on-street parking, the special parking needs of persons with disabilities, and the impacts on the pedestrian environment in future parking planning, management, and parking facility design activities.

Transportation Commissions Comment

Page 3-21, Objective 15. Add some language about coordinating parking rates and transit fares; in other words, when transit fares are raised, parking rates should also be increased as a way to mitigate transit ridership losses.

Planning Staff/Plan Commission Recommendation

Add a new Policy (insert after existing Policy 5 on page 3-21), as shown below:

Policy 6: Consider the coordination of parking rates and transit fares, so that when transit fares are raised, parking rates are simultaneously increased (as a way to mitigate the potential loss of transit ridership to automobile travel).

Transportation Commissions Comment

Page 3-24, Objective 18, Policy 1, Second sentence. Add “multi-modal” ahead of “support facilities.”

Planning Staff/Plan Commission Recommendation

Modify Policy 1 as shown below:

Policy 1: Work with Dane County to ensure that appropriate transportation support facilities and services are provided and coordinated at the Dane County Regional Airport - for employees and travelers using the airport. These multi-modal support facilities and services include auto and bicycle parking facilities, pedestrian facilities and amenities, private taxi services, airport shuttles, and public transit services.

Transportation Commissions Comment

Page 3-24, Objective 18, Policy 2. Remove language referring to potential new Interstate access to the airport.

Planning Staff/Plan Commission Recommendation

Staff is not sure that this change is needed since the current language is only recommends exploring the possibilities of more direct Interstate access, but the recommendation to address the Transportation Commissions Comment is to modify Policy 2 as shown below:

Policy 2: Explore opportunities to provide improved street and highway access to Dane County Regional Airport —~~including the potential addition of more direct Interstate Highway access, where feasible.~~

Transportation Commissions Comment

Page 3-24, Objective 18, Policy 2. Add language stressing the need for better non-automobile connectivity (such as rail or bus) to the Dane County Regional Airport.

Planning Staff/Plan Commission Recommendation

Add a new Policy (insert after existing Policy 2 on page 3-24), as shown below:

Policy 3: Explore opportunities to provide more direct public transit connections to the Dane County Regional Airport from key employment, residential, business and institutional destinations within the City.

October 2005 Public Hearing Draft – City of Madison Comprehensive Plan LAND USE CHAPTER

Urban Design Commission Comments with Planning Staff/Plan Commission Recommendations

Note: The following summarizes comments received in October/November 2005 from the Urban Design Commission on the Public Hearing Draft of the Comprehensive Plan, Land Use Chapter (Volume II) and recommended staff responses.

Urban Design Commission Comment

Page 2-36 Objective 48, Policy 3: Concerned that the statement that “The greater the height-to-width ratio the better” needs to have some limitations attached to it, otherwise one could potentially end up with canyons like downtown Chicago. Need to have some optimum height-to-width ratio standards.

Planning Staff/Plan Commission Recommendation

Staff agrees that the height-to-width ratio needs a maximum desired ratio in order to prevent streets with canyons of development. Recommend modifying Policy 3 as shown below:

Policy 3: Require new development to establish effective levels of spatial enclosure. Spatial enclosure is created through the use of a height-to-width ratio (i.e. the relationship between a building’s height and the width of the street on which it fronts). ~~As a general rule, the greater the height to width ratio, the stronger the sense of place.~~

Note: The optimum height-to-width ratio in Madison may be about 1:1, although ratios that are greater than 1:1 may be appropriate in certain locations in the City as identified in special area plans or neighborhood plans. Too small a ratio generally does not result in the creation of a sense of place.

Urban Design Commission Comment

Page 2-37, Objective 48, Policy 6: Statement “Architectural styles,...should relate to a common vocabulary of materials and scale” is too restrictive in that it implies, a broadscope uniformity of materials and style. This may be desirable for a locale, neighborhood, or district, but is certainly not intended on a citywide scale.

Planning Staff/Plan Commission Recommendation

Staff agrees to amend the policy, specifically changing the word “common” to “complementary”, as shown below.

Policy 6: Architectural styles, facade treatments, walls, fences, streetscape elements and colors should relate to a ~~common~~ complementary vocabulary of materials and scale.

Urban Design Commission Comment

Page 2-37, Objective 48, Policy 7: “Prohibit” is too strong of a statement. There may be some corporate designs that are of good design and would be viewed as desirable or acceptable in some locations.

Planning Staff/Plan Commission Recommendation

Staff agrees. Staff recommends revising Policy 7 to indicate that some standard corporate designs may be allowed if they are of good design and would be viewed as desirable or acceptable in some locations, as shown below.

~~**Old Policy 7:** Prohibit development projects that incorporate standard corporate architectural designs, since such designs invariably have a negative impact on the City’s unique visual character and beauty. New developments shall respect and enhance Madison’s unique visual character and beauty.~~

New Policy 7: Discourage corporate architectural designs that do not respect and enhance Madison’s unique visual character and beauty. Standard corporate architectural designs may be allowed in limited areas of the City provided they are of high-quality design and are desirable or acceptable in certain areas of Madison as identified in the Comprehensive Plan, neighborhood plans and/or special area plans.

Urban Design Commission Comment

Page 2-61, Objective 87, Policy 1: “Flexible Building designs” needs clarification. Building codes requirements may conflict with trying to convert a building designed for residential to commercial use. Discussion clarified that there is precedent in buildings designed for first floor commercial use with residential above, but that the first floor gets used as residential initially until there is a demand for commercial use. This could be clarified in the text.

Planning Staff/Plan Commission Recommendation

Staff agrees: “Flexible building designs” needs clarification. Add a note to Objective 87, Policy 1 that says:

Note: Flexible building designs may include such techniques as designing floor and window heights to allow easy conversions from residential to nonresidential uses. Flexible building designs can include live-work units in which mixes of nonresidential and residential uses are allowed in a single building. Numerous live-work uses already exist in Madison.

Urban Design Commission Comment

“We are playing chicken with our neighbors to see who can get to the greenspace first. I would like to see very significant open/greenspace between communities.” Would like to see two versions of the peripheral area map; the existing map, and an additional one that illustrates best-case scenarios of open space agreements.

The Urban Design Commission did not recommend this comment.

Planning Staff/Plan Commission Recommendation

Staff recommends that no new map be prepared at this time. The City is working with other units of government to accomplish intergovernmental separation and protection of open space. An “optimum” map will require more detailed planning in subsequent planning processes.

Also, note that the following objectives and policies are already included in the Plan:

Excerpted from Parks and Open Space Chapter:

Objective 5: Preserve open space at the City’s permanent edge by utilizing intergovernmental plans, agreements and natural environmental corridors.

Policy 1: Explore, support and cooperate with innovative methods of preserving open space and creating a visual separation between Madison and other cities and villages.

Policy 2: Use agricultural preservation efforts on the City’s periphery as one means of providing open space areas adjacent to the developed area of the City.

Policy 3: For areas within Madison's extraterritorial plat approval jurisdiction not likely to develop within the City, the City will:

- Recognize the park and open space plan of the municipality in which development is occurring, provided that it does not conflict with the City's nor the County's objectives and policies.
- Apply the standards from the City's Park and Open Space Plan when development is occurring in a municipality that has no adopted plan.

Excerpted from Natural and Agricultural Resources Chapter:

Objective 1: Balance land development proposals with the preservation and restoration of natural communities and resources, including grasslands, wetlands, woodlands and soils.

Policy 1: Fully implement the natural resource protection elements of the City of Madison and Dane County Parks and Open Space Plans.

Policy 2: Continue to map, designate, and protect environmental corridors from any new development.

Objective 2: Preserve and enhance lands of significant natural value.

Policy 1: Protect lands having significant natural values within the City limits and in outlying areas; cooperate with other governmental units and agencies to acquire or control valuable environments near the edges of the City where there are multiple political jurisdictions.

Policy 2: Work with the County to develop and promote a county-wide system of open space corridors as a framework to protect the natural environment and scenic values, provide outdoor recreation opportunities and preserve for posterity the nature and diversity of our natural heritage.

V.

October 2005 Public Hearing Draft – City of Madison Comprehensive Plan OTHER PLAN COMMISSION RECOMMENDATIONS

In addition to recommended revisions presented in Parts II-IV, the Plan Commission recommended adding the following four policies to Volume II:

Add new policy to Volume II, Chapter 2, Land Use, Page 2-51, Objective 71, after existing Policy 2:

Policy 3: Evaluate City policies regarding the use of undeveloped public rights-of-way and other city-owned property, including issues of public access, maintenance, signage, delineation of property lines and notification to adjacent property owners of potential public uses, and revise or develop new policies as required.

Add new policy to Volume II, Chapter 7, Parks and Open Space, Page 7-8, Objective 8, after existing Policy 1, re-number policies:

Policy 2 (insert after current Policy 1): Retain public rights-of-way that extend to the lakeshore and improve and maintain them to provide pedestrian access to the lake, whether or not they are improved for vehicular traffic.

Add new policy to Volume II, Chapter 4, Housing, Page 4-9, Objective 3, after existing Policy 11:

Policy 12: Encourage and facilitate the relocation of existing residential buildings that might otherwise be demolished, by proactively identifying sites where houses can feasibly be moved.

Add new policy to Volume II, Chapter 10, Utilities, Page 10-8, Objective 8, after existing Policy 1:

Policy 2: Identify sites for the storage of salvaged building materials.
