

**\*PRELIMINARY\***  
**PLANNING DIVISION REPORT**  
**DEPARTMENT OF PLANNING AND COMMUNITY**  
**AND ECONOMIC DEVELOPMENT**  
**Of July 18, 2007**

**RE: I.D. # 06988: Zoning Map Amendment I.D. 3290, Rezoning 4802 Sheboygan Avenue from C2 to PUD-GDP**

1. Requested Actions: Approval of a request to rezone 4802 Sheboygan Avenue from C2 (General Commercial District) to Planned Unit Development, General Development Plan, (PUD-GDP) to allow future development of 1.6-million square feet of office space, 140,000 square feet of service/ retail space and 350 residential units in a multi-phase, multi-building redevelopment project.
2. Applicable Regulations: Section 28.07 (6) of the Zoning Ordinance provides the requirements and framework for Planned Unit Developments; Section 28.12 (9) provides the process for zoning map amendments.
3. Report Prepared By: Timothy M. Parks, Planner.
4. Plan Commission Instructions: The Plan Commission is asked to hold a discussion on the proposed Hill Farms general development at the July 23, 2007 meeting. Public input may be taken at this meeting, though the formally noticed public hearing on this matter will be scheduled for August 6, 2007. The Plan Commission may not make a recommendation to the Common Council on this matter until after the close of the August 6 public hearing.

**GENERAL INFORMATION**

1. Applicant & Property Owner: State of Wisconsin Department of Administration, Division of State Facilities; 101 E. Wilson Street; Madison; Robert Cramer, representative.  
  
Agent: Brian Munson, Vandewalle & Associates; 120 E. Lakeside Street; Madison.
2. Development Schedule: The first phase of development would proceed in 2008, with full build-out of the multi-phase project expected to occur over an approximately 20-year period.
3. Location: An area of approximately 21 acres generally bounded by University Avenue on the north, N. Segoe Road on the east, Sheboygan Avenue on the south and the Badger Chapter of the American Red Cross property (Sheboygan & Eau Claire avenues) on the east, Aldermanic District 11; Urban Design District 6; Madison Metropolitan School District.

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4. Existing Conditions: The site is currently developed with the 10-story, 400,000 square-foot Hill Farms State Office Building (Department of Motor Vehicles, Wisconsin Department of Transportation headquarters, etc.), a community garden and supporting surface parking lots.
5. Proposed Land Use: The State of Wisconsin is requesting approval of a general development plan that will allow for the future development of 1.6-million square feet of office space, 140,000 square feet of service/ retail space and 350 residential units on the subject site over the course of multiple phases of development.
6. Surrounding Land Use and Zoning:  
North: Blackhawk Country Club in the Village of Shorewood Hills; State of Wisconsin office facility (Wisconsin Technical College System, State Records Center, etc.), zoned C2 (General Commercial District);  
  
South: Carolina Apartments, Hilldale Tower apartments, The Park Tower at Hilldale apartments, The Sovereign apartments, The Normandy apartments and Independent Living senior apartments, all zoned R6 (General Residence District); Rennebohm Park;  
  
West: Badger Chapter of the American Red Cross, zoned C2;  
  
East: Hilldale Shopping Center and Weston Place Condominiums, zoned PUD-SIP; Associated Bank, zoned C2.
7. Adopted Land Use Plan: The Comprehensive Plan identifies the Hill Farms site for "employment" uses.
8. Environmental Corridor Status: The property is not located within a mapped environmental corridor.
9. Public Utilities & Services: The property is served by a full range of urban services, though it is anticipated that some transportation and utility infrastructure may need to be expanded to accommodate the intensity of development proposed by this general development plan.

#### **STANDARDS FOR REVIEW**

This application is subject to the standards for Planned Unit Development Districts.

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## **PLAN REVIEW**

The State of Wisconsin Department of Administration, Division of State Facilities is requesting approval of a planned unit development-general development plan zoning map amendment to guide the redevelopment of the 21-acre Hill Farms State Office Building site on Sheboygan Avenue.

### Existing Conditions/ Surrounding Context

The site, which also fronts onto N. Segoe Road and University Avenue, is currently zoned C2 (General Commercial District) and is developed with a ten-story tower located closest to Sheboygan, with a three-story wing located to the north of the tower. The total floor area on the site is approximately 400,000 square feet. Current tenants on the site include the headquarters of the Wisconsin Department of Transportation, State Patrol and the west side office of the Division of Motor Vehicles. Much of the remaining site is devoted to surface parking for State employees located both on and off the property. A community garden occupies approximately 0.75-acres of the northwestern corner of the site, while a farmers market uses a portion of the parking lot in the southeastern corner site on weekends.

The Hill Farms State Office Building is located in a highly developed area of the City that extends north of Regent Street between N. Midvale Boulevard and Whitney Way and includes Hilldale Shopping Center and a number of medium- and high-density multi-family housing developments to the south and east. The property is bounded on the west by the offices of the Badger Chapter of the American Red Cross, which abuts Eau Claire Avenue. The length of Sheboygan Avenue is characterized primarily by low-rise, medium-density residential developments, including the Carolina and Normandy apartment complexes, though two high-rise multi-family structures are located opposite the 10-story State office building across Sheboygan. Rennebohm Park is located further to the south along Regent Street. The 21-acre subject site is located across N. Segoe Road from the 12-story Weston Place Condominiums and the future second phase of the Hilldale redevelopment, which will place a single-story (35-foot tall), 65,000 square-foot Whole Foods store at the corner of University Avenue and Segoe. Most of the street frontage opposite the subject site is occupied by the southern fringes of the Blackhawk Country Club in the Village of Shorewood Hills. The remaining northern frontage sits opposite a two-story State facility housing the State Technical College System and State Records Center.

Although the subject site is relatively devoid of significant topographical features aside from embankments along the University and Segoe frontages, which range in approximate height from 4 to 16 feet at various locations along those streets, the site stands prominently in this portion of the west side and the University Avenue corridor. While the site, in general, is relatively flat save

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for a modest elevation change from the parking lots to the community garden site, significant grade changes are present nearby, with a 40-foot grade change present from both the northern edge of the site north into the Blackhawk Country Club property and from the eastern edge of the site eastward towards the corner of Frey Street and Sawyer Terrace along the western edges of the Hilldale property. Elevation changes from the site to both the west and south are much more modest with an overall drop in grade to the south of 20 feet over the overall distance between Sheboygan Avenue and Regent Street. In regards to vegetation on the property, the site is mostly absent of significant vegetation with the exception of mature tree plantings around the office building complex, a line of columnar evergreens along the eastern edge of the community garden and a grouping of trees surrounding a staircase leading from the parking lot down to the University-Segoe intersection.

The Comprehensive Plan identifies the Hill Farms and American Red Cross sites as employment districts as generally defined in the Plan. Lands west of Eau Claire Avenue and to the south along Sheboygan Avenue are identified as high-density residential areas, while lands across N. Segoe Road are identified as a "community mixed-use" development area. The Comprehensive Plan recommends that employment areas be "...predominantly office, research and specialized employment areas; and generally do not include retail and consumer service uses serving the wider community. Limited retail and service establishments primarily serving employees and users of the district are encouraged." The Plan continues by noting that employment districts should have multi-modal transportation access, be located with close proximity to commercial and mixed-use centers, and be developed as compact urban activity centers.

The Comprehensive Plan also identifies the Hill Farms site as a possible infill/ redevelopment site and notes that the scale and character of redevelopment efforts in these very generalized areas should be consistent with the scale and character of adjacent neighborhoods.

#### General Development Plan Summary

The general development plan for the Hill Farms site calls for development of 1.6-million square feet of office space, 140,000 square feet of service/ retail space and 350 residential units over the course of a 2-22 year timeframe, possibly using Tax Increment Financing to facilitate portions of the project though no formal discussions for such assistance have been held to date.

The redevelopment plan calls for the creation or extension of four streets with the 21-acre project site to provide an internal circulation network for the proposed mixed-use development. A Street, as shown on the general development plan, will be the westerly extension of Frey Street west of N. Segoe Road across most of the site. Due to intersection improvements needed to serve the second phase of the Hilldale Shopping Center redevelopment project, there will not be a through

travel movement across Segoe for traffic on Frey Street/ A Street, resulting in a right-in/ right-out movement for traffic on A Street accessing the Hill Farms site. A Street will terminate into B Street, which will extend generally north-south between University Avenue and Sheboygan Avenue, with a full intersection at Sheboygan and a desired full signalized intersection at University, which will be determined through the Traffic Engineering Division's analysis of the developer's traffic impact analysis. C Street is proposed in the GDP to also extend north-south from Sheboygan Avenue, with an underpass under University Avenue proposed to provide access to future commuter rail service conceptually planned to be located in a rail corridor located to the north. The C Street underpass may also provide access to a possible extension of Old Middleton Road that is being studied by the developer. Currently, Old Middleton Road terminates at University Avenue via a westbound off-ramp and eastbound on-ramp. While design details are preliminary at this time, the developer has discussed moving the westbound off-ramp further east closer to N. Segoe Road to facilitate the construction of an extended Old Middleton Road with the northerly extent of C Street. C Street is shown on the plans as a one-way pair in a 200-foot wide boulevard scheme with a 40-foot wide center greenspace to serve the larger development. The developer proposes to relocate the weekend farmers market currently located in a surface lot on the site onto this boulevard area. Lastly, D Street will be a short east-west cul-de-sac off of B Street, which may be extended west to serve any future development activities on the American Red Cross property west of the Hill Farms site.

The redevelopment plan for the Hill Farms property has been broken down into six "sites" by the street network that will serve the site. A brief summary of the six sub-areas follows:

- Site A will be a 1.5- to 2-acre parcel bounded by A Street, C Street, N. Segoe Road and University Avenue that will be developed with a maximum of 225,000 square feet of office space and, 30,000 square feet of retail in buildings ranging in height from 8-10 stories. The GDP also notes that this site may be developed with a hotel and conference center, although it is unclear whether these uses factor into the office/ retail square footages noted above. The addition of a hotel and conference center may be appropriate on this block provided that the floor area devoted to such uses is substituted for some amount of the 225,000 square feet of office uses otherwise proposed.
- Site B will be a 1.5- to 2.5-acre parcel bounded by University, A Street, B Street and C Street that will be developed 325,000 square feet of office in buildings ranging in height from 8-20 stories, with up to 30,000 square feet of retail in that block.
- Site C occupies the northwestern corner of the 21-acre parcel and is identified as the frontrunner site for the construction of a new headquarters building for the Department of Transportation. The 3.5- to 4.5-acre site will front B Street and will be developed with up to 600,000 square feet of office space in a building or buildings with a height range of 10-20 stories. Retail floor area for this site is limited to 10,000 square feet.

- Site D will be a 0.75- to 1.25-acre development parcel located in the southwestern corner of the site bounded by B Street, D Street and Sheboygan Avenue. This site is identified for the development of 100,000 square feet of office space in 4 to 8-story buildings with no retail square footage proposed.
- Site E will be a 4- to 5-acre site bounded by A, B and C streets and Sheboygan Avenue to be developed with 450,000 square feet of office space, 30,000 square feet of retail space and up to 50 residential dwellings units. The plan notes that the development of this site may include an adaptive reuse of the existing ten-story office building on site, the footprint of which is shown on the general development plan. The applicant indicates that the super-structure of the building is structurally sound, but that the interior, exterior and mechanical systems would require a complete modernization and reconstruction. In the event that the reuse of the ten-story building is determined to be infeasible, it would be demolished to make way for new buildings ranging in height from 4 to 10 stories.
- Site F will be a 1.5- to 2.5-acre residential/ retail mixed-use property bounded by A and C streets, Sheboygan Avenue and N. Segoe Road that will contain 40,000 square feet of retail space and the remaining 300 residential units proposed in the general development plan. Buildings on this block will range in height from 6 to 8 stories in height.

A detailed zoning text was submitted with the general development plan, which includes a lengthy list of permitted uses. In general, offices uses in the planned unit development will follow the intensity of the O3 office zoning district and allow uses such as professional and business offices, health clubs, hotels and medical-related uses. Banks and financial institutions are also identified. Staff will request a provision regarding the location of drive-thru facilities for such uses that permits them only as an integrated component of a development phase. Stand-alone banks and/ or drive-thru facilities, while unlikely given the development intensity, should not be permitted within this development. Retail uses in the project tend to follow the permitted uses as identified in the C1 and C2 commercial zones. The general development plan notes that the retail and service uses proposed are intended to primarily serve the office/ employment development at the core of the project as well as the surrounding neighborhood, and not to become a regional commercial center. The plan indicates that most of these retail and service uses will be located on the first floor of buildings and will primarily be located along the A/ Frey Street and C Street frontages. A 10,000 square-foot limitation is proposed for individual retail users, which the Plan Commission may wish to consider reducing to ensure that the uses onsite remain primarily geared towards serving this development and not the larger region.

The general development plan places a high significance on the use of structured parking to serve the proposed mixed-use development, though details on the amount of parking to serve individual buildings or blocks/ sites has not been provided. The developer instead indicates that parking will be determined at the specific implementation plan stage. Conceptual street cross-

sections provided in the general development suggest that parking will be provided on the internal public streets, though actual availability of parking on these streets will not be known until those streets are designed at a future stage of the development process. Staff recommends that typical parking ratios for different types of uses (office, retail, service, restaurant, residential, etc.) be provided within the general development plan to serve as a baseline for the amount of parking to be provided when detailed plans are presented for specific implementation plan approval. Staff suggests that the parking ratios contained in the Zoning Ordinance for those types of uses can serve as benchmarks for conceptual parking ratios in the general development plan. The conceptual parking ratios could then serve as basis for comparison to the actual parking for individual projects proposed at the specific implementation plan stage. The GDP parking ratios should include a note indicating that final parking amounts will be determined at the specific implementation plan stage following a recommendation on the adequateness of the parking proposed by the Traffic Engineering Division and Planning Division.

An addendum to the general development plan dated July 11 indicates that detailed transportation demand management and parking demand management plans will be submitted as part of any specific implementation plans for the project. All projects within the site will be required to join a project-wide transportation management association to be established prior to occupancy of the project. Staff has included a condition of approval require a transportation demand management plan and transportation management association be developed for the Hill Farms project as part of the first specific implementation plan and final plat.

#### Massing Studies & Design Parameters

The developer has included conceptual massing studies to depict how the 1.6-million square feet of office space, 140,000 square feet of service/ retail space and 350 residential units proposed may be distributed across the 21-acre development site. The massing studies are presented as three scenarios that vary the maximum height of buildings based on the development intensity envisioned for each site. In general, the intensity of the development is intended to be the greatest between A/ Frey Street and University Avenue, where buildings will range in height from 5 to 20 stories on Sites B and C. Building heights will decrease as the project moves closer to Sheboygan Avenue and N. Segoe Road. Buildings along Sheboygan will range in height from 4-8 stories on Sites D and F and 4-10 stories on Site E. A 15-foot setback is proposed along Sheboygan Avenue, though a note in the addendum indicates that no more than 50% of a building along Sheboygan may be built to the 15-foot setback line. The remainder of the buildings along Sheboygan will be required to provide a minimum additional setback of five feet in an effort to reduce the scale of building facades along the street. A minimum 10-foot setback is proposed along N. Segoe Road, where buildings will range in height from 4-10 stories.

A 10-foot setback is proposed for buildings bordering University Avenue, where the developer hopes to create an architectural relationship between buildings on the Hill Farms site and the street by reducing the grade of the site to eliminate much of the embankment that currently forms the northern edge of the property. While it is anticipated that the buildings abutting University will front onto and have their primary entrances from the internal public streets, the placement of buildings closer to and at or near the same grade as the street should result in an engaging street wall along University Avenue. Elsewhere, the general development plan indicates that a 15-foot setback will be provided between buildings and the western property line shared with the American Red Cross. The GDP does not include required yards along the internal public streets. However, in order to assure the creation of a strong street wall along A and C streets, a maximum setback for all or a portion of new buildings along those streets should be considered.

In comparing the three scenarios massing presented, there appears to be little difference between the three beside the height of the buildings shown. Plan views of the three scenarios show minor deviations in building coverage from one scenario to the next. Although the development team has indicated in past discussions that the use of taller buildings to accommodate the floor areas proposed will allow for more opportunities for greenspace within the development, it is difficult to distinguish the differences between the massing studies, which again are conceptual and for illustrative purposes only.

At this time, the only greenspace of note on the general development plan is the boulevard along C Street, which is proposed with a 40-foot wide central mall with 10-foot sidewalks abutting. C Street in total will be a 200-foot wide right of way with a one-way street pair. A conceptual plan for the boulevard space shows a grass mall crossed by various walking paths, with a fountain shown mid-block and various perimeter landscape plantings. Open space in the remainder of the development, including on Sites E and F where residential units are proposed, is undetermined at this stage and will be determined as individual specific implementation plans are presented.

The general development plan alludes to high-quality, four-sided architecture using durable materials and "unique" design as a development objective for the project. However, few design guidelines have been presented for the development to suggest how the various components of the large-scale redevelopment project will physically and architecturally coexist as they develop. As part of the Urban Design Commission approval of the general development plan, the developer has identified that office floors will have an average floor to floor story height of 15 feet, with 20 feet for retail uses, and 12 feet for residential uses.

The general development plan also advocates sustainability through the implementation of the project. Green architecture practices and "innovative" stormwater management are encouraged to



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the extent possible, though no benchmarks are established. Once again, the extent of sustainable building practices will be established at the specific implementation plan stage.

#### Farmers Market/ Community Gardens

The developer has made a commitment to accommodate both the existing weekend farmers market and community garden as part of the implementation of the Hill Farms redevelopment project. The general development plan calls for the farmers market to be retained on site along the boulevard to be constructed on C Street. A conceptual drawing included with the materials proposes that between 40 and 120 market vendors could be accommodated, primarily in the boulevard of C Street, which would be closed to vehicular traffic. It has not been determined if the center of C Street will be dedicated to the City as part of a public right of way or whether it will be retained and held privately as a outlot between rights of way. Details on the operation of the relocated market will depend on who will have operational control of the boulevard. At this time, the City does not believe it wishes to be involved in the maintenance and operation of the central space.

The developer is proposing to accommodate the community garden in one of three ways. The first two options retain the gardens on site, either in their current location, which is identified as the preferred location for the new Department of Transportation headquarters, or on Site D along Sheboygan Avenue. A third, preferred option would have the community gardens located off site. The developer has proposed a provision in the general development plan that would make the approval of a specific implementation plan for the portion of the site currently occupied by the community gardens contingent upon a solution for the gardens being identified and implemented. With the exception of the developer-suggested language about the correlation between the gardens and specific implementation plan approval for the current garden site, references to specific off site locations for the gardens such as Rennebohm Park, should be removed from the plan. The rationale is that the off site locations are not on the zoning lot being rezoned PUD-GDP.

#### Project Phasing

The developer has provided a conceptual phasing plan that indicates that the new Department of Transportation headquarters on Site C will serve as the likely first phase of the redevelopment project. Construction of the first phase would require installation of B and D streets, though B Street would not connect to University Avenue until a later phase. In general, the plan includes basic street improvements that would be required in order to facilitate development on each site or block within the 21-acre site. The developer indicates that the connection of B Street to University Avenue and the proposed underpass leading to the possible extension of Old

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Middleton Road would occur once the project is about to exceed one million square feet of office space or once all of its retail space is constructed. Phase 2 is described as all site improvements following the first phase but prior to the University Avenue improvements being constructed, with Phase 3 to be all improvements constructed following the University Avenue improvements being constructed.

Information on the timing of the roundabout shown in the southeastern corner of the site at the intersection of N. Segoe Road and Sheboygan Avenue is not provided in the general development plan materials. While the development proposed anticipates the construction of a roundabout (or alternative traffic signal) at that intersection, the installation of the roundabout was determined to be a traffic improvement needed to facilitate implementation of the second phase of the Hilldale redevelopment project approved in January 2007.

In general, the timing of the construction of the myriad public improvements required to support the Hill Farms redevelopment will be a key concern to ensure that the implementation of this project will not have an adverse impact on the existing surrounding neighborhood and its infrastructure. The development team will need to work closely with City staff to develop a detailed implementation strategy for this project prior to the general development plan receiving final approval. The City Traffic Engineer is currently reviewing the traffic impact analysis and is working with the applicant on the phasing plan.

## **ANALYSIS**

The general development plan for the redevelopment of the 21-acre Hill Farms state property calls for an ambitious yet dynamic reuse of a previously underutilized property through the introduction of approximately 1.2-million square feet of additional office space, 140,000 square feet of service/ retail uses and up to 350 residential units. The Hill Farms mixed-use project will further investments made in this portion of the west side in recent years, including the large-scale redevelopment of the Hilldale Shopping Center and the construction of the Weston Place condominium project, both of which are located just east of the subject site. The Planning Division is very supportive of the redevelopment plans being proposed, though a number of issues should be taken into consideration and still need to be addressed.

### **Conformance with the Comprehensive Plan**

As noted earlier in this report, the Comprehensive Plan identifies the subject site as an employment district, which the Plan describes as predominantly office, research and specialized employment areas. Retail and service establishments primarily serving employees and users of the district are encouraged, while retail uses targeted to the larger community are discouraged.

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Residential uses are generally not identified in employment districts but instead are thought to be appropriate near them as part of mixed-use or medium-and/or high-density residential districts.

The Planning Division believes that the Hill Farms proposal is largely consistent with the recommendations of the Comprehensive Plan. The primary tenet of the planned unit development is the addition of 1.2-million square feet of office space onto the site, which will represent a four-fold increase over the current office square footage if fully achieved over the course of the project build-out. The developer indicates that the 140,000 square feet of first floor service/ retail area proposed is primarily intended to serve users of the predominant office/ employment uses that will be developed, though these retail spaces could house uses in the future that have hours of operation that draw patrons to the site after customary office hours to achieve one of the project's goals to create activity on this site beyond business hours and on weekends when the site is currently mostly dormant.

While the 350 residential units proposed for Sites E and F represent a deviation from the Comprehensive Plan recommendations for an employment district, staff finds the proposal to be acceptable given the strong commitment to employment uses on the remainder of the site. The recommendations in the Plan are intended to be general in nature and subject to further study as part of a more detailed special area plan. However, no such plan has been developed for the Hill Farms area that calls for residential uses to be introduced to this site, therefore requiring the Plan Commission to determine whether or not they believe the introduction of the residential units as part of this mixed-use redevelopment project is in keeping with the larger objectives of the Comprehensive Plan. The Planning Division supports the developer's intentions to create a 24-hour activity center on the Hill Farms site that parlays into the development activity being generated just to the east of the site and feels that, while residential is not customarily a component of an employment area in the general definition under the Comprehensive Plan, inclusion of those uses here will further the viability of the site for its primary purpose as an attractive urban employment center.

To that end, the Planning Division feels that the development has an opportunity to use the 350 residential units to soften the transition between the intensive non-residential uses proposed along the northern edge of the site and the existing residential neighborhood to the south and west. Staff encourages the development team to explore dispersing the 350 units, which staff feels is an appropriate maximum for the 21-acre site, along the Sheboygan Avenue frontage, with the potential to provide some of the units on Site D as well as possibly higher residential density on Site E. This distribution in residential density could be accomplished in a number of ways, including through the development of low-rise mixed office-residential buildings on Site D and the use of low-rise residential structures along Sheboygan Avenue on Site E to serve as a transition from either the existing tower, should it be reused, or as part of a new development that

would replace the tower. In general, it would seem that the greatest impact from creating a 24-hour activity center would be achieved by integrating the 350 residential units as far into the development as possible while also using those units as a transitional use between this development and the long-established high-density residential corridor along Sheboygan Avenue.

### Design Considerations

Generally speaking, the Planning Division feels that the intensity of the proposed Hill Farms project to be appropriate given both the existing and emerging development context, particularly to the south and east of the site. The use of structured parking throughout the development will allow the project to create a relatively high density, urban development that meshes well with the developments at Hilldale and Weston Place while providing the development with the flexibility needed to provide appropriate transitions to the residential developments located opposite the site on Sheboygan Avenue.

Staff believes that the setbacks proposed along Sheboygan Avenue are generally appropriate. Up to 50% of the buildings on Sites E and F will be located at a 15-foot setback along Sheboygan, which is generally appropriate. While all of the buildings on the south side of the street observe a greater setback than what is proposed on the north side, staff does not believe that those reflect a development pattern that will need to be continued on the Hill Farms site. Staff recommends that the building height along Sheboygan Avenue, however, be clarified to provide an appropriate transition in mass from north to south. Presently, the general development plan allows 4 to 8-story buildings on Sites D and F and 4 to 10-stories on Site E. These building heights are certainly appropriate on the northern half of those blocks along A/ Frey Street, where a substantial amount of building mass is proposed on other abutting blocks. A building in the higher end of those ranges, however, may not be appropriate directly across from 3-story buildings set back 25 feet from Sheboygan and 8- and 9-story buildings set back 40 to 280 feet from the street. Staff believes that an additional setback should be required along Sheboygan Avenue for buildings greater than three stories in height to avoid new buildings in this project from looming over the street or creating a harsh transition along the street from existing to proposed.

In regards to the desired heights of buildings elsewhere in the project, the Plan Commission should set a maximum building height they feel is appropriate to achieve the goals of the project. While the 20-story building proposed for Sites B and C may be determined to be appropriate, the developer should provide clearer conceptual site plans that depict how the increased building height could impact the ability for the project to provide open spaces integral to both individual projects and the larger redevelopment site as a whole. Currently, the massing schemes presented appear to show taller buildings rising on the same general footprints, which seems to run counter

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to the development team's intent to trade-off the additional height for greater flexibility to provide meaningful open space. It may be necessary for the development team to present revised massing concepts to the Plan Commission that provide this clarification prior to the Commission making its recommendation to the Common Council on the general development plan.

The Urban Design Commission reviewed the proposed planned unit development on four occasions, recommending final approval of the general development plan at its meeting on July 11, 2007 following a recommendation of initial approval June 20, 2007 (see attached reports).

### **CONCLUSION**

The Planning Division believes that the Hill Farms redevelopment project can meet the standards for approval for planned unit developments subject to a number of conditions being addressed. In reviewing the standards for planned unit developments, staff believes the criteria can be met with this redevelopment project, which should result in substantial benefits to the built environment that embody the intent of planned unit developments. In particular, that the proposed planned unit development will be "compatible with the physical nature of the site or area" and "would produce an attractive environment of sustained aesthetic desirability, economic stability and functional practicality compatible with the [master] plan."

The proposed redevelopment project presents a dynamic reuse of a significantly underutilized site in an area of the City currently experiencing significant new development activity. The primary use of the site as an office/ mixed-use development largely comports to the recommendations for this property contained in the Comprehensive Plan, which recommends the site for infill redevelopment as an employment district. The implementation of the project as proposed with this general development plan should result in the retention and creation of many jobs in the City of Madison at an established employment center. The development also includes development-serving retail/ service uses and 350 residential units to further the development's goal of providing more of a 24-hour activity center at this location than has existed previously. With some additional information provided, staff feels that this development can be integrated into both the existing built environment and the context emerging immediately to the east with the ongoing redevelopment of the Hilldale Shopping Center.

In order to ensure that the development is meeting all of the standards for planned unit developments, namely the standards relating to implementation plans, the impacts a project will have on traffic and parking demand, and the sufficiency of existing infrastructure and ability to provide adequate services for the project, approval of the general development plan should be tied to the development team working with staff to develop a detailed plan for infrastructure and transportation improvements related to each individual phase of the development. This plan

should be developed for approval by the City prior to or in concurrence with the preliminary plat that will be required as part of the subdivision of the site into development lots and prior to or as part of the submittal of the first specific implementation plan. The infrastructure and transportation improvement plan should identify funding mechanisms and developer responsibilities in addition to improvement timing.

### **RECOMMENDATION**

The Planning Division recommends that the Plan Commission find the standards for planned unit developments met and forward Zoning Map Amendment 3290, rezoning 4802 Sheboygan Avenue from C2 (General Commercial District) to PUD-GDP; to the Common Council with a recommendation of **approval**, subject to input at the public hearing and the following conditions:

1. Comments from reviewing agencies.
2. That the zoning text be revised per Planning Division approval as follows:
  - a.) That the following language be added to the general zoning text:

“The final building heights and development intensities included in the General Development Plan are set as maximums and may or may not be ultimately achieved upon full build-out of the site depending on the submittal and approval of each Specific Implementation Plan. The Specific Implementation Plans for each phase of development shall be reviewed against the standards included in the Planned Unit Development section of the Zoning Ordinance to determine if the development can be accommodated on the site.”
  - b.) That signage for the planned unit development shall be limited to the maximum permitted in the C2 zoning district and as approved by the Urban Design Commission and Zoning Administrator;
  - c.) That a note be included that states that the gross floor area of any hotel and/ or conference center developed on Site A shall be substituted for the 225,000 square feet of office area proposed for the site;
  - d.) That drive-thru windows for banks and financial institutions be permitted only as integrated components of a larger development, and that stand-alone banks and/ or drive-thru facilities not be permitted within this development;
  - e.) That typical parking ratios for different types of uses be provided within the general development plan to serve as a baseline for the amount of parking to be provided when detailed plans are presented for specific implementation plan approval. The ratios, which should refer to the Zoning Ordinance as a guide, should address the parking to be provided in general for office, retail, service,

restaurant and residential uses, with a note indicating that final parking amounts will be determined at the specific implementation plan stage following a recommendation on the adequateness of the parking proposed by the Traffic Engineering Division and Planning Division;

- f.) That the developer clarify the intent and standards for the maximum impervious surface ratio (ISR) for staff approval;
  - g.) That additional setbacks beyond the minimum of 15 feet currently proposed along Sheboygan Avenue be provided for any buildings greater than three stories in height. The building height ranges and yards on the northern half of those blocks may remain as initially proposed in the plan;
  - h.) That the maximum retail user square footage be decreased to 5,000 square feet. If additional square footage is needed for certain uses, those uses and the necessary additional square footage, should be noted in the zoning text.
3. That the general development plan be revised per Planning Division approval as follows:
- a.) That the total square footage of retail space be reconciled between the May 9, 2007 version of the general development plan and the July 11, 2007 addendum;
  - b.) That all photographs of off-site projects be removed from the GDP narrative and text;
  - c.) That the "Stormwater Routing Concept" be removed.
4. That the general development plan be amended to remove all text and visual references to offsite community garden improvements, as they are not part of the zoning lot for the planned unit development.
5. That the applicant receive approval of a preliminary plat by the Plan Commission and City Council for the entire 21-acre site prior to the submittal of the first specific implementation plan for the Hill Farms redevelopment project. Said preliminary plat shall establish all of the rights of way and easements necessary for the implementation of this project, including all dedications necessary for the widening and improvement of University Avenue, N. Segoe Road and Sheboygan Avenue to accommodate this project. Note that the final improvements established at the time the plat is reviewed may differ from the improvements determined with the approval of the general development plan based on a detailed transportation and infrastructure improvement plan that shall be developed for this project and approved by the City. A final plat for the site that conforms to the approved preliminary plat shall be recorded prior to the recording of the first specific implementation plan. The infrastructure and transportation improvement plan should identify funding and maintenance mechanisms and developer responsibilities.

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4802 Sheboygan Ave.  
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6. That a transportation demand management plan and transportation management association be developed for the entire Hill Farms project as part of the first specific implementation plan and final plat.
7. That the applicant submit the zoning text for the general development plan for final approval by the Planning Division and Zoning Administrator prior to recording.



City of Madison, Wisconsin

**REPORT OF: URBAN DESIGN COMMISSION****PRESENTED:** July 11, 2007**TITLE:** 4802 Sheboygan Avenue - Hill Farms  
Redevelopment, PUD-GDP. 11th Ald.  
Dist. (06085)**REFERRED:****REREFERRED:****REPORTED BACK:****AUTHOR:** Alan J. Martin, Secretary**ADOPTED:****POF:****DATED:** July 11, 2007**ID NUMBER:**

Members present were: Paul Wagner, Lou Host-Jablonski, Richard Slayton, Todd Barnett, Michael Barrett, Joan Bachleitner, Marsha Rummel and Bruce Woods.

**SUMMARY:**

At its meeting of July 11, 2007, the Urban Design Commission **GRANTED FINAL APPROVAL** of a PUD-GDP located at 4802 Sheboygan Avenue. Appearing on behalf of the project were Nancy Lee Stroud, Linda Baxter Page, Patricia Soderholm and Brian Munson. A review of the revised plans and textual materials relevant to the Hill Farms redevelopment emphasized the following:

- Mid-block/interior pedestrian circulation routes and connections were presented with further detailing to be provided at the SIP level of development.
- Clarification of overall building height provides that building height will be measured at an average height per story floor to floor with height measured from primary street grade access based on use. Office at 15-feet, retail at 20, and residential at 12.
- Retail frontages for building sites A, B, E, and F clarify providing a minimum percentage of total street frontage or contiguous first floor retail uses with none provided for sites C and D.
- Coordination with the City Forestry Department to identify opportunities for diverse tree species will be provided with end phase of development.
- Corrections to cross sectional details of "C Street" noted.
- The issue with the relation of "C street" to the lands to the south has not been addressed due to the uncertainty of future potential changes to existing development to the south.

Following the presentation, the Commission noted the following:

- Not sure if comfortable with building height clarifications based on use type. It opens the door for building height that is not appropriate.
- Noted that the street alignment of "C" except as drawn, but uncomfortable with it's lack of relationship to lands of the south but will accept as a leap of faith.
- Curb radii still need tightening. Provide raised crosswalks within the internal street system.

Linda Paige, representing the Sheboygan Community Gardens spoke in favor; contingent on language relevant to the garden's relocation and contingencies to operate the gardens on the property until relocated.

 **DRAFT**

**ACTION:**

On a motion by Barrett, seconded by Slayton, the Urban Design Commission **GRANTED FINAL APPROVAL**. The motion was passed on a vote of (6-1) with Rummel voting no. The motion provided additional language be provided within the text material and site plan that requires mandatory raised crosswalks at all intersections, raised significantly to provide for traffic calming.

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 overall ratings for this project are 5, 6, 6, 6, 7 and 8.

**URBAN DESIGN COMMISSION PROJECT RATING FOR: 4802 Sheboygan Avenue**

	Site Plan	Architecture	Landscape Plan	Site Amenities, Lighting, Etc.	Signs	Circulation (Pedestrian, Vehicular)	Urban Context	Overall Rating
<b>Member Ratings</b>	6	-	-	-	-	6	6	6
	5	-	-	6	-	5	5	5
	-	-	-	-	-	5	-	6
	8	-	-	9	-	7	7	8
	-	-	-	-	-	-	-	6
	7	-	-	-	-	7	-	7
	-	-	-	-	-	-	-	6

**General Comments:**

- The street designs are still made for speeding traffic-wide curb radii are very dangerous to pedestrians.
- Connectivity of street to Sheboygan unresolved. Overall project is good and exciting.
- Concern remains about "C" street's terminus, but willingness to take a leap of faith.
- Good textual clarifications.

## AGENDA # 1

City of Madison, Wisconsin

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REPORT OF: URBAN DESIGN COMMISSION	<b>PRESENTED:</b> June 20, 2007
TITLE: 4802 Sheboygan Avenue – Hill Farms Redevelopment, PUD-GDP. 11 <sup>th</sup> Ald. Dist. (06085)	<b>REFERRED:</b> <b>REREFERRED:</b> <b>REPORTED BACK:</b>
AUTHOR: Alan J. Martin, Secretary	<b>ADOPTED:</b> <b>POF:</b>
DATED: June 20, 2007	<b>ID NUMBER:</b>

---

Members present were: Paul Wagner, Chair; Lou Host-Jablonski, Marsha Rummel, Todd Barnett, Bruce Woods, Michael Barrett and Richard Slayton.

### SUMMARY:

At its meeting of June 20, 2007, the Urban Design Commission **GRANTED INITIAL APPROVAL** of a PUD-GDP located at 4802 Sheboygan Avenue. Appearing on behalf of the project were Brian Munson, Mike Slavney, Robert Cramer, Wisconsin Department of Administration; Nancy Stroud, Rita Giovanninni, Barry Orton, Westside Community Market; Tyrone Bell, Yugandhar Kodali, Pat Soderholm, Hill Farms Community Gardens; and Ald. Tim Gruber. The project as presented featured the following modifications as detailed within an outline provided by the applicant within the packet as follows:

- A detailed review of street cross-sections/design emphasized that the narrowed down travel lane now 10-feet and bike lane could be utilized for fire access.
- The combination 8-foot terrace and 10-foot sidewalk and/or a 16-foot infiltration zone and 10-foot sidewalk with an 82-foot standard cross-section (previously 90). The 200-foot boulevard cross-section of C Street has been rebalanced to increase the boulevard/market/infiltration space in the middle while still providing ample sidewalk and terrace combinations.
- Response to concerns on pedestrian safety and travel speeds, the revised cross-sections include the potential for bump-out intersections and other traffic calming options such as raised/differentiated crosswalks.
- Pedestrian connections have been reemphasized with the addition of midblock connections through some of the sites, either to parking structures or buildings.
- The issue to provide for additional commercial within the overall development specifically identifies commercial street frontages on building sites A, B, E and F, provisions for allowing additional commercial uses, areas not delineated on those specific sites as well as sites C and D, the consideration of individual SIPs on individual sites determining the stage for the placement of commercial uses as market conditions at the time of submittal or building design may allow additional locations with the exception of the WisDOT building site (site C).
- Concerns relevant to parking addressed with an amendment to the GDP to allow each SIP to set the parking ratio as part of future submittals rather than predetermined parking ratios. The goal is to require each site to justify its parking in the framework or conditions in place at the time of SIP submittal; with the goal of matching the parking stalls counts to conditions thereby eliminating unnecessary parking stalls in the event that additional transit options are available or other factors are present to reduce

parking demand. This approach does not preclude the ability to incorporate transit services needs in the form of structured parking and ride facilities or shared parking arrangements.

Following the presentation, various representatives of the Hill Farms Community Garden spoke in favor of the project relating to its consistency with the comprehensive plan and proposed relocation of gardens in portions of Rennebohm Park if fully funded and implemented in both the short and long-term. Barry Orton, representing the Westside Community Market raised issues with the future use of the C Street right-of-way relevant to the need to provide for on-street accessible parking for the elderly, the need to provide a seamless transition between the current operation of the market and its future use of C Street, as well as the functional use of the center area of C Street's boulevard not conducive for market use. Ruth Jovenol, business manager of the Independent Living raised an issue if the rezoning eliminates the current use of the garden area, relocation is not predetermined with approval, therefore does not support less continued use of garden area if alternatives fail. Ald. Gruber appeared and presented issues for further discussion by the Commission relevant to:

- The extent of ground floor retail, the height of 20-stories still an issue with neighbors, the need to measure height consistently from the first floor of any building.
- Concerns with garden issues not being resolved with neighbors, as well as a setback issue along Sheboygan Avenue adjacent to existing residential development.
- The streetscape needs a variety and shade trees.
- Consideration for separation of bikes from street which adds a bike path versus a lane.
- Advocacy for shared parking approach.

Ald. Gruber further elaborated that he was comfortable with the language in the GDP relevant to the community gardens, as well as the height and density as proposed, emphasizing all neighbors were not in support.

Discussion by the Members emphasized the following:

- Like and appreciate work on scaling down streets, lane width and staging of parking, including water management features, in addition to provisions about more dense pedestrian ways, but the General Development Plan should elaborate more on the concept.
- Concern with bigger buildings with more greenspace versus the loss of continuity of the streetscape façade.
- Provide a variety of street trees, in addition to language that tree roots be given ample room to grow.
- Provide provisions for time shared parking.
- Still concerned with sweeping wide/fast turning radii. Realize that the fire appreciates but still need to be tooled down.
- Work with the City Forester as well as the City Engineer to provide as large as possible tree grades as well as tree placement.
- The issue with the number of stories of height should be tied to the number of feet per story.
- Issue with the alignment of C Street as it relates to the loop turn around drive on the south side of Sheboygan Avenue on the adjacent apartment property. Termination of C Street as proposed is awkward; it will compromise its success as it relates to the residential property to the south.
- The overall height of buildings should be measured from its entrance level.
- Concern with the erosion of the concept for the C Street right-of-way whose width of the outlot at its center is 96-feet curb to curb, 52-feet of right-of-way on each side to be maintained.
- The drawings within the GDP should be revised to show the following:
  - A dashed line to indicate future inter-block pedestrian connections as detailed within the GDP text.

- The red lines within the block faces that indicate retail shall show the percentage of the block faces that they represent and require for retail use.
- The right-of-way that is shown; show detail with the outlot (96-feet wide) of the center and width of right-of-way at 52-feet.
- The retail uses as delineated are also inclusive of commercial uses as defined within the text.
- Respect the percentages of retail commercial on sites A, B, E and F reserved for each site with a tie to street access for that retail.
- Modify turning radii to match that of interior parking or provide raised crosswalks.
- Concern with gap in physical location of retail; a continuity issue provide language and text to cover.
- Percentage of potential commercial on each site to be contiguous retail.
- Provide for more retail on other sites; C and D including providing more retail on "D Street."
- Building height should be provided in stories and feet.
- Look at the design of C Street that relates in context and integrates with lands to the south.
- Provide more diversity per block face.

**ACTION:**

On a motion by Host-Jablonski, seconded by Barrett, the Urban Design Commission **GRANTED INITIAL APPROVAL**. The motion was passed on a unanimous vote of (7-0). The motion required address of the above stated concerns with final consideration of the project.

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 overall ratings for this project are 6, 7, 7, 7 and 8.

**URBAN DESIGN COMMISSION PROJECT RATING FOR: 4802 Sheboygan Avenue**

	Site Plan	Architecture	Landscape Plan	Site Amenities, Lighting, Etc.	Signs	Circulation (Pedestrian, Vehicular)	Urban Context	Overall Rating
<b>Member Ratings</b>	7	-	-	-	-	7	7	-
	7	-	-	-	-	7	7	7
	-	-	-	-	-	-	7	7
	-	-	-	-	-	6	7	6
	6	-	-	-	-	6	7	7
	5	-	5	-	-	5	5	-
	8	-	-	9	-	8	7	8

**General Comments:**

- Excellent design development/evolution.
- Good, thoughtful planning, with welcome improvements to fire access clarity, and reduced drive lane widths. Iron clad inclusion of community gardens, including by City.
- Good progress. "C" Street is a monumental space, the greenspace feels like a separation; consider accessible parking stalls for farmer's market use. Like discussion about retail, promoting continuity and mix of uses. Consider addressing retail to DOT building.
- GDP needs to promote retail on street B across from DOT building.
- Much improved. Excellent stormwater management. Thanks for working on narrowing travel lanes. Still an issue of wide/fast curb radii. Also concerned about contiguous storefronts and appropriate sidewalk scale.
- Appreciate applicant and city staff/agencies working proactively re: street widths. Look at integration of C street with existing context (roundabout) to south.



**Department of Public Works  
City Engineering Division**

**608 266 4751**

Larry D. Nelson, P.E.  
City Engineer

City-County Building, Room 115  
210 Martin Luther King, Jr. Boulevard  
Madison, Wisconsin 53703  
608 264 9275 FAX  
1 866 704 2315 Textnet

**Deputy City Engineer**  
Robert F. Phillips, P.E.

**Principal Engineers**  
Michael R. Dalley, P.E.  
Christina M. Bachmann, P.E.  
John S. Fahrney, P.E.  
Gregory T. Fries, P.E.

**Facilities & Sustainability**  
Jeanne E. Hoffman, Manager  
James C. Whitney, A.I.A.

**Operations Supervisor**  
Kathleen M. Cryan

**Hydrogeologist**  
Joseph L. DeMorett, P.G.

**GIS Manager**  
David A. Davis, R.L.S.

DATE: June 27, 2007  
TO: Plan Commission  
FROM: Larry D. Nelson, P.E., City Engineer  
SUBJECT: 4802 Sheboygan Road Rezoning

The City Engineering Division has reviewed the subject development and has the following comments.

**MAJOR OR NON-STANDARD REVIEW COMMENTS** (Comments which are special to the project and/or may require additional work beyond a standard, more routine project.)

1. No mapping comments for rezone only.
2. The Developer shall be required to enter into a Development Agreement for the improvements required to serve this development.
3. Specific review of street widths and street layout shall occur when more detail is provided.
4. Stormwater detention shall be provided in accordance with the requirements for University/Midvale Basin in Chapter 37 of the Madison General Ordinances.
5. This development requires extensive public infrastructure improvements including storm and sanitary sewer improvements beyond the limits of the site. Prior to approval, the owner must have agreements for providing this infrastructure as needed.

**GENERAL OR STANDARD REVIEW COMMENTS**

In addition, we offer the following General or Standard Review Comments:

**Engineering Division Review of Planned Community Developments, Planned Unit Developments and Conditional Use Applications.**

Name: 4802 Sheboygan Road Rezoning

**General**

- 1.1 The construction of this building will require removal and replacement of sidewalk, curb and gutter and possibly other parts of the City's infrastructure. The applicant shall enter into a City / Developer agreement for the improvements required for this development. The applicant shall be required to provide deposits to cover City labor and materials and surety to cover the cost of construction. The applicant shall meet with the City Engineer to schedule the development of the plans and the agreement. The City Engineer will not sign off on this project without the agreement executed by the developer. The developer shall sign the Developer's Acknowledgement prior to the City Engineer signing off on this project.
- 1.2 The site plan shall identify lot and block numbers of recorded Certified Survey Map or Plat.

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- 1.3 The site plan shall include all lot/ownership lines, existing building locations, proposed building additions, demolitions, parking stalls, driveways, sidewalks (public and/or private), existing and proposed signage, existing and proposed utility locations and landscaping.
- 1.4 The site plan shall identify the difference between existing and proposed impervious areas.
- 1.5 The site plan shall reflect a proper street address of the property as reflected by official City of Madison Assessor's and Engineering Division records.
- 1.6 Coordinate all necessary new interior addresses associated with this proposed development with City Engineering Program Specialist Lori Zenchenko [lzenchenko@cityofmadison.com](mailto:lzenchenko@cityofmadison.com) or (608) 266-5952
- 1.7 The site plan shall include a full and complete legal description of the site or property being subjected to this application.

**Right of Way / Easements**

- 2.1 The Applicant shall Dedicate a \_\_\_\_\_ foot wide strip of Right of Way along \_\_\_\_\_.
- 2.2 The Applicant shall Dedicate a \_\_\_\_\_ foot wide strip of Right of Way along \_\_\_\_\_.
- 2.3 The Applicant shall Dedicate a Permanent Limited Easement for grading and sloping \_\_\_\_\_ feet wide along \_\_\_\_\_.
- 2.4 The City Engineer has reviewed the need for pedestrian and bicycle connections through the development and finds that no connections are required.
- 2.5 The Applicant shall Dedicate a Permanent Limited Easement for a pedestrian / bicycle easement \_\_\_\_\_ feet wide from \_\_\_\_\_ to \_\_\_\_\_.
- 2.6 The Developer shall provide a private easement for public pedestrian and bicycle use through the property running from \_\_\_\_\_ to \_\_\_\_\_.
- 2.7 The developer shall be responsible for the ongoing construction and maintenance of a path within the easement. The maintenance responsibilities shall include, but not be limited to, paving, repaving, repairing, marking and plowing. The developer shall work with the City of Madison Real Estate Staff to administer this easement. Applicable fees shall apply.
- 2.8 The Public Sanitary Sewer Easement(s) dedicated to the City of Madison ("City") on the face of this Certified Survey Map or Subdivision Plat is/are subject to the following conditions:
  - a. The property owner reserves the right to use and occupy the Public Sanitary Sewer Easement Area(s) in a manner consistent with the rights herein conveyed, provided that such use and occupancy shall not interfere with or disturb the installation, operation, maintenance, repair, replacement and/or modification of the public sanitary sewer facilities.
  - b. No above-ground improvements shall be located in the Public Sanitary Sewer Easement Area(s) by the City or the property owner, with the exception that grates, sewer access structure (SAS) covers, and other access points to the public sanitary sewer facilities shall be permitted at grade level. (Optional: and with the exception that pavement and/or concrete for driveway purposes shall be permitted.)
  - c. Plantings and landscaping within the Public Sanitary Sewer Easement Area(s) shall not obstruct routine maintenance by the City. In the event of repair or reconstruction, plantings and landscaping may be removed by the City without replacement or compensation to the property owner.
  - d. The property owner shall not change the grade of the Public Sanitary Sewer Easement Area(s) without the prior written approval of the City's Engineering Division.
  - e. The Public Sanitary Sewer Easement(s) may not be amended, modified, terminated, or released without the written consent of all the parties hereto, or their respective successors-in-interest.
- 2.9 The Public Sidewalk Easement(s) dedicated to the City of Madison ("City") on the face of this Certified Survey Map or Subdivision Plat is/are subject to the following conditions:
  - a. The property owner reserves the right to use and occupy the Public Sidewalk Easement Area(s) in a manner consistent with the rights herein conveyed, provided that such use and occupancy shall not interfere with or disturb the installation, operation, maintenance, repair, replacement and/or modification of the public sidewalk improvements.
  - b. No above-ground improvements will be allowed in the Public Sidewalk Easement Area(s) by the property owner. (Optional: with the exception that pavement and/or concrete for driveway purposes shall be permitted.)
  - c. Plantings and landscaping within the Public Sidewalk Easement Area(s) shall not obstruct routine maintenance by the City. In the event of repair or reconstruction, plantings and landscaping may be removed by the City without replacement or compensation to the property owner.
  - d. The property owner shall not change the grade of the Public Sidewalk Easement Area(s) without the prior written approval of the City's Engineering Division.
  - e. The Public Sidewalk Easement(s) may not be amended, modified, terminated, or released without the written consent of all the parties hereto, or their respective successors-in-interest.
- 2.10 The Public Storm Sewer Easement(s) dedicated to the City of Madison ("City") on the face of this Certified Survey Map or Subdivision Plat is/are subject to the following conditions:

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- a. The property owner reserves the right to use and occupy the Public Storm Sewer Easement Area(s) in a manner consistent with the rights herein conveyed, provided that such use and occupancy shall not interfere with or disturb the installation, operation, maintenance, repair, replacement and/or modification of the public storm sewer facilities.
- b. No above-ground improvements shall be located in the Public Storm Sewer Easement Area(s) by the City or the property owner, with the exception that grates, sewer access structure (SAS) covers, and other access points to the public storm sewer facilities shall be permitted at grade level. (Optional: and with the exception that pavement and/or concrete for driveway purposes shall be permitted.)
- c. Plantings and landscaping within the Public Storm Sewer Easement Area(s) shall not obstruct routine maintenance by the City. In the event of repair or reconstruction, plantings and landscaping may be removed by the City without replacement or compensation to the property owner.
- d. The property owner shall not change the grade of the Public Storm Sewer Easement Area(s) without the prior written approval of the City's Engineering Division.  
The Public Storm Sewer Easement(s) may not be amended, modified, terminated, or released without the written consent of all the parties hereto, or their respective successors-in-interest.

2.11 The Public Water Main Easement(s) dedicated to the City of Madison ("City") on the face of this Certified Survey Map or Subdivision Plat is/are subject to the following conditions:

- a. The property owner reserves the right to use and occupy the Public Water Main Easement Area(s) in a manner consistent with the rights herein conveyed, provided that such use and occupancy shall not interfere with or disturb the installation, operation, maintenance, repair, replacement and/or modification of the public water main facilities.
- b. No above-ground improvements will be allowed in the Public Water Main Easement Area(s) by the property owner. (Optional: with the exception that pavement and/or concrete for driveway purposes shall be permitted.)
- c. Plantings and landscaping within the Public Water Main Easement Area(s) shall not obstruct routine maintenance by the City. In the event of repair or reconstruction, plantings and landscaping may be removed by the City without replacement or compensation to the property owner.
- d. The property owner shall not change the grade of the Public Water Main Easement Area(s) without the prior written approval of the City's Engineering Division.
- e. The Public Water Main Easement(s) may not be amended, modified, terminated, or released without the written consent of all the parties hereto, or their respective successors-in-interest.

**Streets and Sidewalks**

- 3.1 The Applicant shall execute a waiver of notice and hearing on the assessments for the improvement of [roadway] \_\_\_\_\_ in accordance with Section 66.0703(7)(b) Wisconsin Statutes and Section 4.09 of the MGO.
- 3.2 **Value of sidewalk installation over \$5000.** The Applicant shall Construct Sidewalk to a plan approved by the City Engineer along \_\_\_\_\_.
- 3.3 **Value of sidewalk installation under \$5000.** The Applicant shall install public sidewalk along \_\_\_\_\_. The Applicant shall obtain a Street Excavation Permit for the sidewalk work, which is available from the City Engineering Division. The applicant shall pay all fees associated with the permit including inspection fees. All work must be completed within six months or the succeeding June 1, whichever is later. This permit application is available on line at <http://www.cityofmadison.com/engineering/permits.cfm>.
- 3.4 The Applicant shall execute a waiver of their right to notice and hearings on the assessments for the installation of sidewalk along [roadway] \_\_\_\_\_ in accordance with Section 66.0703(7)(b) Wisconsin Statutes and Section 4.09 of the MGO.
- 3.5 The Applicant shall grade the property line along \_\_\_\_ to a grade established by the City Engineer. The grading shall be suitable to allow the installation of sidewalk in the future without the need to grade beyond the property line. The Applicant shall obtain a Street Excavation permit prior to the City Engineer signing off on this development. This permit application is available on line at <http://www.cityofmadison.com/engineering/permits.cfm>.
- 3.6 The Applicant shall close all abandoned driveways by replacing the curb in front of the driveways and restoring the terrace with grass.
- 3.7 **Value of the restoration work less than \$5,000. When computing the value, do not include a cost for driveways. Do not include the restoration required to facilitate a utility lateral installation.** The Applicant's project requires the minor restoration of the street and sidewalk. The Applicant shall obtain a Street Excavation Permit for the street restoration work, which is available from the City Engineering Division. The applicant shall pay all fees associated with the permit including inspection fees. This permit application is available on line at <http://www.cityofmadison.com/engineering/permits.cfm>.
- 3.8 The Applicant shall make improvements to \_\_\_\_\_ in order to facilitate ingress and egress to the development. The improvement shall include a (Describe what the work involves or strike this part of the comment.) \_\_\_\_\_
- 3.9 The Applicant shall make improvements to \_\_\_\_\_. The improvements shall consist of \_\_\_\_\_.

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- 3.10 The approval of this Conditional Use does not include the approval of the changes to roadways, sidewalks or utilities. The applicant shall obtain separate approval by the Board of Public Works and the Common Council for the restoration of the public right of way including any changes requested by developer. The City Engineer shall complete the final plans for the restoration with input from the developer. The curb location, grades, tree locations, tree species, lighting modifications and other items required to facilitate the development or restore the right of way shall be reviewed by the City Engineer, City Traffic Engineer, and City Forester.
- 3.11 The Applicant shall provide the City Engineer with a survey indicating the grade of the existing sidewalk and street. The Applicant shall hire a Professional Engineer to set the grade of the building entrances adjacent to the public right of way. The Applicant shall provide the City Engineer the proposed grade of the building entrances. The City Engineer shall approve the grade of the entrances prior to signing off on this development.
- 3.12 The Applicant shall replace all sidewalk and curb and gutter which abuts the property which is damaged by the construction or any sidewalk and curb and gutter which the City Engineer determines needs to be replaced because it is not at a desirable grade regardless of whether the condition existed prior to beginning construction.
- 3.13 The Applicant shall obtain a privilege in streets agreement for any encroachments inside the public right of way. The approval of this development does not constitute or guarantee approval of the encroachments.
- 3.14 The Applicant shall provide the City Engineer with the proposed soil retention system to accommodate the restoration. The soil retention system must be stamped by a Professional Engineer. The City Engineer may reject or require modifications to the retention system.
- 3.15 The Applicant shall complete work on exposed aggregate sidewalk in accordance with specifications provided by the city. The stone used for the exposed aggregate shall be approved by the City. The Construction Engineer shall be notified prior to beginning construction. Any work that does not match the adjacent work or which the City Construction Engineer finds is unacceptable shall be removed and replaced.
- 3.16 All work in the public right-of-way shall be performed by a City licensed contractor.
- 3.17 Installation of "Private" street signage in accordance with 10.34 MGO is required.

**Storm Water Management**

- 4.1 The site plans shall be revised to show the location of all rain gutter down spout discharges.
- 4.2 Storm sewer to serve this development has been designed and constructed. The site plans shall be revised to identify the location of this storm sewer and to show connection of an internal drainage system to the existing public storm sewer.
- 4.3 The plan set shall be revised to show a proposed private internal drainage system on the site. This information shall include the depths and locations of structures and the type of pipe to be used.
- 4.4 The applicant shall show storm water "overflow" paths that will safely route runoff when the storm sewer is at capacity.
- 4.5 The applicant shall demonstrate compliance with Section 37.07 and 37.08 of the Madison General Ordinances regarding permissible soil loss rates. The erosion control plan shall include Universal Soil Loss Equation (USLE) computations for the construction period. Measures shall be implemented in order to maintain a soil loss rate below 7.5-tons per acre per year.
- 4.6 The City of Madison is an approved agent of the Department of Commerce. This proposal contains a commercial building and as such, the City of Madison is authorized to review infiltration, stormwater management, and erosion control on behalf of the Department of Commerce. No separate submittal to Commerce or the WDNR is required.
- 4.7 This development includes multiple building permits within a single lot. The City Engineer and/or the Director of the Inspection Unit may require individual control plans and measures for each building.
- 4.8 If the lots within this site plan are inter-dependent upon one another for stormwater runoff conveyance, and/or a private drainage system exists for the entire site an agreement shall be provided for the rights and responsibilities of all lot owners. Said agreement shall be reviewed and placed on file by the City Engineer, referenced on the site plan and recorded at the Dane Co Register of Deeds.
- 4.9 Prior to approval, this project shall comply with Chapter 37 of the Madison General Ordinances regarding stormwater management. Specifically, this development is required to:
  - Detain the 2 & 10-year storm events.
  - Detain the 2, 10, & 100-year storm events.
  - Control 40% TSS (20 micron particle).
  - Control 80% TSS (5 micron particle).
  - Provide infiltration in accordance with NR-151.
  - Provide substantial thermal control.
  - Provide oil & grease control from the first 1/2" of runoff from parking areas.

Stormwater management plans shall be submitted and approved by City Engineering prior to sign-off.

- 4.10 The plan set shall be revised to show more information on proposed drainage for the site. This shall be accomplished by using spot elevations and drainage arrows or through the use of proposed contours. It is necessary to show the location of drainage leaving the site to the public right-of-way. It may be necessary to provide information off the site to fully meet this requirement.
- 4.11 A portion of this project comes under the jurisdiction of the US Army Corp of Engineers and WDNR for wetland or flood plain issues. A permit for those matters shall be required prior to construction on any of the lots currently within the jurisdictional flood plain.
- 4.12 The Applicant shall submit, prior to plan sign-off, a digital CAD file (single file) to the Engineering Program Specialist in the Engineering Division (Lori Zenchenko). The digital CAD file shall be to scale and represent final construction. The single CAD file submittal can be either AutoCAD (dwg) Version 2001 or older, MicroStation (dgn) Version J or older, or Universal (dxf) format and contain the following data, each on a separate layer name/level number:

- a) Building Footprints
- b) Internal Walkway Areas
- c) Internal Site Parking Areas
- d) Other Miscellaneous Impervious Areas (i.e. gravel, crushed stone, bituminous/asphalt, concrete, etc.)
- e) Right-of-Way lines (public and private)
- f) Lot lines
- g) Lot numbers
- h) Lot/Plat dimensions
- i) Street names

NOTE: Email file transmissions preferred [lzenchenko@cityofmadison.com](mailto:lzenchenko@cityofmadison.com) . Include the site address in this transmittal.

- 4.13 NR-151 of the Wisconsin Administrative Code will be effective on October 1, 2004. Future phases of this project shall comply with NR 151 in effect when work commences. Specifically, any phases not covered by a Notice of Intent (NOI) received from the WDNR under NR-216 prior to October 1, 2004 shall be responsible for compliance with all requirements of NR-151 Subchapter III. As most of the requirements of NR-151 are currently implemented in Chapter 37 of the Madison General Ordinances, the most significant additional requirement shall be that of infiltration.

NR-151 requires infiltration in accord with the following criteria. For the type of development, the site shall comply with one of the three (3) options provided below:

Residential developments shall infiltrate 90% of the predevelopment infiltration amount, 25% of the runoff from the 2-year post development storm or dedicate a maximum of 1% of the site area to active infiltration practices.

Commercial development shall infiltrate 60% of the predevelopment infiltration amount, 10% of the runoff from the 2-year post development storm or dedicate a maximum of 2% of the site area to active infiltration practices.

- 4.14 The applicant shall submit, prior to plan sign-off, digital PDF files to the Engineering Division (Jeff Benedict or Tim Troester). The digital copies shall be to scale, and shall have a scale bar on the plan set.

PDF submittals shall contain the following information:

- a) Building footprints.
- b) Internal walkway areas.
- c) Internal site parking areas.
- d) Lot lines and right-of-way lines.
- e) Street names.
- f) Stormwater Management Facilities.
- g) Detail drawings associated with Stormwater Management Facilities (including if applicable planting plans).

- 4.15 The Applicant shall submit prior to plan sign-off, electronic copies of any Stormwater Management Files including:

- a) SLAMM DAT files.
- b) RECARGA files.
- c) TR-55/HYDROCAD/Etc...
- d) Sediment loading calculations

If calculations are done by hand or are not available electronically the hand copies or printed output shall be scanned to a PDF file and provided.

- 4.16 The area adjacent to this proposed development has a known flooding risk. All entrances shall be 2-feet above the adjacent sidewalk elevation or 1-foot above the 100-year regional flood elevation (whichever is greater). This includes garage entrances.

#### Utilities General

- 5.1 The Applicant shall obtain a Street Excavation permit for the installation of utilities required to serve this project. The Applicant shall pay the permit fee, inspection fee and street degradation fee as applicable and shall comply with all the conditions of the permit. This permit application is available on line at

4

- 5.2 The applicant shall obtain all necessary sewer connection permits and sewer plugging permits prior to any utility work. This permit application is available on line at <http://www.cityofmadison.com/engineering/permits.cfm>.
- 5.3 All proposed and existing utilities including gas, electric, phone, steam, chilled water, etc shall be shown on the plan.
- 5.4 The applicant's utility contractor shall obtain a connection permit and excavation permit prior to commencing the storm sewer construction. This permit application is available on line at <http://www.cityofmadison.com/engineering/permits.cfm>.
- 5.5 The site plans shall be revised to show the location of existing utilities, including depth, type, and size in the adjacent right-of-way.
- 5.6 The developer shall provide information on how the Department of Commerce's requirements regarding treatment of storm water runoff, from parking structures, shall be satisfied prior to discharge to the public sewer system. Additionally, information shall be provided on which system (storm or sanitary) the pipe shall be connected to.

**Sanitary Sewer**

- 6.1 Prior to approval of the conditional use application, the owner shall obtain a permit to plug each existing sanitary sewer lateral that serves a building that is proposed for demolition. For each lateral to be plugged the owner shall deposit \$1,000 with the City Engineer in two separate checks in the following amounts: (1). \$100 non-refundable deposit for the cost of inspection of the plugging by City staff; and (2). \$900 for the cost of City crews to perform the plugging. If the owner elects to complete the plugging of a lateral by private contractor and the plugging is inspected and approved by the City Engineer, the \$900 fee shall be refunded to the owner. This permit application is available on line at <http://www.cityofmadison.com/engineering/permits.cfm>.
- 6.2 All outstanding Madison Metropolitan Sewerage District (MMSD) and City of Madison sanitary sewer connection charges are due and payable prior Engineering sign-off, unless otherwise collected with a Developer's / Subdivision Contract. Contact Janet Dailey (608-261-9688) to obtain the final MMSD billing a minimum of two (2) working days prior to requesting City Engineering signoff.
- 6.3 Each unit of a duplex building shall be served by a separate and independent sanitary sewer lateral.
- 6.4 The site plan shall be revised to show all existing public sanitary sewer facilities in the project area as well as the size, invert elevation, and alignment of the proposed service.

**CITY OF MADISON  
INTERDEPARTMENTAL  
CORRESPONDENCE**

**Date:** June 20, 2007

**To:** Plan Commission  
**From:** Kathy Voeck, Assistant Zoning Administrator  
**Subject:** 4802 Sheboygan Avenue, Rezoning

**Present Zoning District:** C-2

**Proposed Use:** Mixed Use Development

**Requested Zoning District:** PUD(GDP)

MAJOR OR NON-STANDARD REVIEW COMMENTS (Comments which are special to the project and/or may require additional work beyond a standard, more routine project). **NONE.**

GENERAL OR STANDARD REVIEW COMMENTS

1. The full color GDP plans are not a recordable format. Identify uses, etc. with numbers or other form of identity on the plans, not by color. Recordable plans are black and white on white paper.
2. Work with Planning and Zoning to revise the zoning text to be consistent with the plans and to easily identify uses and requirements for each Lot/district. Remove the pictures from the zoning text. In the PUD(GDP) zoning text heading include the project name and address.

**ZONING CRITERIA**

<b>Bulk Requirements</b>	<b>Required</b>	<b>Proposed</b>
Lot Area	To be reviewed at SIP	
Lot width		
Usable open space		
Front yard		
Side yards		
Rear yard		
Floor area ratio		
Building height		

Site Design	Required	Proposed
Number parking stalls	To be reviewed at SIP	
Accessible stalls		
Loading		
Number bike parking stalls		
Landscaping		
Lighting		

Other Critical Zoning Items	
Urban Design	Yes
Historic District	No
Landmark building	No
Flood plain	No
Utility easements	None shown
Water front development	No
Adjacent to park	No
Barrier free (ILHR 69)	Yes

With the above conditions, the proposed project **does** comply with all of the above requirements.

\* Since this project is being rezoned to the **(PUD)** district, and there are no predetermined bulk requirements, we are reviewing it based on the criteria for the **C-2** district, because of the surrounding land uses.



# Madison Metro Transit System

1101 East Washington Avenue  
Madison, Wisconsin, 53703  
Administrative Office: 608 266 4904  
Fax: 608 267 8778



TO: Plan Commission  
FROM: Timothy Sobota, Transit Planner, Metro Transit  
SUBJECT: **4802 Sheboygan Avenue – Rezoning – “Hill Farms Redevelopment”**

July 13, 2007

Metro Transit has reviewed the subject development and has the following comments.

**MAJOR OR NON-STANDARD REVIEW COMMENTS** (Comments which are special to the project and/or may require additional work beyond a standard, more routine project.)

1. The applicant has identified potential transit stops adjacent the redevelopment site. Metro Transit agrees to these stop locations in concept, but final approval rests with City Traffic Engineering staff.
2. The developer shall install and maintain passenger amenities at bus stop locations that border the redevelopment site. Such amenities will include, at a minimum, concrete boarding pads in the terrace, and may rise as far as seating amenities or shelter structures depending on the expected increase in usage of the stop. Final amenity design will be addressed at the SIP stage concurrent to each bus stop location.
3. The developer shall provide concrete boarding pads at any bus stop locations across the street from the development site, where they fall under the scope of a public works contract with the City for intersection improvements.
4. Such passenger amenity requests are typically fulfilled with the applicant installing the items on private property behind the sidewalk. It is Metro Transit's recommendation that the applicant review the potential of placing the amenities outlined above on private property. **Placement of privately installed and maintained property on public right-of-way will require the review and approval of additional City agencies, including City Real Estate and City Engineering, prior to Metro Transit giving final approval to the plans.**
5. The developer shall include the location of these passenger amenities on the final documents filed with their permit application so that Metro Transit may review and approve the design.

## GENERAL OR STANDARD REVIEW COMMENTS

In addition, we offer the following General or Standard Review Comments:

6. Metro Transit currently operates a high level of bus service along Sheboygan Avenue, with lesser emphasis to bus stops located along Segoe Road and University Avenue. Weekday peak hour frequency of service along Sheboygan Avenue can approach the level of a bus every five minutes.
7. Metro Transit requests to sign and review final documents submitted for this project.

Please contact Tim Sobota, Metro Transit at 261-4289  
or by email at <tsobota@cityodmadison.com>  
if you have questions regarding the above items.



Digitally signed  
by Tim Sobota  
Date: 2007.07.13  
15:58:19 -05'00'

CC: Project contact person, Brian Munson: <bmunson@vandewalle.com>





# CITY OF MADISON FIRE DEPARTMENT

## Fire Prevention Division

325 W. Johnson St., Madison, WI 53703-2295

Phone: 608-266-4484 ♦ FAX: 608-267-1153

DATE: June 28, 2007  
TO: Plan Commission  
FROM: Edwin J. Ruckriegel, Fire Marshal  
SUBJECT: **4802 Sheboygan Ave.**

The City of Madison Fire Department (MFD) has reviewed the subject development and has the following comments:

**MAJOR OR NON-STANDARD REVIEW COMMENTS** (Comments which are special to the project and/or may require additional work beyond a standard, more routine project.)

No comments.

## **GENERAL OR STANDARD REVIEW COMMENTS**

In addition, we offer the following General or Standard Review Comments:

1. All portions of the exterior walls of newly constructed public buildings and places of employment and open storage of combustible materials shall be within 500-feet of at least TWO fire hydrants. Distances are measured along the path **traveled by the fire truck as the hose lays off the truck**. See MGO 34.20 for additional information.
2. Provide fire apparatus access as required by Comm 62.0509 and MGO 34.19, as follows: (**commercial structures only**)
  - a. The site plans shall clearly identify the location of all fire lanes.
  - b. Provide an aerial apparatus access fire lane that is at least 26-feet wide, with the near edge of the fire lane within 30-feet of the structure, and parallel to one entire side of the structure, if any part of the building is over 30 feet in height.
  - c. Provide a fire lane that extends to within 150-feet of all exterior portions of the structure, or it can be extended to within 250-feet if the building is fully sprinklered.
  - d. Provide a minimum unobstructed width of 26-feet for at least 20-feet on each side of the fire hydrant.
  - e. Provide a completed MFD "Fire Apparatus Access and Fire Hydrant Worksheet" with the site plan submittal.

Please contact Scott Strassburg, New Construction Inspector at 608-261-9843 if you have questions regarding the above items.

cc: Bill Sullivan

# Sheboygan Community Gardens

July 16, 2007

City of Madison

Dear Mayor Cieslewicz:

[mayor@cityofmadison.com](mailto:mayor@cityofmadison.com)

In response to the proposed re-zoning of the State of Wisconsin Hill Farms Property, members of the Sheboygan Community Garden have formulated the following statement regarding the accommodations for the Sheboygan Community Garden as part of DOA's pending GENERAL DEVELOPMENT PLAN SUBMITTAL for the Hill Farms Redevelopment.

Following months of extensive meetings with development team, the Sheboygan Community Garden endorses and supports the General Development Plan that will be submitted to the Plan Commission on July 23<sup>rd</sup>, 2007 : August 6<sup>th</sup>, 2007 and the Common Council on August 7<sup>th</sup>, 2007.

The language of this document includes assurances for a fully funded, planned and viable community garden as part of the future development of the site. The document includes the statement, "Any Specific Implementation Plan submittal that impacts the community garden's current location will be required to have a finalized location, implementation plan and funding agreements prior to approval of the Specific Implementation Plan." The acceptance and inclusion of this language is necessary to guarantee the continuation of the garden.

Additionally, the General Development Plan includes a preliminary design and location solution for a relocated Sheboygan Community Garden to an under-utilized portion of nearby Rennebohm Park. We also support this location and continue to work with the development team and city staff as well as local agencies (specifically the Community Action Coalition) to finalize details of this proposed location so it may move forward as part of a future Specific Implementation Plan submittal. We are excited about the opportunity to play a role in a critical first step to realize the City of Madison's Comprehensive Plan goal of supporting and locating Community Gardens in city parks. The relocation of the Sheboygan Community Garden to this site has the potential to be not only precedent setting, but an amenity filled addition to the neighborhood and park as a whole.

Finally, through the urging of this committee, the General Development Plan's proposed rezoning document includes Community Gardening as an approved use for all future developed sites. Our hope is that continued cooperation between the development team (future developers) of the property and Community Gardens at large, will lead to additional garden sites becoming part of the re-developed land.

To summarize, the Sheboygan Community Garden **SUPPORTS** the General Development Plan Submittal for the Hill Farms Redevelopment, and we respectfully request your support as well.

Regards:

## **Preservation of the Garden Committee:**

Mary Malischke, Jack Kloppenberg, Nancy Stroud, Pat Soderholm, Linda Baxer Page, Jane Dennis, Yugandhar Kodali, Joe Mathers, Tyrone Bell, Sue Brown, Hope Rennie

## **Sheboygan Community Gardens**

*Please note, all distribution shall be via email.*

C: Mr. Peter Maternowski DOA/DSF [Peter.Maternowski@Wisconsin.gov](mailto:Peter.Maternowski@Wisconsin.gov)  
Mr. Brian Munson, Vandewalle and Assoc. [BMunson@vandewalle.com](mailto:BMunson@vandewalle.com)  
Representative Spencer Black Rep.Black@legis.wisconsin.gov  
Alderperson Tim Gruber [district11@cityofmadison.com](mailto:district11@cityofmadison.com)  
Members Dane County Planning Commission c/o Brad Murphy [bmurphy@cityofmadison.com](mailto:bmurphy@cityofmadison.com)  
Members Common Council c/o [allalders@cityofmadison.com](mailto:allalders@cityofmadison.com)

**City of Madison Committee on Community Gardening  
Letter of support for Sheboygan Garden**

After years of lost plots, uncertain leases and isolation from each other, Madison's community gardens have enjoyed a decade of stability, growth and increased support from garden developers and city government. An exception is the Sheboygan garden, which was threatened with conversion to a parking lot in the mid-90s and again faces an uncertain future with redevelopment of the Hill Farms office area. Yet the strength and vitality of community gardening in Madison today owes much to the determined struggles of Sheboygan gardeners to preserve their plots.

Sheboygan gardeners were leaders in forming the Madison Coalition of Community Gardeners in 1995. The coalition was critical in saving the Hill Farms garden and preserving 31 acres on the city's Northside that became the Troy Gardens project. The coalition also petitioned the city for an ad hoc advisory group that evolved into a permanent committee on community gardening, one of whose current members is a Sheboygan gardener. Recognizing that their separate voice would not save the garden, Sheboygan's leaders engaged other community gardeners and supporters throughout the city, and in many ways, all of them have been nurtured and made stronger by that effort.

Despite its tenuous lease and gardeners' uncertainty about the future of their plots, the Sheboygan garden has flourished. Since its founding in 1981, gardeners have enriched the clay loam soil with frequent additions of compost, mulch and other organic matter. With a waiting list of at least 20 families, Sheboygan gardeners have accepted the city's most stringent plot limits: 73 families tend the site's 60 plots. The Sheboygan site comprises gardeners of nearly every race, and a third of them speak at home in languages other than English. It has the highest number and ratio of raised beds for older and differently abled gardeners. Sheboygan was one of the Madison's first community gardens to organize for self-management, and it remains one of the most successful.

In short, Sheboygan is the model of a successful community endeavor—committed, inclusive, productive and self-sustaining, an asset to the immediate neighborhood and to gardeners and community-based organizations throughout the city. Madison's committee on community gardening strongly supports the efforts of the city and its planning partners to preserve the Sheboygan garden as a permanent feature of the Hill Farms area.



I am Pat Soderholm, and I live on Sheboygan Avenue.

My request for the **re-development of the Hill Farms site** is that its zoning be centered on **“green” development.**

This would include not only green space

and **“green” construction**, but also such things as:

**permeable pavers** on walkways, bike paths, and parking lots ;

**grading for water-retention** on all surfaces;

**green roofs** with gardens, **solar collectors** and **wind turbines**;

**daylight** and **fresh air ventilation** (windows that open, fans);

plumbing for **“gray water” re-use** ; and more.

We are entering an era when it will be increasingly

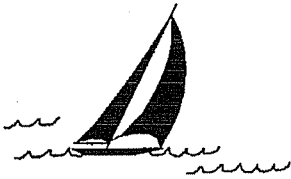
expensive and difficult to lessen our impact on the environment.

**We must think and plan responsibly NOW.**

**The City, and the State, must be leaders in**

**these efforts toward a sustainable future.**

Thank you.



## Spring Harbor Neighborhood Association

Established 1978

CITY OF MADISON  
Office of the Mayor

May 25, 2007

MAY 31 2007

Mayor Dave Cieslewicz  
210 Martin Luther King Jr. Blvd., Room 402  
Madison, WI 53703

RECEIVED

Dear Mayor Cieslewicz,

On behalf of the Spring Harbor Neighborhood Association Board, I am writing to share our concerns with you regarding the Hill Farms Redevelopment concept plan. One of our SHNA board members, Carrie Dellinger, has been attending the neighborhood meetings held by Vandewalle and Associates. She was informed at the April 30<sup>th</sup> meeting that the Hill Farms Entitlement draft project timeline expects Urban Design Commission final approval on May 23. We are alarmed at the accelerated timetable, which envisions Common Council approval on August 7, since we have not yet had an opportunity to have our specific concerns addressed. Especially disconcerting is the vague nature of the request, with three different massing proposals included and a lack of the specific requested PUD language.

The SHNA board is also concerned with the projected increase in stormwater into Spring Harbor. Stormwater is the greatest cause of flooding on the Yahara lakes and the resulting damage to the lake environment and private and public property. It is imperative that a development of this scale make a serious attempt to contain runoff on site. In addition, we believe that stormwater from the site should not be sent to Spring Harbor. Spring Harbor already receives excessive volumes of runoff from the west side of Madison, including major shopping centers developments and roadways. A far better option is to first reduce runoff from the site and second to maintain existing drainage pathways to the east and south.

In addition to stormwater Spring Harbor receives significant quantities of sediment, nutrients and trash from urban runoff. The harbor has been dredged several times, most recently in 1996. It was difficult at that time to receive state, county and city approval with matching funds for the needed dredging project. Shoreline residents contributed significant amounts of money for the project in addition to the governmental funding to restore the harbor. We are very concerned that the additional stormwater directed off-site will cause the harbor to silt up again. We would like to see the city require the Hill Farms project to keep all stormwater within its own area. If this is not possible, we would like to know

what recourse the city will have if the harbor again needs dredging as a result of this project. While we feel the developers should be required to pay or help pay for any required dredging as part of this approval, we strongly believe that it is in the best interest of the city and the project to keep stormwater from the Hill Farms project out of Spring Harbor completely.

The SHNA board is also very concerned about the projected traffic increase on University Avenue. As noted in your letter of February 7, 2006, the roadway is substandard and is not due to be reconstructed until 2011. Since there is consensus among the neighborhood, city and county that the roadway will not be expanded in the reconstruction, we worry that University Avenue will not be equipped to handle such a large increase in traffic. As noted in the Spring Harbor Neighborhood plan, approved by the city, we have a vital interest since our neighborhood is bisected by University Avenue. We care greatly that the increase in traffic arising from this project is managed in such a way as not to adversely affect our neighborhoods on both sides of the avenue.

Finally, the sheer massing of the buildings is of great concern. With the high volume of massing envisioned, we do not believe this project would necessarily benefit the city or our neighborhood association area. While higher density in an urban environment makes sense, there should be some reasonable limit to density so that the impact on thriving neighborhoods near the Hill Farms project are not adversely affected. We would like to see an ample amount of green space maintained, and building heights limited. The current proposal has three options for building heights, extending up to 20 stories. There does not seem to be any precedent for allowing such dense infill with such limited green space in the city, and our board views this as detrimental to the area.

I look forward to hearing from you and am hoping that you can promise our issues will be taken into consideration and satisfactorily addressed when the city debates approval for this project.

Sincerely,



Janet P. Loewi, President  
Spring Harbor Neighborhood Association  
1809 Camelot Drive  
Madison, WI 53705

cc: Alderman Mark Clear  
Supervisor Brett Hulsey  
Hill Farms Neighborhood Association

**STATEMENT OF HILL FARMS NEIGHBORHOOD ASSOCIATION  
PLANNING COMMITTEE CONCERNING WISCONSIN DEPARTMENT  
OF ADMINISTRATION HILL FARMS STATE OFFICE BUILDING SITE  
GDP PROPOSAL**

July 19, 2007

The Planning Committee of the Hill Farms Neighborhood Association has adopted the following statement of its position on behalf of the Association concerning the Wisconsin Department of Administration Hill Farms State Office Building Site GDP proposal:

The Planning Committee supports the proposed GDP application of the Wisconsin Department of Administration concerning the Hill Farms State Office Building site, subject to the following conditions, which the Committee requests be included in any approval by the City of the pending GDP application:

1. Background and Overall Policy. The 1953 Legislature's decision to sell the University of Wisconsin research farm led to the formation of the current University Hill Farms neighborhood, a unique planned community. Working with the University and the City, Carl Gardner and Associates of Chicago developed a plan that incorporated all aspects of life – housing, employment, parks, churches, schools, and shopping. The original plan has served the neighborhood well. As built out and with now mature vegetation, Hill Farms is a sought after neighborhood with comfortable homes, good schools, easy access to downtown, shopping and employment, and a strong sense of community.

The redevelopment of the State Office Building site presents a unique opportunity to further aspects of the original plan. This area was intended and serves as an important center of employment in the community. The proposed project has the potential to create a larger employment center with high quality and innovative design that will be a benefit to the community and the city. As such, we envision spaces and buildings with high design standards that contribute to the civic nature of the overall project. Further, the project is an opportunity for implementation of the highest current and future standards of sustainable design at each stage of construction, including those related to storm water management, site characteristics, interior environment, and energy use. The ideas identified above should be part of all stages of approval.

2. Requested Conditions of Approval.

A. The rezoning should be conditioned upon the City and the DOA reaching an agreement, and the text of the GDP being amended to provide, that the



State of Wisconsin is required to install the new full movement intersection with University Avenue described in the Strand traffic study before the State either (i) reuses the existing Hill Farms State Office Building, or (ii) any other new public or private building is constructed on the overall site beyond the proposed new DOT building on Parcel C, whichever occurs first.

B. The rezoning should be conditioned upon the City and the DOA reaching an agreement, and the text of the GDP being amended to provide, that the roundabout at Sheboygan Ave. and Segoe Rd., as provided for in the phase 2 Hilldale SIP approval, will be constructed in conjunction with the first new building to be built on the Hill Farms site, including the new DOT building on site C, or sooner. The State should convey the additional lands required for this roundabout to the City as soon as possible.

C. The traffic demand management plan provided for in the GDP should be expanded to include parking demand management for the entire site, and for off-site consequences from the site, and the traffic demand management district should be a "traffic and parking demand management district." The traffic and parking demand management district should be designed to permit the assessment of additional costs within the district to the lands covered by the GDP, to fund future traffic and parking expenses and improvements, including those related to off-site consequences generated by the site. Examples could include payment of costs for new parking restrictions and signage off-site, and the provision of bus passes for workers within the site.

D. The more minor improvements shown in the applicant's traffic report, like the stop signs at Eau Claire and Sheboygan, should be installed by the time of occupancy of the first new building on the site, including any new DOT building on site C. Agreement must be reached on the implementation timing of other minor traffic improvements, including the Whitney Way and Old Middleton Road intersection.

E. City staff should undertake a periodic review of the parking regulations in the area affected by the site to confirm that the most efficient use of parking on arterial and major collector streets is taking place, while discouraging use of local streets for parking, and make appropriate recommendations.

F. City staff should undertake a periodic review to determine whether new traffic management, street or intersection improvements, or calming measures will be needed in the future on streets in the area which may be impacted by the development, including those beyond the applicant's study area, including but not limited to, Segoe Road south of Regent, Regent Street between Whitney Way and

Segoe Road, and at Old Middleton and North Eau Claire, and make appropriate recommendations.

G. The GDP should clearly provide that parking ratios will be maintained in the area at a level sufficient to discourage the parking of vehicles on local side streets outside of the site.

H. The GDP should provide that each SIP shall be evaluated by considering, among other things, the neighborhood impacts of the development proposed in the SIP, along with the cumulative impact of the overall development on the affected neighborhood. The density of the proposed development is more than four times the current development, and will have major impacts on the neighborhood which must be mitigated.

I. The GDP should provide that the height of buildings on the site shall be reviewed on a case-by-case basis in each SIP, but that proposed buildings in zones B and C which are proposed to be 15-20 stories shall be approved only if exceptional building design, the provision of substantial public or private open space, sustainable design characteristics, or other circumstances justify such height.

J. The GDP should state that in the event that any dwelling units are included in an SIP for the site, the adequacy of public or private open space provided within the site shall be considered in approving such SIP, including open space on parking ramps, green roofs, and other innovative open space areas, but private balconies and patios are not counted for this purpose as open space.

K. The GDP should be amended to delete references to the community gardens being located within any portion of Rennebohm Park or any of its associated drainageways. There is no agreement at this time on the future site of the community gardens.

L. The GDP should state that the entire site will employ sustainability features, consistent with state law and policy for state government projects, including, but not limited to, use where possible of solar, wind, geothermal and renewable fuels for heating and cooling, water recycling, green roofs, and use of natural materials for building interiors, with these requirements incorporated into any requests for proposals to private sector developers, with compliance with this requirement to be considered with each SIP application.

M. The GDP should state that new structures on the site should be at a level of sustainability equivalent to the LEED "Gold" level of the U.S. Green Building Council, and should strive for the "Platinum" level.

N. The GDP should state that Rennebohm Park and the associated drainageway will not be used for stormwater conveyance, storage or infiltration from the site.

O. The GDP should state that the project will detain and manage on site all stormwater to the maximum feasible extent, with stormwater leaving the site to be minimized to the maximum feasible extent. Sedimentation going to Lake Mendota should be minimized to the maximum extent feasible. (This could result in 100% of the stormwater being retained and used on site.)

P. The GDP should state that the parking areas on the site will either be maintained until redeveloped, or such lands will be properly maintained as a grass or landscaped area until redeveloped.

Q. The GDP should state that the minimum setbacks along Sheboygan Avenue will be 25 feet, and along Segoe Road 15 feet, but these minimums may be reduced by up to 5 feet at the time of SIP approval if the SIP proposes a plan which provides substantial public or private usable open space, green roofs, or other site or building designs which compensate for the narrower setbacks.



## Traffic Engineering and Parking Divisions

David C. Dryer, P.E., City Traffic Engineer and Parking Manager

Suite 100  
215 Martin Luther King, Jr. Boulevard  
P.O. Box 2986  
Madison, Wisconsin 53701-2986  
PH 608 266 4761  
TTY 866-704-2315  
FAX 608 267 1158

August 2, 2007

TO: Plan Commission

FROM: David C. Dryer, P.E., City Traffic Engineer and Parking Manager

SUBJECT: **4802 Sheboygan Avenue – Rezoning – C2 to PUD (GDP) – Mixed Use Redevelopment**

The City Traffic Engineering Division has reviewed the subject development and has the following comments.

**MAJOR OR NON-STANDARD REVIEW COMMENTS** (Comments which are special to the project and/or may require additional work beyond a standard, more routine project.)

1. The Developer will need to execute and revise the GDP text to include the following:

Approval of the subject rezoning is conditioned upon the findings of the Hill Farms Site Redevelopment Traffic Impact Analysis dated May 2007 and additional related studies except as modified herein and below as noted. This includes recognition of increased transportation demands on the streets, intersections and neighborhoods surrounding the development. Specific recommendations of the subject studies that involve major changes to City intersections and streets outside those shown on the GDP site plan will need final review and approval by the City. Additionally, the package of needs and responsibilities shall be reviewed and revisited at each stage of development, at each individual SIP and/or subdivision. Unless otherwise modified by an alternative financing plan or exception noted, the Developer is expected to finance 100% of the street or transportation facilities reconstruction, traffic signal costs, and studies for the changes proposed in the GDP for City streets and transportation facilities. The Developer/Owner shall enter into a developer's agreement/subdivision contract with the City for these and the following specific improvements required to adequately support the development and neighborhood concerns.

- a. For what is anticipated to be Phase 1 – Site C -- (new WisDOT facility):

- 1) Construct B Street and D Street including sidewalk and bike lanes on both sides of the street.
- 2) Construct a new full access intersection and traffic signal at University Ave and B Street (includes metering of eastbound Old Middleton Rd. on-ramp).
- 3) Study feasibility/timing of University Ave underpass. The Developer/Owner will need to provide this through their own independent engineering study with the City's involvement/concurrence, or provide financial support to the City for this portion of the engineering design study costs as part of an expanded University Ave design.

- 4) Install sidewalk along north side of Site C (University Ave) with trees/landscaping/buffer.
- 5) Install a modern roundabout at Sheboygan Ave and Segoe Rd, including pedestrian and bicycle treatments (if not already complete). Both the Hill Farms site and the Hilldale SIP 2 rely on this intersection improvement to adequately support the development and neighborhood concerns. The State shall dedicate the land required on its site for this roundabout by March 30, 2008 so that the reconstruction can occur in 2008 by the City. The State shall also execute a waiver for their reasonable and proportional share of the costs the roundabout reconstruction and provide a deposit for their estimated share of area wide intersection and traffic signal costs prior to SIP and subdivision sign off.

For what is anticipated to be Phase 2 – Sites A and B:

- 6) Construct A Street including sidewalks and bike lanes on both sides of the street.
- 7) Improve the bicycle and pedestrian crossing of Segoe Rd. at Frey St (if not already complete).
- 8) Make Go/No Go decision on underpass with City's concurrence/agreement; construct if "Go" decision is made.
- 9) Install sidewalk along north side of Sites A and B (University Ave) with trees/landscaping/buffer.
- 10) Construct improvements to Old Middleton Rd and Whitney Way; Old Middleton and Eau Claire Ave; and Whitney Way and Sheboygan Ave intersections. The changes to Old Middleton Rd involve a minimum of adding one lane westbound and eastbound and the extension of the Blackhawk Bike Path from Eau Claire to a distance west of Whitney Way; the maximum would be the minimum noted plus dual left turn lanes on Old Middleton Rd and Whitney Way. These changes may involve removing on-street parking and are likely subject to approval by the Office of Commissioner of Railroads.
- 11) Evaluate and install if standards met all-way stops at Sheboygan Ave and Eau Claire Ave (to be implemented as early as Phase 2 but not later than Phase 3).
- 12) Upgrade pedestrian crossings at Metro stops (to be implemented as early as Phase 2 but not later than Phase 3). This may include islands, enhanced markings and signage, curb extensions, and or speed tables.
- 13) Evaluate and install if standards met new signal phase for protected NBL at Midvale and Regent intersection.

For what is anticipated to be Phase 3 – Sites D, E and F:

- 14) Construct C Street including sidewalks and bike lanes on both sides of the street.
- 15) Add bike lanes to Whitney Way, Sheboygan Ave, and Segoe Rd. These changes may involve removing on-street parking and widening of the street particularly for Sheboygan Ave.
- 16) Extend the off-street bike path (Blackhawk Bike Trail) from Eau Claire through Whitney Way (this may be implemented as early as Phase 2, but no later than Phase 3).
- 17) Investigate signal phasing/timing changes at University Ave and Whitney Way.
- 18) Evaluate and install if standards met re-stripping the WB approach on Regent St at

Whitney Way for 2 lanes.

- 19) Install ped/bike connection through Rennebohm Park both north and south to Sheboygan and Regent St (including the Van Hise school midblock walkway), and east-west from Eau Claire to Segoe Rd. (to be coordinated with future park projects).
- 20) Construct underpass (dependent on Go/No Go decision made during Phase 2).

For application with Phase 1, 2, or 3 at City's discretion:

- 21) As part of Phase 1, 2, or 3, the City may require that the Sheboygan Ave be widened from 42 feet wide to 48 feet on the Hill Farms side to accomplish bike lanes, on street parking, Metro upgrades, and pedestrian improvements.
- 22) The City may require that the speed limit on Sheboygan Ave be lowered from 30 mph to 25 mph to accommodate the development's new intersections and new activity.
- 23) As part of Phase 1, 2, or 3, the City may require that one corridor be identified and improved as a main bike corridor and make such improvements as a bike boulevard to support that designation. Eau Claire Ave or the ped-bike path through Rennebohm Park and through the Hill Farms site to University Ave may be this corridor.
- 24) As part of Phase 1, 2, or 3, the City may require that the development provide bicycle wayfinding signage related to the development at locations determined by the City.
- 25) As part of Phase 1, 2, or 3, pending coordination with City staff and local advocates, anticipated ped-bike improvements may also include: raised/textured ped crossings; possible bumpouts/median islands at intersections and mid-blocks; sidewalks and trees/landscaping/buffer on both sides of all streets; abundant, well-located bike parking.
- 26) Provide well-connected and direct sidewalk system with marked crosswalks at intersections and/or mid-block locations.
- 27) Enhance new crossing at new full access, signalized intersection of University Avenue and B Street to provide a better link for pedestrians and bicyclists to the Blackhawk Path north of University Avenue. This includes constructing the median nose on University Ave and ped-bike ramps on both sides.
- 28) Provide abundant bike racks distributed throughout the site (JFA). The final number, location, and design of the bike rack shall be reviewed and approved by the Traffic Engineer.
- 29) For the new full access, signalized intersection of University Avenue and B Street, the Developer/Owner will have to enter into agreement with the City TE for 100% of the signal operation and maintenance costs of this intersection (similar to other locations). This signal shall require additional conduit and interconnection along University Ave, from approximately Whitney Way, Old Middleton Road to Segoe Rd
- 30) The Developer/Owner shall submit a construction staging and traffic control plan prior to approval of the GDP and each SIP. A condition of these plans is that the development construction cannot impact pedestrian and bicycle access and mobility.

## PEDESTRIAN AND BICYCLE TRANSPORTATION REVIEW COMMENTS

2. See above.

**GENERAL OR STANDARD REVIEW COMMENTS**

In addition, we offer the following General or Standard Review Comments:

3. The attached Traffic Signal/Street Light declaration of conditions and covenants shall be executed and returned with each SIP and/or subdivision.

Please contact John Leach, City Traffic Engineering at 267-8755 if you have questions regarding the above items.

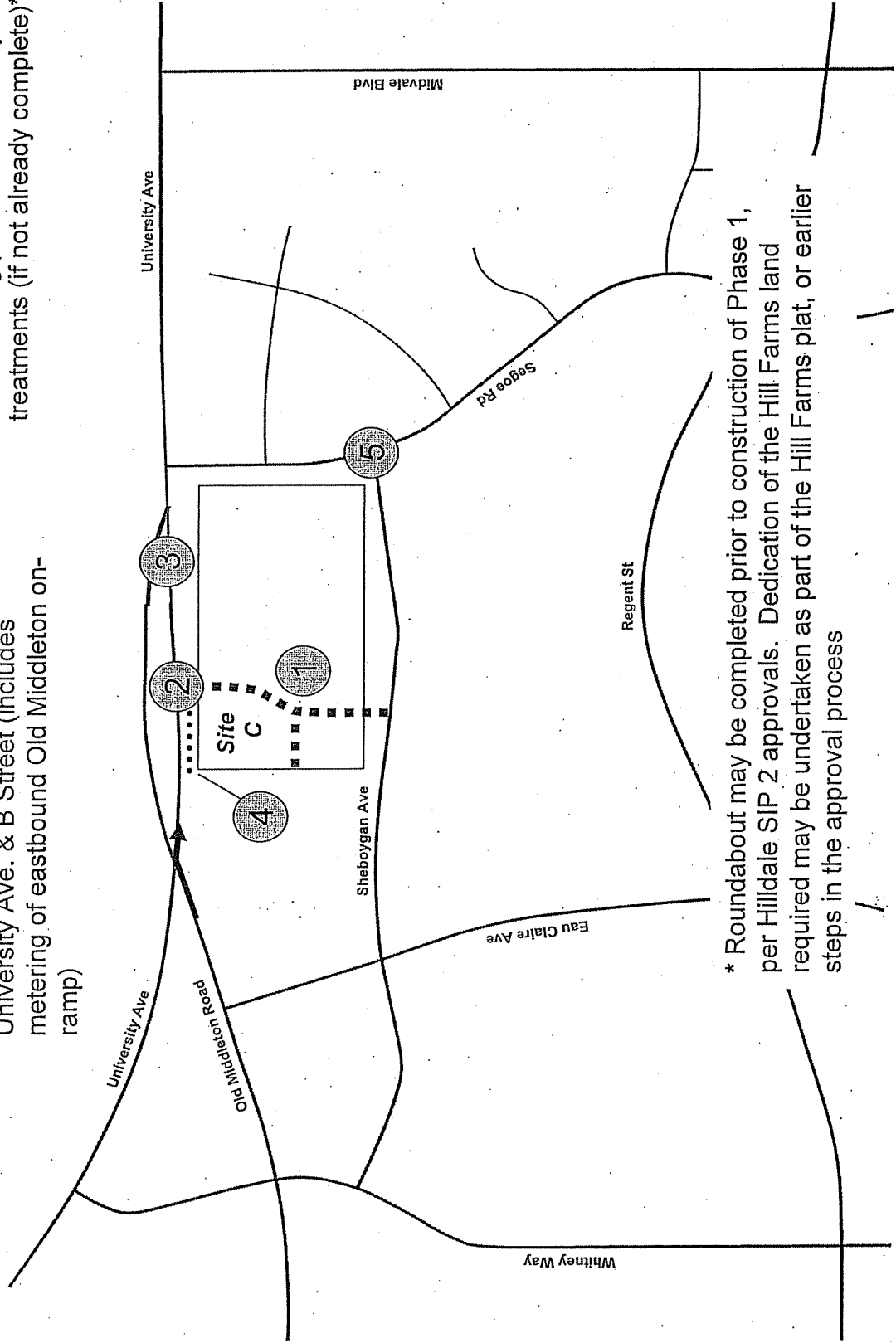
Contact Person: Brian Munson  
Fax: 608-255-0814  
Email: [bmunson@vandewalle.com](mailto:bmunson@vandewalle.com)

DCD: DJM: dm

# Hill Farms Redevelopment: Planned Major Transportation Improvements

## Phase 1 – Site C (new WisDOT facility)

1. Construct B Street and D Street including sidewalk and bike lanes on both sides of the street
2. Full access and new traffic signal at University Ave. & B Street (includes metering of eastbound Old Middleton on-ramp)
3. Study feasibility/timing of University Ave. underpass
4. Sidewalk along north side of Site C (University Ave.)
5. Roundabout at Sheboygan Ave. & Segoe Rd. including pedestrian and bicycle treatments (if not already complete)\*



\* Roundabout may be completed prior to construction of Phase 1, per Hilldale SIP 2 approvals. Dedication of the Hill Farms land required may be undertaken as part of the Hill Farms plat, or earlier steps in the approval process

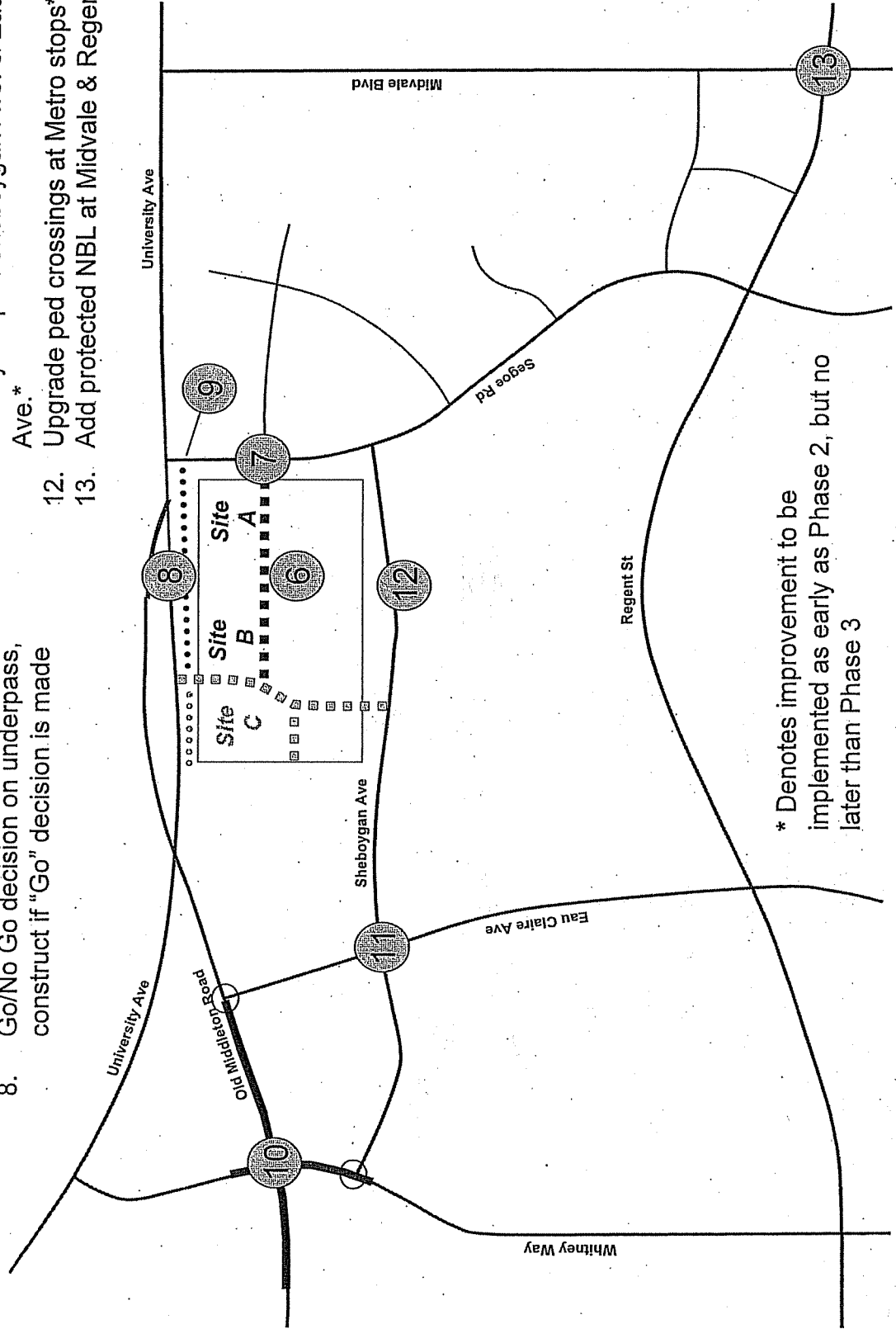


# Hill Farms Redevelopment: Planned Major Transportation Improvements

## Phase 2 – Sites A and B

6. Construct A Street including sidewalks and bike lanes on both sides of the street
7. Improved bicycle crossing of Segoe Rd. at Frey St. (if not already complete)
8. Go/No Go decision on underpass, construct if "Go" decision is made

9. Sidewalk along north side of Sites A and B (University Ave.)
10. Improvements to Old Middleton Rd. & Whitney Way, Old Middleton Rd. & Eau Claire Ave., and Whitney Way & Sheboygan Ave. intersections\*
11. All-way Stop at Sheboygan Ave. & Eau Claire Ave.\*
12. Upgrade ped crossings at Metro stops\*
13. Add protected NBL at Midvale & Regent\*

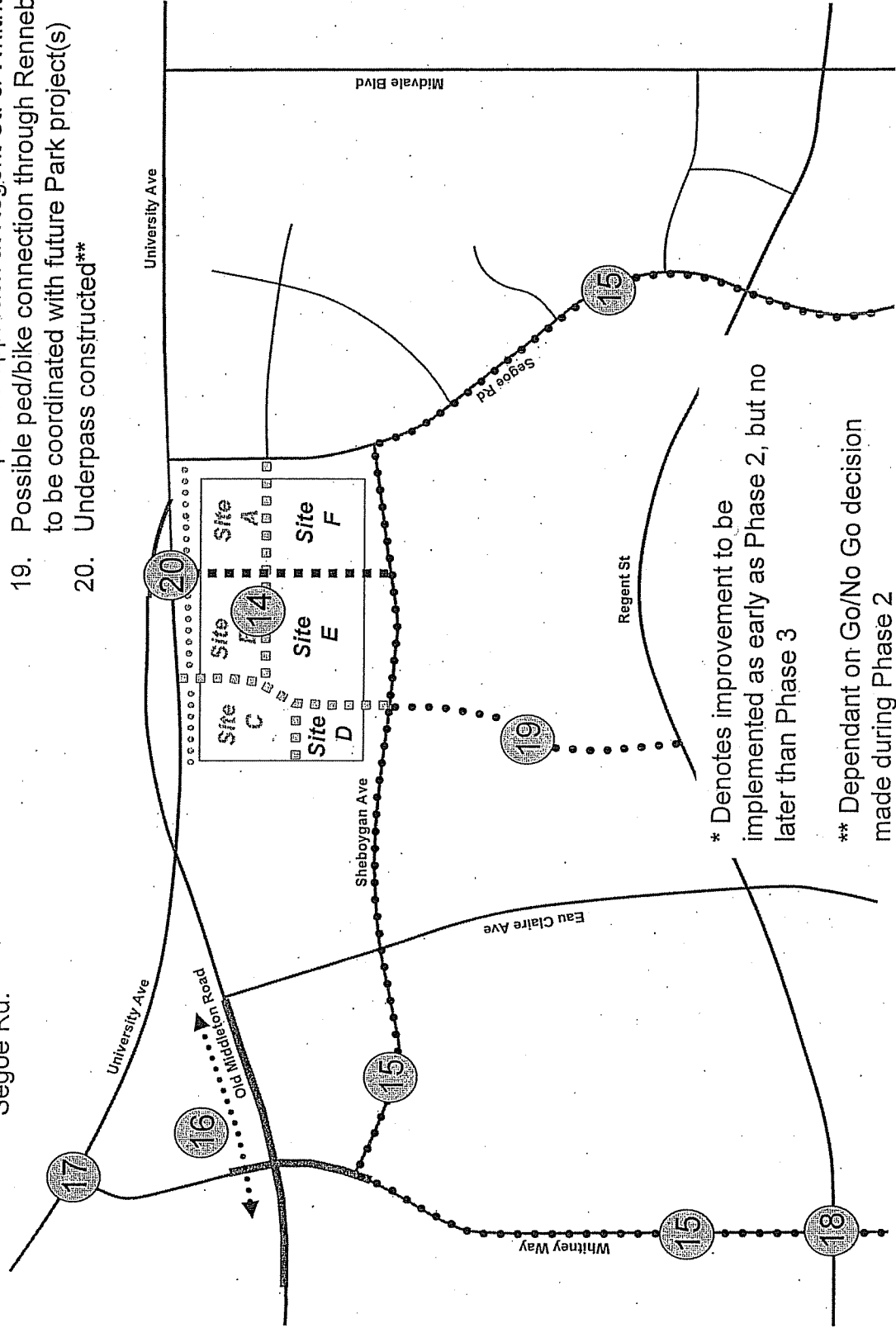


\* Denotes improvement to be implemented as early as Phase 2, but no later than Phase 3

# Hill Farms Redevelopment: Planned Major Transportation Improvements

## Phase 3 – Sites D, E, and F

14. Construct C Street including sidewalks and bike lanes on both side of the street
15. City to consider adding bike lanes to Whitney Way, Sheboygan Ave. and Segoe Rd.
16. Extend off-street bike path from Eau Claire Ave. through Whitney Way\*
17. Investigate signal phasing/timing changes at University Ave. & Whitney Way
18. Restripe WB approach at Regent St. & Whitney Way
19. Possible ped/bike connection through Rennebohm Park, to be coordinated with future Park project(s)
20. Underpass constructed\*\*



\* Denotes improvement to be implemented as early as Phase 2, but no later than Phase 3

\*\* Dependant on Go/No Go decision made during Phase 2



## HILL FARMS REDEVELOPMENT GDP TEXT ADDENDUM 3

August 3, 2007

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The following text will be integrated into the General Development Plan in response to the comments received during the July 23<sup>rd</sup> Plan Commission, in addition to the contents of the GDP Text Addendum 1 (July 11, 2007) and GDP Text Addendum 2 (July 23, 2007):

Staff Report Page 15: The maximum retail user square footage shall be modified as follows:

Individual retail establishments shall not occupy a first floor footprint greater than the following:

Non-Entertainment oriented retail users:	5,000 sq. ft.
Entertainment oriented retail users:	10,000 sq. ft.

Retail uses associated with a hotel or hotel support services on site A, or civic oriented uses such as daycares, libraries, community centers, museums, senior centers, and post offices are excluded from this cap.

Entertainment oriented uses include restaurants, taverns, brewpubs, night clubs, and theaters.

Staff Report Page 15: The references and mapping showing the off-site Community Garden locations will be removed from the GDP prior to recording. The following language will remain, describing the relocation initiatives for the gardens:

### Community Gardens

The exploration of relocation of the community gardens from the Hill Farms site to an alternative location was identified as a need after careful consideration of the impacts and opportunities of the site development. The conflict between high density employment buildings, enhanced on-site activity, and construction impacts for the next 15-20 years; coupled with the economic implications of keeping

### Vandewalle & Associates

120 East Lakeside Street • Madison, Wisconsin 53715  
608 255-3988 • 608 255-0814 Fax • va@vandewalle.com

Shaping Places, Shaping Change

the gardens on-site, led the design team to explore options for the creation of the off-site proposal.

While several locations have been explored the need to identify a location that works for the gardens, neighborhood, and city will require additional discussions and meetings. The adoption of this General Development Plan does not eliminate the current garden location or finalize a specific off-site location. Additional discussions with affected groups, development of detailed constructions plans and cost sharing agreements will be necessary well in advance of any disruption of the garden. Any Specific Implementation Plan that disrupts the community garden's current location will be required to have a finalized location, implementation plan and funding agreements prior to the approval of the Specific Implementation Plan. These plans shall seek input and approval from City Staff, Parks Commission, Board of Public Works, Commission on the Environment, Garden Preservation Committee, and the Neighborhood Association as part of the review of the proposal. Timing of construction should be coordinated to minimize disruption of the garden operations and to maintain continuity of the garden operations.

In the event that an alternative off-site location is not feasible, the square footage of use displaced within the site may be allocated to another parcel within the project.

Plan Commission:

Streetscape Vitality

The following items will be added to address the creation of a viable and interesting streetscape, in addition to the comments approved by the UDC noted in Addendum 1:

- The front facades for all mixed-use and non-residential buildings shall be contiguous to the sidewalk for at least 50% of the façade
- All ground-level non-residential interior spaces that face a public space shall have transparent glass on at least 33% of the ground-level façade

- No blank (without doors or windows) walls longer than 50 feet shall be allowed along sidewalks. Public art installations such as murals may be exempted, and special exceptions may be granted due to grade changes along the street frontage

State Request: Page 32: The Site D Description will be amended to note that it may be utilized for additional state facilities, as follows:

Description

Site D is a secondary office/employment site that transitions in intensity and scale from the University Avenue Corridor to the Sheboygan Avenue residential uses. This site also functions as a potential expansion site for state facilities or DOT Headquarters expansion.

Traffic Engineering Comments (August 2, 2007)

Page 2: 8.) The design team agrees that upon the completion of the Go decision on the underpass, with City concurrence/agreement, that the underpass will be constructed; but would request that additional language be noted that the construction schedule should be reviewed against the status of the reconstruction of University Avenue.

Page 2: 5.) The design team agrees with the design and implementation of the roundabout at Segoe and Sheboygan, as approved for the Hilldale redevelopment, and will dedicate the land to facilitate the construction; however, as this is a factor in the cost of the overall improvement we request that the assessed value of the land dedicated be included as part of the overall assessment district for the cost of the roundabout, with the project paying its reasonable and proportional share.

Page 3: 19.) As the garden location previously proposed within Rennebohm Park has been removed from the project, the design team does not support the construction of these off-site facilities as part of the requirement of the project. If these facilities are deemed in the best interest of the neighborhood and park they would be an appropriate

expenditure of park improvement fees that may be generated on this and other redevelopment projects within the area.