

From: [Planning](#)
To: [Plan Commission Comments](#)
Cc: [Malloy, Sean](#); [Ernest, Lisa](#)
Subject: FW: Traffic Engineering conditions of approval for 3205 Stevens Street: missing bike parking
Date: Tuesday, January 13, 2026 8:02:48 AM

From: Nicholas Davies <nbdavies@gmail.com>
Sent: Monday, January 12, 2026 7:25 PM
To: sean.malloy@cityofmadison.com
Cc: Planning <planning@cityofmadison.com>; joe@jdmccormick.com; kburow@knothebruce.com; njoh@vierbicher.com; egor@vierbicher.com
Subject: Traffic Engineering conditions of approval for 3205 Stevens Street: missing bike parking

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Hi Sean,

I saw that you reviewed the plans for 3205 Stevens St from a Traffic Engineering perspective...

During today's Plan Commission meeting, the development team for clarified that the parking in buildings 4 & 5 will be unbundled. As a consequence of that, renters in those buildings who do not rent a vehicle garage will not have access to bike parking.

In light of this additional information, the city ought to add a condition of approval to the [staff report](#), requiring that residential units in all proposed buildings must have access to bike parking, as required in Madison ordinance/zoning code. Otherwise the development team's intention seems to be to not comply.

Thank you,

Nick Davies
3717 Richard St

From: [James Ream](#)
To: [ulrike dieterle](#); [Plan Commission Comments](#)
Cc: [Jonathan Becker](#); [Vidaver, Regina](#)
Subject: Public Comment / JAMES REAM / 3205 Stevens Street (File# 90615) Pedestrian Pathway on Eastside of Woodland Reserve Property
Date: Monday, January 12, 2026 2:58:48 PM

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I've looked at the proposed redevelopment plan and visited the site and suggest the city planning commission recommend AGAINST the plan in its current state for the following reasons:

- developer should be able to keep the existing eastern pedestrian path in its current location.
- developer wants to remove the large green space on Stevens street with no plans to replace the green space or natural appeal.
- developer plans to build higher than the 3 story maximum set by the guidelines of the Hoyt neighborhood plan.
- developer did not communicate with local neighborhood associations who created the Hoyt park neighborhood plan when attempting to circumvent said plan.
- developer could not spend 5 minutes creating a proper rendering of their proposal. The developer should be ashamed of the quality, or lack of quality of their renderings. How can we trust they will to take care with construction / design if they do not make the minimal effort in planning.

This plan can be better. For the developer, for the neighborhood, and for current and future residents of Woodland Reserve.

Regards,

James Ream

Co-president Sunset Village Neighborhood Association.

(262)332.0500

On Sun, Jan 11, 2026 at 2:44 PM ulrike dieterle <ulrike.dieterle@gmail.com> wrote:

I strongly support maintaining the existing pedestrian path connecting Bluff/Hoyt Park and Stevens/Quarry Park on the eastside of Woodland Reserve property. This connector has been heavily used by residents for decades. I used it myself walking to/from work. Replacing the existing pedestrian/bike connector with an internal sidewalk between existing buildings is not a substitute and would, in fact, be a deterrent to free movement. The existing pathway is bordered by trees and perennials which make a welcoming transition and continuum between the two parks. The existing pathway echoes the characteristics of our "neighborhood within a forest."

The Hoyt Park Area Joint Neighborhood Plan clearly emphasizes maintaining pedestrian and bike connectors throughout the neighborhoods. Stated objectives in the Plan include:

--- “Improv(ing) connectivity between neighborhoods, ... particularly through an integrated system of bike and pedestrian pathways.”

--- “Encourag(ing) maintenance of the mid-block walkway along the east edge of the Les Chateaux property to facilitate pedestrian connectivity in the area....”

--- “Balance(ing) the community’s vision and goals with private interests in land.”

The Urban Design Commission, in their December 17, 2025 report, also made multiple references to the importance of keeping the existing pathway noting “if people want it there, why not keep it? It seems like a minimal investment.” Indeed!

The eastside pathway has been used for so many years that it has become an integral feature of the neighborhood. Considering the many letters of support for maintaining it, I would hope JD McCormick Properties finds it important to be a good neighbor and adjust its plan to the community’s needs.

As a resident of Sunset Village, a former Co-President of the Sunset Village Community Association and a member of the steering committee for the development of the Hoyt Park Area Joint Neighborhood Plan, I support retaining the existing pathway on the eastside of the Woodland Reserve property.

Thank you.

From: [Nicholas Davies](#)
To: [Plan Commission Comments](#)
Cc: [joe@jdmccormick.com](#); [kburow@knothebruce.com](#); [njoh@vierbicher.com](#); [egor@vierbicher.com](#); [Vidaver, Regina](#)
Subject: Concerns with 3205 Stevens Street plans (90615)
Date: Sunday, January 11, 2026 12:48:51 PM

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Dear Plan Commission,

On one hand, the intention of more infill at Les Chateaux is very welcome and supported. And parts of the plan--buildings 1 & 2--look like great additions. But there are serious issues with other parts of the plan.

Buildings 4 & 5 are designed as "motel style" apartments, with parking bays underneath and apartments on top. With 8 parking bays and 5 housing units, this parking ratio of 1.6 is one of the most egregious you'll find anywhere inside the Beltline.

Additionally, according to the floor plans, it looks like certain units have built-in access to certain parking bays, through interior doors. This suggests that at least some of the parking likely would be bundled--forcing tenants to rent both a living space and a garage space, whether or not they need a garage space. (I did not find a completed TDM worksheet in the materials to confirm this.)

Even if parking is unbundled, if the access to a parking bay is limited to the renter of that parking bay, then putting the bike parking "stall" at the back of each parking bay presents a problem: if you just need somewhere to store your bike, are you forced to rent vehicle parking? If that's the case, and a residential-only renter might have no access to bike parking, doesn't that violate the zoning code?

Add it all up, and this is an extremely auto-oriented development planned for a TOD location. I wonder if, given the greater occupancy for cars than people, could this instead be classified as a parking garage with accessory sleeping quarters while your car is charging? Shouldn't TOD require a third story, and orientation towards the street?

Speaking of which, it looks like building 5's pedestrian egresses would have no sidewalk connection to the public sidewalk, or to any other walkway on the site. That includes the so-called "accessible" end unit. Building 5 is also the one where neighbors have asked for a well-used walking path to be preserved. There's no good reason why the development team couldn't include such a walkway for neighbors and residents alike to use.

Building 4 at least shows a connection from the accessible unit to the public sidewalk, and a connection to the one ground-level entry, but not to the other two ground-level entries. This lack of pedestrian connectivity amplifies the auto-oriented nature of these buildings. The assumption is clearly that you will arrive and depart from your apartment by car.

I also want to call out that the end units, with their accessible ramp approaches, are ironically the units that include inaccessible interior stairs to a loft. This just exemplifies how little thought has gone into buildings 4 & 5.

As I said, I'm looking forward to infill at this location, and buildings 1 & 2 seem like a slam dunk. If they can be approved separately, I encourage you to do so. But regarding buildings 4 & 5, and therefore the application as a whole, I hope the project team will take additional time to revisit some of their poor decisions before the city proceeds with approval.

Thank you,

Nick Davies
3717 Richard St

From: [Craig Weinhold](#)
To: [Plan Commission Comments](#)
Cc: [Vidaver, Regina](#)
Subject: Plan Commission / 3205 Stevens St / Woodland Preserve / Please keep the path!
Date: Saturday, January 10, 2026 5:30:20 PM
Attachments: [image\(3\).png](#)

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Dear Plan Commission members,

In the Woodland Preserve development, please insist that the east side path between Bluff St and Stevens St be maintained and improved. It ought to be an ADA-friendly bike and pedestrian path. Even in its derelict state, it is heavily used (see all the photographs in separate public comment submitted on January 1 and 5 by Mary and John Sheean). It is the most direct link between Hoyt and Quarry parks. It also is the most direct link between homes south of Hoyt Park to University Avenue businesses and the Shorewood BRT bus stop. Nearby Ridge St has traffic and no sidewalks. Losing the path would be a loss for the community and the City.

The developer's proposed alternative route (in orange in the diagram below) is not suitable. It is longer, zig-zaggy, and makes one feel like they are interloping through residents' back yards.

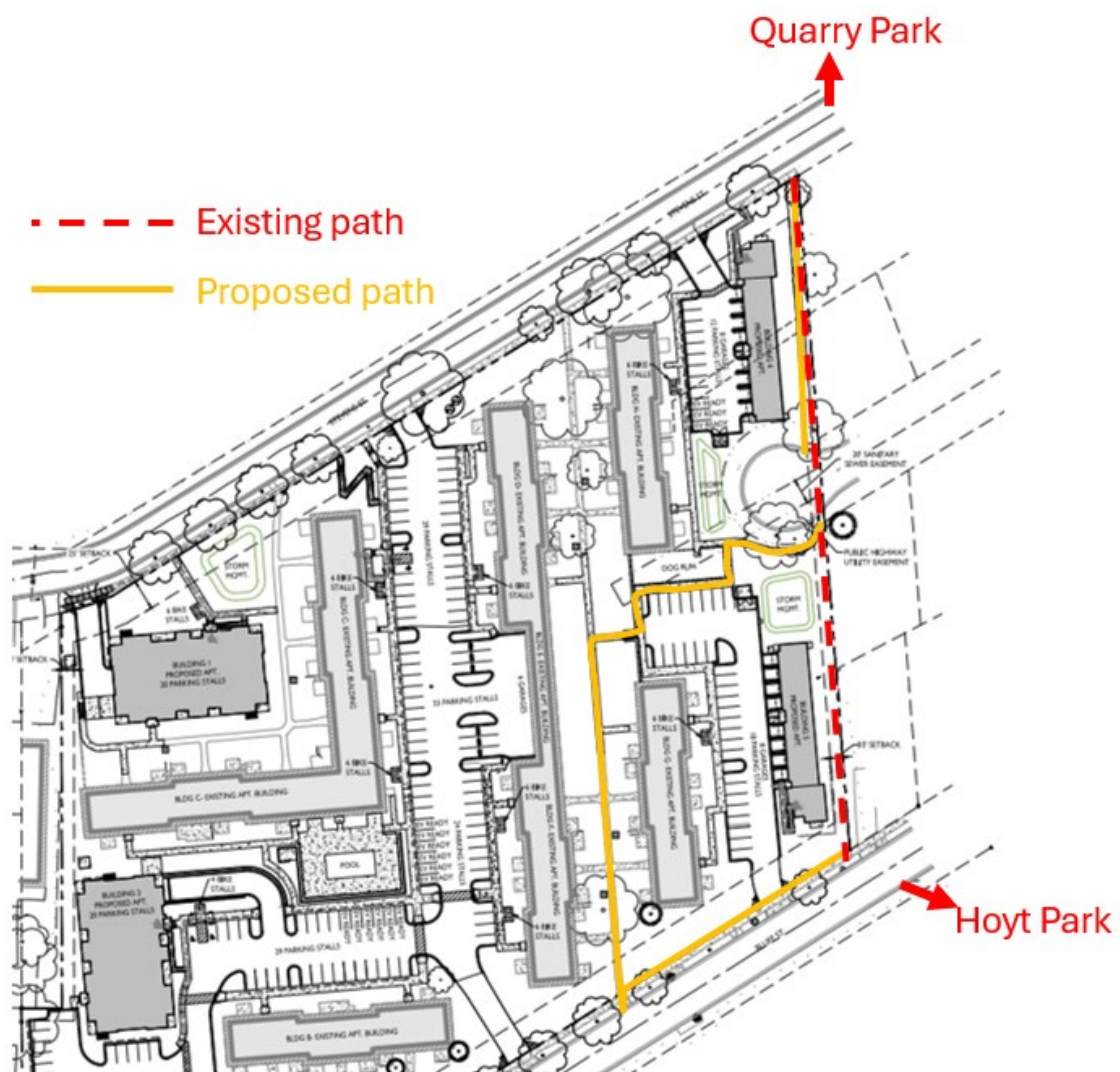
The Urban Design Commission identified the path as an asset and saw value in keeping the two parks connected. They questioned the wisdom of the developer removing the path.

A path has likely been at that location since the 19th century when the area was known as "Quarrytown." 1955 aerial photography shows a well-worn footpath through what was then a meadow. I believe it was first paved when Les Chateaux was built around 1967. Aerial photography from 1980 shows a paved path. If the developer does not want to maintain the path as a public thru-way, the City should explore legal avenues to take ownership.

The developer cites a problematic guy wire and the need for grading as reasons to remove the path. The guy wire is a trivial problem; Madison has many paths and sidewalks that go under them.. Grading is a problem of the developer's own creation; it's needed only because building #5 is placed in a corner of the property with substantial grade change and drainage difficulties, Building #5 is also a problem for neighbors, as it will tower 30' over the nearby single story properties on McKinley St. The developer has not produced any renderings of what their development will look like from McKinley St.

Thank you,

-Craig Weinhold



To: Plan Commission Members

Re: Proposed development at 2103 Sherman Avenue (Legistar File 91289 and 91294)

It appears that City departments are currently reviewing this project, with comments due on January 23. However, City staff indicated at a recent public meeting that citizen comments would not be included in what they forward to you so I am writing to provide feedback that you might not otherwise receive.

The proposed development is inconsistent with several purposes specified in the City of Madison Zoning Code Ordinance. The Developer also seeks approval for two conditional use exceptions to the NMX Neighborhood Mixed-Use zoning code: 1) to exceed the maximum height by 65%; and 2) to exceed the number of units by 45%. The following table summarizes the project's inconsistencies with the stated purposes of the zoning code, followed by a table identifying a few of the conditional use standards not present. In each case the table outlines the reasons.

Zoning Code Purpose/Standard	Reason Not Consistent with Code
28.02 (d) To maintain and promote safe pedestrian and vehicular circulation.	Resident and retail vehicle traffic generated by the development will circulate through the already disjointed and confusing intersection of Sherman Ave, McGuire St, Warner Dr and Harbort Dr, heightening the danger to Pathways program clients and the other pedestrians enjoying Burrows Park and navigating the area's narrow streets.
28.02 (e) To minimize congestion in the public rights-of-way . . .	Fordem Ave and Sherman Ave are among just a handful of routes to downtown and the UW campus from the north, northwest, and northeast. A development of 87 units (45% above zoning code) will exacerbate the growing congestion on these routes and on through central Madison.
28.02 (n) To stabilize, protect, and enhance property values.	The proposed building may enhance the value of the parking lot it will replace, but will destabilize and devalue other neighborhood properties by making them less desirable due to increased traffic congestion, parking complications, street noise amplified by the building's mass, and the views and sunlight that will be obscured by the building.
28.02 (u) To provide an adequate variety of housing and commercial building types to satisfy the city's social and economic goals.	This development will increase the lopsided ratio of rental units vs. owner-occupied properties, adding to the city's growing wealth gap and thus putting stress on its economic stability and increasing the demand on social services. With only one 3-bedroom unit, the proposed complex does not support an adequate variety of housing.
<i>Design Standard 28D (h)</i> New development shall relate to the design of traditional buildings adjacent to the site in scale and character.	Immediately next door to 2103 Sherman Ave, the Banzo Restaurant is a popular destination and a welcome source of revenue in the neighborhood. The proposed five-story building is overwhelming in scale and its proposed materials are out of character with the neighborhood.

Conditional Use Approval Standard	Reason Standard Is Not Present
1. Will not be detrimental to or endanger public safety.	The developer proposes to route exiting vehicle traffic into the already disjointed and confusing intersection of Sherman Ave, McGuire St, Warner Dr, and Harbort Dr, increasing the danger to pedestrians, bicyclists, and other vehicles.
3. The uses, values and enjoyment of other property in the neighborhood for purposes already established will not be substantially impaired or diminished in any foreseeable manner.	The area has neighborhoods with traditional owner-occupied homes and there are modest houses near the subject property that have been well-maintained for over 100 years. Granting the conditional use requests would inevitably alter the long-established character of the surrounding neighborhood and conflict with its family-oriented values.
8. The project creates an environment of sustained aesthetic desirability compatible with the existing or intended character of the area.	Proposed materials reflect current fads that are unlikely to have sustained aesthetic desirability. The negligible number of family-size units is incompatible with the needs and character of the area. The proposed height is 65% greater than the zoning code, also making the building grossly incompatible with the area's traditional character.
9. Impact of parking on adjacent residential neighborhoods.	The number of on-site parking spaces is irrelevant unless the monthly charge is low enough to deter residents from relying on free street parking. Absent this commitment from the developer, adjacent residential streets will be the default, at great inconvenience and loss of aesthetic desirability for neighborhood residents. Parking along the west side of Sherman by residents of an apartment complex already poses risks for bikers, motorists, and walkers alike. From several points, southbound traffic is virtually hidden from view by the parked cars, due to the angles of the streets.
11a. Impact on surrounding properties, including height, mass, . . . shadows. . .	The shadows created by the proposed height and mass of this project will negatively impact the greenery on surrounding properties, reduce the daylight available in and around adjacent buildings, and significantly reduce the aesthetic appeal of the Banzo Restaurant building by towering over it.
11b. Public interest in exceeding the district height limits.	The developer has not proved any public interest in exceeding the district height limits. In fact, the proposal is counterproductive to ORD-25-00095 approved 12.1.2025 by the Plan Commission and subsequently by City Council to increase home ownership opportunities.

At two different public meetings arranged by Alder Matthews, the development team was asked about their pricing and return on investment assumptions for the project. Both times the response was that they could not determine this until they had an approved plan. Moments later they contradicted this statement by saying that the

project could not possibly be economically viable unless it is built as proposed. How can economic viability be assessed if they don't have financial assumptions in place for the project?

In order to thrive, cities need a balance between rental units and opportunities for home ownership. Achieving this balance in Madison requires a focus on the needs of ordinary citizens instead of on the profit of developers. If this developer is unable to amend the proposal so that it complies with all sixteen conditional use standards, that would open the way for a project that is more appropriate to the neighborhood. Something like two-story town houses, either in a free standing "cottage court" setting or as shared-wall condos or a mix of the two, would be a welcome addition to this neighborhood and would help make purchasing a home in the City more feasible for first-time buyers.

With gratitude for your volunteer service on this important commission,

Nancy Thayer-Hart
11 Harbort Drive
Madison, Wisconsin
nthayerhart@gmail.com

Sources:

- Zoning Code: https://library.municode.com/wi/madison/codes/code_of_ordinances?nodeId=COORMAWIVOIICH20--31_CH28ZOCOOOR_SUBCHAPTER_28LPR_28.183COUS
- Conditional Uses: https://www.cityofmadison.com/dpced/planning/documents/PC_Review_Standards.pdf
"No application for conditional use shall be granted by the Plan Commission unless it finds that **all** of the [16 approval standard] conditions are present." (see page 3)
- Three percent wealth gap between renters and homeowners.
<https://www.aspeninstitute.org/news/aspen-institute-financial-security-program-report-identifies-stark-wealth-gap-between-renters-and-homeowners/>.
- Stable path to long-term financial security is less achievable for renters.
<https://www.forbes.com/sites/andrejeanpierre/2024/07/31/owning-your-future-how-homeownership-is-stable-path-to-wealth/>.

From: [ulrike dieterle](#)
To: [Plan Commission Comments](#)
Cc: [Jonathan Becker](#); [James Ream](#); [Vidaver, Regina](#); [ulrike dieterle](#)
Subject: RE: 3205 Stevens Street (File# 90615) Pedestrian Pathway on Eastside of Woodland Reserve Property
Date: Sunday, January 11, 2026 2:44:38 PM
Attachments: [Woodland Reserve Pathway.docx](#)

You don't often get email from ulrike.dieterle@gmail.com. [Learn why this is important](#)

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I strongly support maintaining the existing pedestrian path connecting Bluff/Hoyt Park and Stevens/Quarry Park on the eastside of Woodland Reserve property. This connector has been heavily used by residents for decades. I used it myself walking to/from work. Replacing the existing pedestrian/bike connector with an internal sidewalk between existing buildings is not a substitute and would, in fact, be a deterrent to free movement. The existing pathway is bordered by trees and perennials which make a welcoming transition and continuum between the two parks. The existing pathway echoes the characteristics of our "neighborhood within a forest."

The Hoyt Park Area Joint Neighborhood Plan clearly emphasizes maintaining pedestrian and bike connectors throughout the neighborhoods. Stated objectives in the Plan include:

--- "Improv(ing) connectivity between neighborhoods, ... particularly through an integrated system of bike and pedestrian pathways."

--- "Encourag(ing) maintenance of the mid-block walkway along the east edge of the Les Chateaux property to facilitate pedestrian connectivity in the area...."

--- "Balance(ing) the community's vision and goals with private interests in land."

The Urban Design Commission, in their December 17, 2025 report, also made multiple references to the importance of keeping the existing pathway noting "if people want it there, why not keep it? It seems like a minimal investment." Indeed!

The eastside pathway has been used for so many years that it has become an integral feature of the neighborhood. Considering the many letters of support for maintaining it, I would hope JD McCormick Properties finds it important to be a good neighbor and adjust its plan to the community's needs.

As a resident of Sunset Village, a former Co-President of the Sunset Village Community Association and a member of the steering committee for the development of the Hoyt Park Area Joint Neighborhood Plan, I support retaining the existing pathway on the eastside of the Woodland Reserve property.

Thank you.

From: [Craig Weinhold](#)
To: [Plan Commission Comments](#)
Cc: [Vidaver, Regina](#)
Subject: Re: Plan Commission / 3205 Stevens St / Woodland Preserve density and TOD
Date: Saturday, January 10, 2026 9:21:48 PM

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Dear Plan Commission members,

I was surprised that the staff memo never mentions this parcel is adjacent to the Transit-Oriented Development (TOD) Overlay District. In fact, if subdivided, the owner could create a new one acre parcel that falls entirely within TOD.

TOD is not in force, but is still is a handy lens to look at the redevelopment proposal:

- TOD would allow up to 36 dwelling units and four stories / 52' height by right. No Conditional Use approval would be needed.
- TOD eliminates parking minimums and sets a parking maximum of 1.5 spots per dwelling unit (MGO 28.141). The whole parcel will be under that, but it's a concern that new buildings 4 and 5 will be over.
- TOD frowns on new surface parking. It's unclear of the planning surface parking changes would be allowed if this were TOD.
- TOD would encourage higher density. The current plan for 22 dwelling units per acre is the bare minimum.

I also wanted to draw your attention to [the thoughtful public comments](#) made to the Urban Design Commission by Alex Saloutos. Mr. Saloutos points out how the developer's plans are short-sighted and calls for a master plan that maps out the incremental redevelopment of the entire site. He also points out that since buildings 1 & 2 exceed the maximum height for SR-V2, Plan Commission must follow MGO 28.183(6)11.

When applying the above standards to an application for height in excess of that allowed in the district, the Plan Commission shall consider recommendations in adopted plans; the impact on surrounding properties, including height, mass, orientation, shadows and view; architectural quality and amenities; the relationship of the proposed building(s) with adjoining streets, alleys, and public rights of ways; and the public interest in exceeding the district height limits.

Thank you,
-Craig Weinhold

January 10, 2026

To: Madison Plan Commission, Alder Regina Vidaver, Jonathan Becker SVCA co-president, James Ream SVCA co-president, Ulrike Dieterle former SVCA co-president, Liz Vowles, SVCA board, Rich Kedzior SVCA board, Anne Badey Raffa SVCA board

From: Kenneth Raffa, former president SVCA

Re: Proposal affecting pedestrian pathway at 3205 Stevens St. (Legislar 90615)

I strongly endorse maintaining the public path easement that currently connects Hoyt Park with Quarry Park during redevelopment of the above-mentioned property. I likewise oppose proposals that reduce the accessibility of this important public connection through our neighborhood.

I served as SVCA president during development of the Hoyt Park Area Joint Neighborhoods Plan. This neighborhood - city collaboration placed high emphasis on walkability throughout our neighborhoods and likewise on our cherished parks that help define them. Current proposals to reroute this pedestrian path through the redeveloped apartment complex do the exact opposite. Such proposals will roughly double the distance neighbors must traverse from the Hoyt to Quarry Park entrances, greatly reducing their connectivity. It seems especially unfitting that a development that calls itself "Woodlands Reserve" would in fact impede connectivity between our neighborhoods' two major woodlands.

Thank you for your consideration.