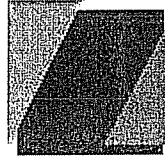


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HILL FARMS REDEVELOPMENT GDP TEXT ADDENDUM 2

July 23, 2007

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

Staff Report Page 5: Hotel and conference center square footage for Site A will be counted as part of the office square footage allocation.

Staff Report Page 6: Drive-thru facilities for such uses that permits them will only be allowed as a component of a mixed use multi-tenant, multi-story building. These facilities will be granted as part of an SIP application only through the use of superior design.

Staff Report Page 7: Typical Conceptual Parking Ratios:

Office:	1-3 stalls per 1,000 square feet
Retail:	2-4 stalls per 1,000 square feet
Service:	1-3 stalls per 1,000 square feet
Restaurant:	2-5 stalls per 1,000 square feet
Residential:	1.0-1.75 parking stalls per unit

Final parking ratios will be determined at the time of SIP submittal, following a recommendation on the adequateness of the parking proposed by the Traffic Engineering Division and Planning Division, with input from the Transportation Demand Management Plan/District and Parking Demand Management Plan/District.

Shared parking within individual sites will be encouraged to the extent possible. Final parking sharing strategies will be determined at time of SIP submittal.

Vandewalle & Associates

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

Shaping Places, Shaping Change

Staff Report Page 7: The Transportation Demand Management plan and transportation management association will be developed for the Hill Farms project as part of the first SIP and final plat submittals.

Staff Report Page 8: The maximum setback for buildings along internal streets shall be no greater than 10'. Exceptions may be granted for opportunities to create public plazas, outdoor eating areas, entrances or other architectural features with public benefits.

Staff Report Page 9: The boulevard open space within the "C Street" area will be designated as a private outlot to be owned and maintained by the development or private designee.

Staff Report Page 11: Residential uses may be accommodated within Sites D, E, and F, with a general focus of creating residential opportunities along Sheboygan Avenue. The overall unit count shall be limited to 350 units with final placement and design to be determined as part of the SIP submittals. Office uses may be substituted within site F, in the event that a majority of the residential uses are located outside of site F with the office square footage being reallocated from site D and E in response to the creation of additional residential uses on these sites.

Staff Report Page 12: Sheboygan Avenue Setbacks:

Three Story Buildings: 10'

Four Story Buildings: 15'

5-6 Story Buildings: 25'

7-10 Story Buildings: 50'

No more than 50% of the façades along Sheboygan Avenue may be placed at the minimum setback of 10' or 15'. The remaining façade shall utilize an additional setback of 5'. The intent of the setback variation is to create a diverse setback along Sheboygan Avenue and to break down the scale of the facades along the street.

Buildings greater than 6 stories in height are encouraged to be placed along the interior street system. Reuse of the existing building is exempt from this requirement.

Composite height buildings (buildings with multiple height areas) may utilize multiple setbacks through the use of step backs within the building, but shall conform to the underlying height setbacks.

The Minimum Building Height on sites D, E, and F shall be expanded to allow three story buildings.

Staff Report Page 13: Transportation & Infrastructure phasing will be added as a section of the GDP, per discussions with the Traffic Engineering Staff (attached).

Staff Report Page 15: The intent of the project is to create an urban character, and as such impervious surfaces will be used throughout the site. The Impervious Surface Ratio for individual sites may approach 100% as underground parking may be present under entire sites. The final Impervious Surface Ratio will be determined at time of SIP submittal along with the site specific approaches to stormwater management.

Urban Design Report: Raised cross walks for traffic calming purposes are encouraged throughout the site. Final design of these facilities will be addressed as part of the infrastructure design created by the Engineering Department.

Urban Design Report: Opportunities for reduced curve radii at intersections should be explored as part of the infrastructure design created by the Engineering Department, provided they do not compromise the accessibility for fire trucks, buses, or other large format vehicles.

Engineering Page 1: Prior to approval of the first SIP, agreements shall be in place to address the infrastructure improvements needed for the site.

Engineering Page 4: Final plans for the internal drainage system shall be submitted for review as part of the review of the first SIP or Final Plat.

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**KAREN ARMS CO., LLP.
6425 ODANA ROAD
MADISON, WISCONSIN 53719-1127
(608) 274-4707**

May 30, 2007

Mr. Michael A. Slavney, FAICP
Vandewalle & Associates
120 East Lakeside Street
Madison, Wisconsin 53715

Dear Mr. Slavney:

As an owner and the Managing Partner of Karen Arms Co., LLP., (a 176 unit apartment and condominium project located at 420 N Segoe Road, Madison, Wisconsin), I am opposed to the creation of a community garden located in the green way on the north edge of our property. Attached is a list of some of the residents who are also opposed to the proposed location of this community garden.

We currently have a beautiful mature park. The addition of a community garden will not improve this space. Cutting trees, rebuilding a drain system, using up over one acre of space for concrete sidewalks and parking lot makes (NO PARK USE SENSE).

There are 36 tenants at Karen Arms who's living room faces this proposed community garden. There are 80 tenants who will have a daily view of these gardens. I know of no other Madison homes with a vegetable garden in their front yard. For 9 months of the year most community garden plots look like the entrance to a recycling center.

To screen this proposed garden area you will need a fence set back 15 feet plus 30 foot tall pine or spruce trees border on both sides. These trees have a footprint of 30 - 40 feet. This screen would use up most of the available garden space. A garden needs sun and water. This site provides little of either.

There are no sanitation facilities at this location. "Porta-Potties" don't look or smell good. There is no easy method of disposing of the waste generated by a garden. It would require more concrete for dumpster pads and dump truck pick up access.

When the grates to the box culverts plug, and they will, the rain water will flood these gardens and carry all the garden debris across Segoe Road and into the storm sewer system and lakes. I'm sure the city parks, street and lake departments will understand.

If you allow the creation of a community garden in this green way, the city will open the door for any group that wants a garden in a "green way" The city has fined home owners for planting trees in other city owned green ways.

To spend \$ 1,000,000. and more to create a ¼ acre community garden plot isn't the best use of the taxpayer's money. With the cost to develop the garden and the devaluation of the adjoining properties, the annual cost to the city of ¼ acre community garden at this location could be \$ 150,000 - 200,000.

Please don't devalue the best housing unit in our complex.

Sincerely,

Randy R. Diehl
Managing Partner, Karen Arms Co., LLP.

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There is presently a proposal to move the Sheboygan Ave. Community Gardens location to the greenway between Karen Arms and Independent Living

Karen Arms Management is opposed to this proposal for the following reasons:

Concrete will replace natural historic walkways

Mature trees and plants will be destroyed

Wildlife will be displaced

Traffic will increase without sufficient parking

Noise and congestion created by bringing infil into the proposed area

Increase pedestrian traffic at all hour of the day and night .

No monies allotted to control the increase of pedestrian traffic

Issues regarding water displacement have not been satisfied

There is no strict guidelines regarding the appearance of the individual gardens

No money in park budget to maintain the garden area

If you agree with the Management, would you please sign the petition on the entrance bulletin board by 5-17-07