

Plan Commission  
Meeting of January 28, 2019  
Agenda item #9, Legistar #54255

The Plan Commission is being asked to approve "an Amended General Development Plan and Specific Implementation Plan, at 6502 Milwaukee Street and 6501 Town Center Drive."

**Issue #1: Is this really an amended GDP? Or does the Commission have the opportunity to have a GDP that is in accord with current needs rather than needs as existed in 2002?**

It appears that the original GDP, approved in 2002, requires re-approval (or denial with a new GDP submitted for approval). As stated in the 2016 Staff Report:

"Please note that M.G.O. Sec. 28.098(5)(c)7 states that, "...*any phases [of a Planned Development] not constructed within ten (10) years of the Common Council approval of the General Development Plan, shall require approval of a new General Development Plan by the Common Council following a recommendation by the Plan Commission.*" Since the underlying PD-GDP was approved by the Common Council in 2002, its approval has expired and therefore requires re-approval."

<https://madison.legistar.com/View.ashx?M=F&ID=4573090&GUID=728E93F5-F24C-48D8-A86D-B471B5B28A30>

The developer's letter of intent reflects that the 2016 approval was never recorded.  
[https://www.cityofmadison.com/dpced/planning/documents/6501tcd\\_loi.pdf](https://www.cityofmadison.com/dpced/planning/documents/6501tcd_loi.pdf)

The *City of Madison Standards for Review of Certain Types of Development Proposals* explains that if an approval is not recorded it is void.

"5. If the General Development Plan and Specific Implementation Plan are approved at the same time and not recorded as approved within twelve (12) months of the date of approval by the Common Council, the approval shall be null and void and a new petition and approval process shall be required to obtain approvals for each plan."

[https://www.cityofmadison.com/dpced/planning/documents/PC\\_Review\\_Standards.pdf](https://www.cityofmadison.com/dpced/planning/documents/PC_Review_Standards.pdf)

**Issue #2: Considering the City's growth as reflected in the new Comprehensive Plan, is this project appropriate?**

This is an area of about 1 ¼ miles along the interstate. Employment is planned, along with a relatively large area of community mixed use, some neighborhood mixed use, and medium density residential. The GFLU map even has a footnote (for about 1 mile east of the proposed development): "An interstate interchange in this general location

would help implement higher intensity employment and mixed land uses planned for this area.” The 2012 GFLU map even designated the proposed development site as a location for transit oriented development.

In short, this is an area designated for intense development. The location of this proposal is designated Community Mixed Use under the GFLU map. Yet this proposal only has a density of 33.6 du/acre.

- There are some 2-bedroom units, but even if each 2-bedroom was converted to a 1-bedroom/efficiency, density would only be 40 du/acre.
- Medium density residential has a general density of 20-90 units/acre.
- NMU a general density of up to 70 du/acre.
- CMU a general density of up to 130 du/acre.
- For comparison, two recent mixed-use developments along Williamson Street in a CMU area have densities of 94 du/acre and 153 du/acre. A 2018 Johnson Street approval in a NMU area had an overall density of about 50 du/acre.
- Note: document #4 in the Legistar record uses the densities from the 2006 Comprehensive Plan. (Page 16)

The proposal would have 212 surface parking stalls. Is this what is appropriate for an area of intense development? Is this an appropriate use of former farmland?

Legistar document #3 shows “usable open space” on page 20. Most of this “usable open space” in (1) areas between the buildings and the roads; and, (2) areas in the middle of the parking lot. Though, technically, areas between parking stall rows may count as usable open space, the Zoning Code definition does include the phrase: “available to all occupants for outdoor use.”

## **Conclusion**

The isthmus neighborhoods have already had a lot of development. Since 2003, the isthmus has added 6,181 multi-family residences, for a growth of 70% (now at 15,049 as of the end of September 2018). 63% of that growth has occurred in the last 5 years. Part of the argument for isthmus development is that such development is needed to save farmland. If former farmland is being used, shouldn't such land be used wisely?

Respectfully Submitted,  
Linda Lehnertz

## Wells, Chris

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**From:** Trapp Gille, Susan <SusanGille@alliantenergy.com>  
**Sent:** Sunday, January 27, 2019 3:01 PM  
**To:** Wells, Chris  
**Subject:** Milwaukee and Sprecher

**Follow Up Flag:** Flag for follow up  
**Flag Status:** Flagged

Too much population density in a small area. There are already too many multifamily dwellings along Milwaukee street and sprecher. Also, commercial space will cause too many issues. I ask that you not approve the two 100 unit apartment buildings on the corner of sprecher and Milwaukee. It will bring down single family property values in the area .

**Wells, Chris**

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**From:** Lisa Lietz-Ray <lletzra@ks-lawfirm.com>  
**Sent:** Sunday, January 27, 2019 1:12 PM  
**To:** Wells, Chris  
**Cc:** [REDACTED]  
**Subject:** Will stop lights at Milwaukee and North Thompson be a part of the 6502 Milwaukee Street (Metrotech) Development Proposal?

**Follow Up Flag:** Flag for follow up  
**Flag Status:** Flagged

I am a local resident that goes through the North Thompson and Milwaukee Street intersection almost daily (both mornings and evenings – the heaviest commute times) and this additional development proposal should also address the additional traffic flow, especially at this already busy intersection. My suggestion would be a set of traffic lights to better facilitate traffic on North Thompson.

Has this concern been addressed?

Sincerely  
Attorney Lisa K. Lietz-Ray  
**Zealously Collecting and Enforcing Creditors' Rights for over 27 years.**  
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