

From: [Marsha Cannon](#)
To: [Plan Commission Comments](#)
Subject: Items 6 & 7 - July 26, 2021 Agenda - Raemisch Farm
Date: Monday, July 26, 2021 3:01:28 PM

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Dear Plan Commission members,

Because of unanswered questions and uncertainty, the Plan Commission must not approve rezoning or development at the Raemisch Farm.

Look at the considerations that appear at the top of every Plan Commission agenda.

Who benefits? The landowner (Raemisch) receives \$3.3 million for 63 acres. The developer (Green Street St. Louis) collects rent for hundreds of apartments and some commercial space. Renters will have a decent place to live until F-35 fighter jets arrive.

Who is burdened? The developer faces uncertainty about the impact on tenancy from extreme noise generated by F-35 fighter jets next door. Will tenants tolerate ringing ears, lost sleep, and risks to unborn children in exchange for slightly-below-market rents? If the project fails, how will the Northside be affected?

Who does not have a voice at the table? Who speaks for prospective tenants and hopeful first-time homebuyers who might not realize the impact extreme noise may have on their lives? Have any builders stepped forward wanting to build single-family homes ?

How can policymakers mitigate unintended consequences? Madison residents rely on you to make well-informed decisions. You considered Marty Rifken's proposal and placed it on file on April 12, largely because of unintended consequences from the F-35s. Has anything changed?

Even structures outside the 65-decibel line may be difficult to rent. Damage from extreme noise is driven by peak volume, not average decibel levels. How can policymakers know where the 65-decibel line will actually be? The developer is proposing three large apartment buildings on Lots 2, 4 and 5 which are supposedly outside the 65-decibel area. But what if the contour line falls further west? Is HUD's guidance good enough?

It is time to hit "pause" and place the current proposed zoning and plat on file.

Marsha Cannon
5 Cherokee Cir. Unit 202
Madison, WI 53704
608.251.1276 (land line, no text)

608.692.1276 (Pete's cell)

PUBLIC COMMENTS LETTER TO CITY PLAN COUNCIL RE: JULY 26 HEARING ON RAEMISCH FARM PROPERTY

TO: City of Madison Plan Commission
RE: Public Comment Opposing Rezoning (File #66222) and Opposing Approval of Preliminary Plat (File #65654) of Raemisch Farm Property
DATE: Public Hearing July 26, 2021, 5:30pm

On behalf of concerned Madison residents who live on the east and north sides of Madison, we are writing to oppose the Raemisch Farm Development along Packers Avenue and Sherman Avenue. The Items on the July 26th agenda are: 66222 (Zoning Change) and 65654 (Development Plan).

When this development was discussed at the April 11th meeting of the Plan Commission, comments were submitted on behalf of Safe Skies Clean Water Wisconsin. Even with changes to the plan design, these comments continue to apply.

Safe Skies represents a coalition of several thousand community members and 60 organizations opposed to the proposed beddown of the F-35A fighter jets at Truax Field base in Madison, Wisconsin. The surrounding community already suffers excessive noise from existing F-16 fighter jet training and contamination of groundwater and surface water due to the release of PFAS chemicals in firefighting foam used by the Air National Guard. Based on the impacts described in the project Environmental Impact Statement (EIS) prepared by the Air Force, both the Madison School Board and City of Madison Common Council adopted resolutions opposing the beddown of the F-35 fighter jets at Truax Field.

The EIS estimates that those exposed to noise levels greater than the FAA standard of 65-decibels DNL and thus in areas classified as "incompatible for residential use" would increase to 2,766 people and 1,318 households. The EIS explains that noise will interfere with classroom learning, residential speech and disturb sleep. Additionally, an analysis by city staff concluded that nearly every impacted area within the City of Madison belongs to a census tract with rates of persons of color well above the city- and county-wide averages; nearly every block group within the impacted area has poverty rates above the city-wide average; and there are additional concentrations of poverty and persons of color just outside the predicted 65 dB DNL contour. These included the CDA Truax housing, CDA Webb-Rethke townhomes, housing near Worthington Park and the intersection of Packers Avenue and Northport Drive, and more than 80 subsidized low-income housing units. The School Board concluded the proposed F-35 jets would interrupt speech; hinder the ability of students to learn; run contrary to the District's commitment to Black excellence and racial equity; and constitute an adverse impact on children, including low-income and minority children.

The 65-dB DNL boundary described in the EIS is arbitrary and not a fixed line; it is based on Air Force noise modeling, which uses many assumptions that will not be verified. **The property on Packers and Sherman Avenues may already be inside the 65-dB DNL.** Please recognize that this standard represents *daily average noise exposure using the annual average number of flights*. **It does NOT reflect the peak noise levels that we will actually hear.** For example, the Richardson School near the county airport is estimated to experience peak noise levels of 111 decibels.

Furthermore, the the 65-decibel standard used to regulate noise created by the county airport and fighter jet training is over 50 years old and only addresses annoyance of airport noise. This standard does not address the myriad of other physical and mental health, and educational problems caused by aircraft noise.

The FAA is currently reviewing this standard. Its initial studies show the national noise standard needs to be much lower, such that the entire Raemisch Farm property could in the future be classified as “incompatible for residential use.” (It is worth noting here that over 1000 residents of homes in the area have already received notification that their property is so classified, even under these outworn standards, when/if the F-35’s actually arrive.)

Those of us at Safe Skies, along with many others living in the neighborhoods on the north and east sides of Madison, oppose both the proposals before you regarding the property at Packers Ave. and North Sherman. It is *far* too soon to rezone and plat the Raemisch Farm property for development. *ALL* new construction near the county airport should be delayed until the F-35’s actually arrive (if they actually *do* arrive, which remains to be seen) and have been operational long enough for a thorough assessment of the damage they cause to be completed.

Steven Klafka, PE, BCEE, Environmental Engineer
Janice Knapp-Cordes, Sustainability Ministry, First Unitarian Society
Hannah Lee, neighbor of Raemisch Farm
Brad Geyer, Veterans For Peace
Bob Israel, 26 S. Marquette St., Madison 53704
Thomas L. Berman, Owner/Engraver, Berman Engraving
Jim Powell, neighbor of Raemisch Farm
Tessa Echeverria, Eken Park
Sue Pastor, 2502 Green Ridge Drive, Madison 53704
Vicki Berenson, 145 Jackson St., Madison 53704
John Lewis
Kenneth Sabroff, 532 N. Sherman Ave., Madison 53704
Tom Boswell, 1942 Sachtjen St., Madison 53704

Mary Anglim, Aldermanic District 6
Tom Garver, 1962 Atwood Ave., Madison 53704
Tim Cordon, First Unitarian Society Social Justice Ministries
Carolyn Gantner, neighbor of Raemisch Farm
Susan Bickley, 10 Glen Brook Way, #201, Fitchburg 53711
Anita Hecht, 503 S. Dickinson Street, Madison 53703
Stephen Gosch, 73 Oak Creek Trail, Madison 53717
Samuel Chance, Four Lakes Green Party, Aldermanic District 6
Tracy Peterson, Peredesign LLC, 2535 Coolidge St., Madison 53704
Rossitzka Ivanova and Erik Meitner, 114 N. Marquette St., Madison 53704
Steven J. Books, Bay Creek Neighborhood
David Schwab, Jenifer Street, Four Lakes Green Party
Clare Norell, 1 Judy Circle, Madison 53704
Harry Richardson and Barbara Smith, 456 N. Few St., Madison 53703

From: [Hannah Lee](#)
To: [Plan Commission Comments](#)
Subject: Add a signature to previous post - Thank you!
Date: Monday, July 26, 2021 3:07:19 PM

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Ed Blume

From: [Meshel](#)
To: [Plan Commission Comments](#)
Subject: Raemisch Farm
Date: Monday, July 26, 2021 11:59:26 AM

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Hello,

I am writing to voice my opposition to the rezoning of Raemisch Farm in my neighborhood.

We moved to the quiet north side to escape the chaos our near east side neighborhood had become. Drug dealers, gun shots fired, loud gatherings outside on & nearby our property, broken bottles & other trash in our yard, stolen packages on a near daily basis. Including my wedding dress.

Currently our street is quiet. We are not a thoroughfare for any driving or foot traffic. If someone drives down our street, it's because they live here. If people walk by, it's because they are walking their neighborhood.

Several times a day we come & go from our home using N. Sherman. There is a blind rise & it's not always easy to pull out. I am worried about the increase in traffic with so many new dwellings planned. That is hundreds of new people on an already busy street.

I hope you will take into consideration how current homeowners in this neighborhood feel about the possible rezoning of Raemisch Farm.

Warmly,
Meshel Lewinski Langford

From: [Wendy Murkve](#)
To: [Plan Commission Comments](#)
Subject: Raemisch Farm Development
Date: Monday, July 26, 2021 9:25:57 AM

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Good morning,

I registered in opposition to items 6 and 7 on tonight's Plan Commission, although I am unable to attend the meeting.

As I read through the documents, I noticed that there was no mention of the effects of the additional traffic on North Sherman Ave and Packers Ave.

As a frequent bicyclist and bicycle commuter, it can already be extremely difficult to turn left onto my street, Delaware Blvd without feeling sandwiched between cars behind me and those coming down the hill from Wheeler Road. I feel like the intersection at Delaware may become unsafe without some traffic control at some point on N Sherman. I also have concerns as a driver about the Packers/CV intersection.

I will read through the documents again to make sure I didn't miss something.

Thank you,

Wendy Murkve

From: [Cindy Carlson](#)
To: [Plan Commission Comments](#)
Subject: Raemisch Development
Date: Monday, July 26, 2021 9:05:03 AM

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(This email was sent before being completed.)

Hello--

I am writing to express my opposition to this project. I have a number of reasons why, including the effect of F-35s on the area, but I especially am against further reducing the number of trees for any construction project. Any project that does not involve re-purposing existing property into a new project rather than using up yet more land does not get a vote by me. Trees are not planted to replace those trees, especially older-growth trees, that are taken down for new construction. Madison is supposed to be a city known for its trees--where did this line of thinking get left behind?

Additionally, tree removal equals habitat destruction. Loss of habitat is repeatedly cited as a reason for wildlife loss. Why must Madison continue to add to the problem? We can point to a far-away location such as the Amazon where destruction is agonizing, yet how can we hold up this city to not replicate these actions, even on though on a smaller scale. It is cumulative across the globe.

Please vote "no" on this project.

Cindy Carlson

From: [Ben Seigel](#)
To: [Plan Commission Comments](#)
Subject: #66222 and #65654
Date: Sunday, July 25, 2021 4:03:15 PM

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Hi,

I oppose both these proposals. Nothing should be done here until the F35 noise and pollution issue is addressed.

Ben Seigel
3817 Clover Ln
Madison, WI 53714



Virus-free. www.avast.com

From: [Guy Mueller](#)
To: [Plan Commission Comments](#)
Subject: 66222, 65654
Date: Sunday, July 25, 2021 10:13:43 PM

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Building more housing in areas exposed to excessive noise and groundwater pollution will only magnify these problems and intensify their impacts. These areas should be preserved as open space or for other uses such as warehousing or storage.

Guy Mueller
763-218-6418

From: [Jane Qualle](#)
To: [Plan Commission Comments](#)
Subject: Comments RE the Development of the Raemisch Farm, Items 66222 and 65654
Date: Monday, July 26, 2021 8:30:06 AM

Caution: This email was sent from an external source. Avoid unknown links and attachments.

I would like to submit my thoughts/questions regarding the development of the Raemisch Farmland on Madison's North Side.

We bought our house on Sunfield Street in 1985 and have always appreciated the limitations of further development in our neighborhood with the natural boundary of Cherokee Marsh to the North, Highway 113 to the West and the airport to the East. Bear with me with the next couple of comments. When we moved in 35 years ago, there certainly was "airport noise", but it was minimal, hardly noticeable. These days, we get to experience the very loud "sound of freedom" as the military sends up very loud jets, usually 3-4 jets twice daily, and more recently, there must have been training as we had quite loud "noise pollution" from jets flying all day long! (Can't wait for the F-35's....sarcasm!)

In addition to the airport noise pollution, we have been experiencing quite a bit of train noise at 3:00 AM most nights. Every road with a train crossing on the North Side has gates that come down when a train comes through. I'm not quite sure why we have to hear train whistles loudly blaring, sometimes for up to an hour in the middle of the night, as the trains are passing through.

The above comments make me wonder if prospective buyers in this new development are being apprised of all the noise pollution that they can expect living on the North Side?

After reviewing the plans for the new residential development, I notice that there will be access to the new area from North Sherman via Sunfield Street which will be extended east of North Sherman Avenue to County CV. My two concerns with this are:

--- Sunfield Street had four "speed bumps" that were placed a few years back as traffic was an issue. I'm not sure of the success of the speed bumps as cars tend to significantly accelerate between bumps 2 and 3, of course, right in front of our house! With Sunfield Street connecting, across North Sherman, to County Highway CV, I see a dramatic increase in traffic on an already busy residential street (with a park on the block by the way) as people access County CV.

My second concern regarding this intersection of North Sherman and Sunfield Street is that Sunfield Street is located at the bottom of a hill. Viewing oncoming traffic to access North Sherman or cross the intersection will be challenging and I can't help but wonder how many fender benders will be occurring there!

---Another **CONCERN** is schools. What have studies shown in terms of increasing the student population at Lake View

School and Gompers School.

What effect does the potential development have for the need for increasing police, street maintenance, etc.

While I appreciate Madison is growing and housing is unbelievably expensive (we couldn't afford to sell our house and buy another property in Madison!), my concern is what this development will do to the value of our **property**, **not to mention the property tax increases needed to provide services for ALL the new development in Madison?**

In submitting this message, I would like to register against developing this property.

Respectfully Submitted

Jane Qualle
1634 Sunfield Street
Madison 53704

From: beampowered-tetrode@yahoo.com
To: [Plan Commission Comments](#)
Subject: oppose residential development too near the airport
Date: Sunday, July 25, 2021 4:39:26 PM

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I oppose the rezoning of the Raemisch Farm property to residential at the present time. The dangers of PFAS contamination have not been resolved, and the level of airport noise is likely to greatly increase with the likely arrival of F35 aircraft. Development of this property for residential use seems like a poor choice until the PFAS contamination is fully assessed, and until the degree of jet noise increase can be determined.

Carl Zimm
107 Sutherland Court #205
Madison WI 53704
608-957-3673

July 24, 2021

Project Address: 4000-4150 Packers Avenue and 4201 N. Sherman Avenue, District 12, President Abbas

Legistar File ID #: 65654 and 66222

AGENDA Items #6 and #7

Prepared by: Beth Sluys, District 18

Summary

In any work that we do, we need to first and foremost understand that the subarea plans, no matter their approval date, once adopted by the Common Council, are the baseline guidance, the starting point, by which development occurs. Developers rely on our work, the work of area residents through the planning processes, to help guide their projects.

The Relationship Between the Comprehensive Plan and Sub-Area Plans

This Plan (Comprehensive Plan) includes a Generalized Future Land Use (GFLU) Map which makes general land use recommendations. The land use categories mapped in this Plan are broad and applied to relatively large geographic areas. Each land use category encompasses a range of potential land uses, development intensities, and building forms that establish the characteristics recommended within a given area. The land use and design recommendations within neighborhood, neighborhood development, or special area plans assign more specific uses, intensities, or forms to particular locations. Such plans should be consistent with, and fit within, the broad Comprehensive Plan future land use categories. There is considerable variation in the level of detail in different neighborhood or special area plans. Despite this, it is intended that all neighborhood and special area plans include land use and design recommendations that are specific enough to provide meaningful guidance to developers, neighborhoods, City agencies, policy makers, and others involved in the initiation or review of development projects.

*In a community the size of Madison, the Comprehensive Plan can sometimes be too general to provide fine-grained levels of guidance on design considerations that tend to be site-specific. At the same time, the State-mandated comprehensive planning process is too cumbersome to allow for continuous updates to this Plan. **Sub-area plans should be adopted as “a supplement to the Comprehensive Plan” to reflect their function and status in providing more detailed planning recommendations than are often needed to effectively implement the Plan. This Plan provides a long-term, broad, generalized policy framework for land use, growth, and large-scale investment priorities for the City. Sub-area plans provide more detailed recommendations for a specific geographic area. This Plan should be modified if a sub-area plan makes recommendations for a given area that is inconsistent with this Plan.***

(p. 124 Land Use and Transportation Supplement, Madison Comprehensive Plan)

With this guidance from our Comprehensive Plan in place, and as the approval process for the Raemisch Farm has been ongoing, the Raemisch Farm Work Group has been working towards the goals largely outlined in the legally adopted Northport-Warner Park-Sherman Neighborhood Plan (2009). While this plan was adopted by a Common Council 12 years ago, the work that was begun at that point in time, through hundreds of hours of meetings over two years, involving hundreds of area residents, neighborhood associations, non-profits, schools, the Northside Planning Council and the community at large, it carries through to current day residents who have been referencing it as a starting point for conversations with the developer.

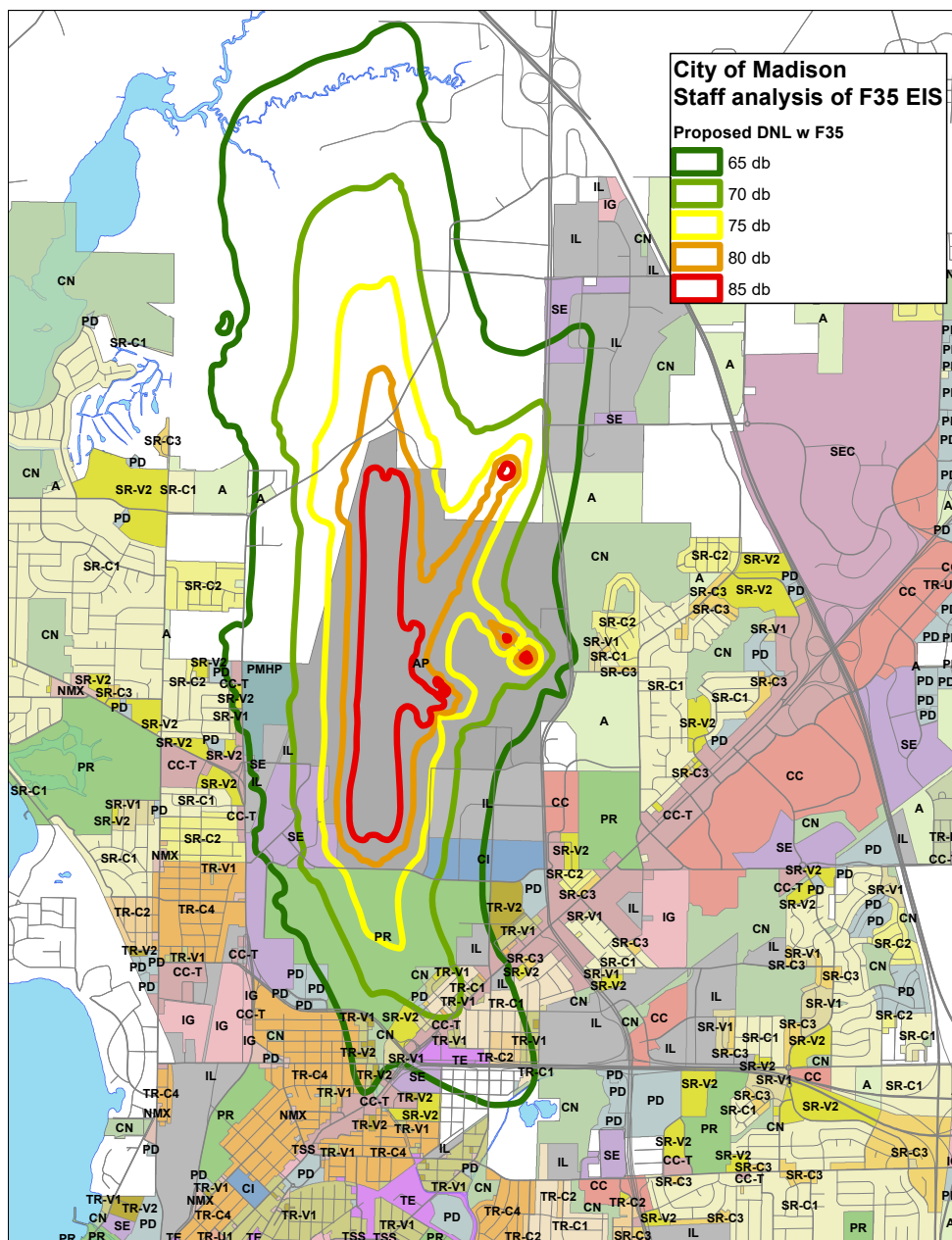
Green Street, from St. Louis Missouri, has been generous with their time and gracious in that they have heard the outpouring from area residents and were willing to adjust their plans to accommodate such things as fewer roadways dumping out onto a highly dangerous N. Sherman Ave on a blind hill, protecting the wetland and connecting the southwest portion of the of the property as park and open space (16.3 acres for green space and urban agriculture/community gardens, p. I-16 NWS Neighborhood Plan) to connect to the Lakeview School Forest for an expansion of a natural area park for the students of Lakeview. Lakeview School has been described as being comprised largely of low-income students, primarily black students and students of color. This would be a safe and welcoming natural classroom for the students as well as for any of the area residents. It could provide ready access to green space for school students and area residents without having to cross Sherman Avenue. It would also provide protection for the large stand of ancient oak trees that comprise the school forest. **Most of these options have been denied by city parks and city planning, despite the clear requests of citizens and the willingness of the developer to meet those requests.**

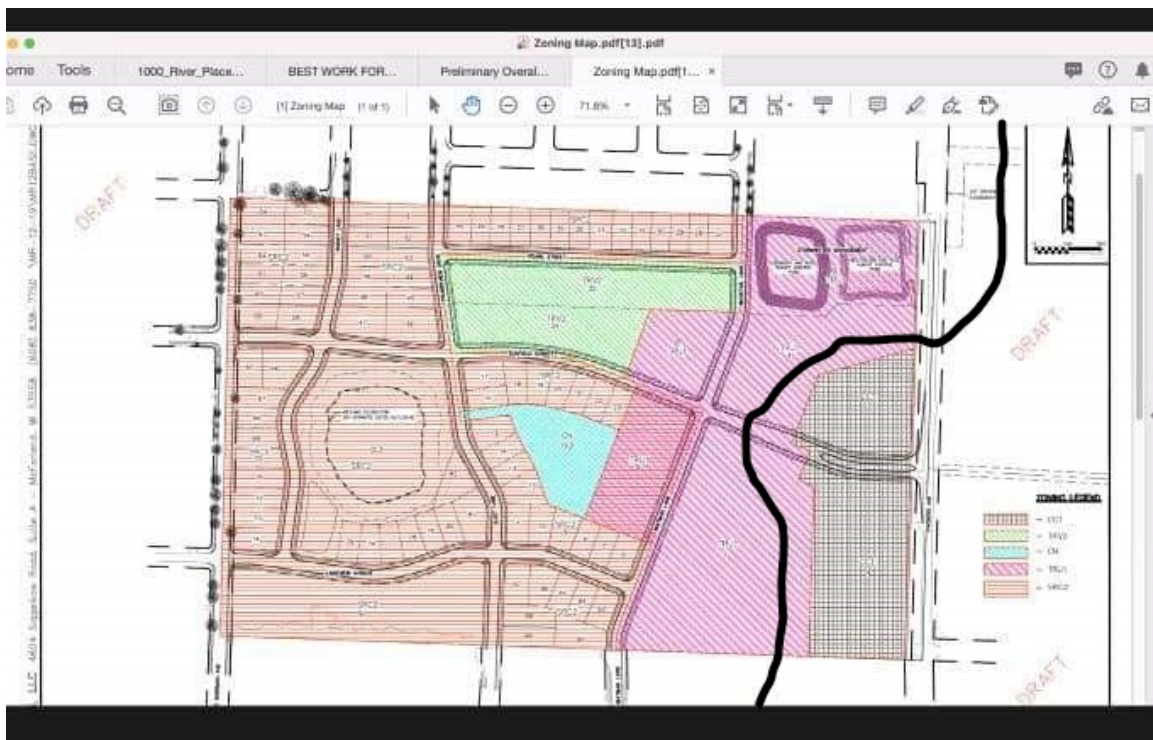
A goal of the NWS neighborhood plan allocates 7.7 acres of land to public community gardens (Urban agriculture, p. I-15 NWS Neighborhood Plan) which also strongly supports Strategy 8b of the Neighborhoods and Housing supplement, Comprehensive Plan). The overriding goals of the NWS Neighborhood Plan, are still *completely valid* today and supported.

There is a loud and clear message in our adopted Comprehensive Plan (Aug 2018) that we need to “facilitate compact growth to reduce the development of farmland. This project **does not** “steer peripheral growth towards priority areas with a focus on land already served by utilities.” **There are no utilities on this land.** This project does not “accommodate a majority of growth through infill and redevelopment.” **This plat is urban sprawl.** When the area to the south along Commercial Avenue and in the Oscar Mayer area is slated for significant redevelopment and infill, missing middle housing, does it make sense to destroy this urban farmland? Another major goal for the Oscar Mayer area is to become a food innovation corridor. The Raemisch Farm could tie in as a local food source that could support a local food hub on the north side, perhaps host a farm stand supported by area youth engaged in a farming training program.

Additional Impacts from F35 Bomber Jets

This is urban farmland that should remain farmland (Agriculture zoning) at a minimum until we can better understand the boundaries of the impact from F35 Bomber jets. There is a line through the platted land, that represents the current proposed line of demarcation for the 65-decibel daytime and nighttime limit line. This is the line that determines habitability of residential areas that are impacted by the flight noise and vibrations from the F35 bomber jets. This proposed platted property has about 1/4 of the land designated as being within that 65 dB boundary, and so all residential construction within that portion of the plat, the Eastern portion along Packers Avenue has been postponed for consideration until Jan 1, 2027 at which point in time, a new study based on actual bomber jet flight time measurements will have been completed and the actual 65dB line boundary determined.





The black line shown above corresponds to the dB 65 DNL per the city staff analysis of the F35 Environmental Impact Statement.

In states where the F35s are bedded and actually flying, the predicted boundary has been expanded greatly to include a wider area of impact. Until we know these actual boundaries, let us preserve this urban farmland that not only could serve as a local food producing truck farm and training program for area youth, but also helps to reduce our carbon footprint, offers surface water infiltration and flood mitigation through the preservation of the wetland upland ecosystem in these days of climate change.

As it clearly states in our Comprehensive Plan, "Feedback through the Imagine Madison process highlighted the importance of infill/redevelopment and compact edge growth to reduce the loss of farmland...and to reduce the rate at which farmland is developed" (Strategy 6, Land Use and Transportation). The Comprehensive Plan clearly states "peripheral growth should first occur in areas already served by utilities, followed by other areas already within the Central Urban Service Area (CUSA)."

Not only does this proposed project destroy a major urban farm, the Department of Defense has decided upon the Truax Airport to house F 35 bomber jets and use the base for training for the pilots. The residents that worked so hard to develop the 2009 NWS Neighborhood Plan could not have, in any way, predicted the arrival of these F35 bomber jets, their incredible impact on the lives those that live in the flight path will have to endure. Existing housing in the area is already experiencing life on a flight path of F16 jets. They live in single-family homes, a mobile home park, condominiums and town homes. These too, will have horrible conditions under which to live, once the F35 bomber jets are flying overhead. Because mobile homes are not considered permanent

housing, no sound mitigation funds will be provided for these homes should they be deemed as being within the 65dB boundary area.

There have been many decisions made in the past, prior to any knowledge of the F35 bombers arriving. While there is a map in the Oscar Mayer Special Area Plan that shows the 65-70-75 dB lines, no where in that plan is the issue of sound attenuation addressed for existing and new residential buildings as redevelopment occurs. This needs to be included in any residential proposals within a minimum of a three mile boundary of the airport, as we prepare for the F35s to arrive. This boundary will likely flex as the noise study concludes, as is the case in other states that have these bomber jets.

We now have the moral obligation to consider not putting any residential buildings on this land before we fully understand the boundaries of the 65dB day and night limits on the area. This parcel should set the precedent for all housing that is slated for land within the boundaries that will be negatively impacted by the F35 bomber jets.

Low income housing built by HUD in the Truax apartments, is not even built to standards that will be able to mitigate sound issues within those apartments once the F35s arrive, as these jets are 4 times as loud and impactful than the F16 jets. In a recent email from Mr. David Nuccio, Field Environmental Officer for HUD based in Minneapolis MN, when asked about the F35s coming to Madison and what they plan to do for the units that are near the airport, he stated "Looking at their (the airport) website there isn't anything anticipating this new aircraft. I have sent an email to them, at the airport, to ask the question you have asked HUD. We are very interested in the concerns you have raised. I will be sure to let you know what I find out. Please share any information you receive as well. I am sure we will have more questions from concerned citizens like yourself that will come up regarding the change to the F-35 at Dane County Airport."

The bomber jets arriving in Madison will be four times louder than the F16s, which now produce sound levels well over 120 dB. There will be a period of time where the F16 jets and the F35 bomber jets will both be at the Truax Field, only to increase the frequency of flights, the intensity of noise and pounding vibrations. Life on the flight path will cause harm to both the public health and safety of those living within the flight path area and in the adjacent areas. Sound does not stop at a proposed 65dB DNL boundary.

So while there may be a current line drawn through the East end of this parcel of land, and the developers are proposing to wait until Jan 1, 2027 before they build any residential buildings in that portion of the site, the other areas are slated for residential buildings, some single family, some multi-family, but in reality, NO residential should be allowed at this point in time.

I recently attended a meeting with someone who lives on Tennyson, renting. They are looking to purchase a home, someone who loves this area of town and has raised a family here. When asked if they will be staying in the area, they said that there was no way that they would buy a home in this area! They already experience 120+dB noise levels and the hell that is living on the flight path of the

F16s. The F35s are much louder, and will have greater impact on the quality of life of anyone in the area. I was told that the noise is so loud, you feel it in your heart.

I ask, is it right that we give permission to build on this land when the Comprehensive Plan clearly supports urban farms and does not support urban sprawl? When we have experienced record heat waves in our state due to climate change and yet we have a park system that prefers to receive park impact fees rather than land dedications for parks? When city planners plan for yet more roads and cars when we need to be looking at bringing the BRT up Sherman Avenue, increasing bike and pedestrian pathways to connect the north side to all areas of Madison, off roadways on safe paths.

As you prepare for the upcoming Plan Commission meeting and Common Council meeting, please take 12 minutes out of your busy day to watch a film called Jet Line – Voices from the Flight Path. It will give you a clear idea of what lies ahead for those citizens slated to live in the flight path of the F 35s, should you decide to approve this plat. The link to this film can be found at: Jetlinefilm.com

I hope that you will hear my concerns, and serve the community in a way that makes sense to us.

Thank you.

Beth Sluys
812.322.5065
514 Nova Way
District 18

From: [Brinnan Shaffer](#)
To: [Plan Commission Comments](#)
Subject: public comment for meeting
Date: Saturday, July 24, 2021 5:38:02 PM

Caution: This email was sent from an external source. Avoid unknown links and attachments.

I am writing regarding the meeting on
7/26/2021 5:30 PM
and regarding items #6 and #7 (posted below).

As a resident of the north side for over 20 years, I IMPLORE you to keep this space green and wild. Let the north side be Madison's nature gem. People do not come to the north side to eat nor shop. (About the only place to buy clothes is Goodwill.) People come to the north side to visit Warner Park and the Cherokee Marsh. Let's keep that going. We don't need more people living here with nothing to do and no where to go. What we need is a reason for more and more people to visit the north side. It should be an even bigger nature destination. Let's turn that old farm into prairie with native plants that attract birds and other wildlife. Let's create hiking areas for exercise and wildlife viewing. The area, including the pond, already attracts cranes and vultures and deer. Let's make it better and a place where people and animals can be together. Let's think about what we can do to attract an even greater variety of birds and other wildlife! What if people came to the north side to check birds off of their "life list?!" What if people made a day out of the great hiking places on the north side?! Please don't crowd out our wildlife. Let our wildlife stay and be a draw for people from other parts of town and from other cities. What if people flew into MSN with the intent of hiking and nature viewing just minutes from the airport!!

I hear people wanting this city to be green...let the north side be the model! No one visits a city because of it's condos. Ick.

Brinnan Shaffer
Madison resident for 33 years
North side resident for about 23 years