Spring Harbor Neighborhood Plan

Madison, Wisconsin

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Schreiber/Anderson Associates, Inc.

ACKNOWLEDGEMENTS

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EXECUTIVE SUMMARY

Throughout the past twelve months, the Spring Harbor Neighborhood Association has been actively engaged in a mid-term planning process to enhance this long standing area on the west side of Madison. The planning process has allowed the neighborhood to identify key issues, recognize possible solutions, and come together to implement solutions that will make their neighborhood more cohesive.

A thirteen member steering committee, consisting of residents and business representatives, were the leaders of the process that included a wide variety of mechanisms to gather public input from varying opinions throughout the neighborhood. This process helped to identify five major issues facing the neighborhood. They are:

- ✓ **The current condition of the University Avenue corridor.** This corridor currently acts to divide the neighborhood rather than provide a backbone to support it. The roadway is not urbanized, meaning that it lacks curb, gutter, and sidewalks for the majority of the span within the neighborhood. The multi-use trail and sidewalks do not run along the entire street, necessitating pedestrians and bicyclists to cross the corridor to continue traveling along it. In addition to being one of the busiest streets in the City of Madison, it is also a main entrance corridor to the City. Amenities, such as decorative lighting and welcome signage, are also lacking compared to other entrances to neighborhoods in the City.

- ✓ **Pedestrian safety throughout the neighborhood is instrumental to the success of the neighborhood.** Many of the neighborhood residents utilize the narrow tree-lined streets for walking and biking. While many of these streets currently force automobiles to slow down, the neighborhood would like to see additional safety measures added to the streets to make them safer. The neighborhood, however, would like the City to explore pedestrian safety alternatives and policies to sidewalks, as they are concerned sidewalks deter from the current character of the neighborhood.

- ✓ **Redevelopment of Commercial sites within the neighborhood, while retaining existing businesses.** The neighborhood is fortunate to have a strong mix of business uses along the University Avenue Corridor. However, there are sites that are currently underutilized and are not pedestrian friendly. The neighborhood would like to see these sites redevelop in a comprehensive way that allows for their input throughout the redevelopment process.

- ✓ **Retaining residential character throughout the neighborhood.** The neighborhood is currently facing a wave of residential changes. The first being the conversion of apartment units into condominiums. This is occurring at a fast pace and is limiting housing options for residents in the neighborhood. The second residential change currently underway is residential redevelopment that is occurring within the blocks closest to the lake. There have been several instances of small cottages either being torn down or added to

significantly. This results in a changed residential character. While the neighborhood does not want to prohibit such redevelopments, they would like to provide input to the approval process.

- ✓ **Preservation and enhancement of natural resources.** The neighborhood is situated around many unique natural features and would like to see those features further protected and enhanced.

The following plan outlines specific goals, recommendations, and implementation plans to address these five key issues.

Merrill Spring Park located within the neighborhood

1 INTRODUCTION

Spring Harbor Neighborhood Association has been actively engaged in their neighborhood planning process since April, 2005. Throughout that time, residents and other stakeholders have met continuously to discuss how they want their neighborhood to develop over the next three to ten years.

The scope of their planning incorporates the area between the following boundaries: Lake Mendota to the north, the Village of Shorewood Hills to the east, the Wisconsin & Southern Railroad on the south, and the Thorstrand Neighborhood and Camelot Drive to the west. Figure 1.1 outlines those boundaries.

There has been extensive public participation throughout this planning process. The main forum for neighborhood wide input has come from two neighborhood meetings. The first was a visioning meeting, while the second asked neighbors to review draft recommendations. Mid-way through the process, a series of focus groups were held to gather input from various types of neighborhood stakeholders. Finally, all of the Steering Committee meetings have been open to the public. In addition to public input, related plans have been studied and the recommendations from them have been incorporated into this plan. Those plans include the Lake Court Decision and Maintenance Agreement, the Spring Harbor Neighborhood Association Plan for University Avenue, the City of Madison Urban Design Guidelines for District #6, the City of Madison Comprehensive Plan, Transport 2020, the Bicycle Transportation Plan for the Madison Area and Dane County (2000), and Madison Park and Open Space Plan (1997).

This plan is divided into three interrelated sections. The first section, the Introduction, provides an overview of the neighborhood and its history. The Existing Conditions section is an in depth look into what currently exists in the neighborhood. The section is broken down into ten elements. The Goals and Recommendations section provides specific ways the neighborhood can improve certain aspects of their neighborhood as well as maintain positive elements that are already in existence.

FIGURE 1.1
Spring Harbor Neighborhood Planning Boundary

Neighborhood History

The extensive history of the neighborhood has continual themes, many of which relate directly to the water resources that are provided within the neighborhood boundaries. Another theme that can be traced throughout the neighborhood is the role that transportation has played in the development of both the neighborhood and the region. The following points are instrumental in the creation of what is now the Spring Harbor Neighborhood.

- ✓ The retreat of the glacier 10,000 years ago left many 'kettle holes' in the Madison area. A pond surrounded by woods provides habitat for a variety of wildlife in this small 8-acre park that is known today as Kettle Pond Conservation Park.
- ✓ The Ho-Chunk called the Madison area "Taychopera" - meaning "land of the four lakes."
- ✓ In the early **1800**s the area was occupied by Winnebago Indians, who had a village next to the springs. The Winnebago called the springs "Makamai" which meant "medicine springs."

FIGURE 1.2 *Photo of Pearson's cows standing where the Spring Harbor is currently located was probably taken in the early 1900s*

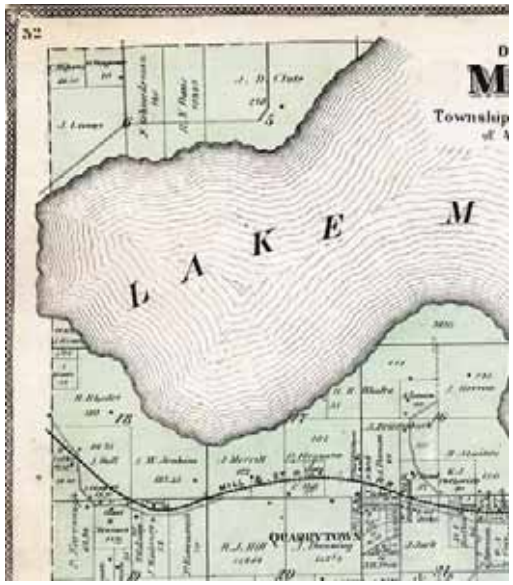


FIGURE 1.3 *A detailed plat map shows local land owners on the northwest side of Madison*

- ✓ The first lots in the Spring Harbor area were sold to Eastern land speculators at $1.25 per acre in **1835**. These purchases were made a "section" at a time, which represented about 640 acres. These owners didn't actually live on the land.

- ✓ During the **1850**'s settlers who farmed and lived on their own land started purchasing acres around Spring Harbor. Alfred Merrill, for whom the local Merrill Springs is named, was one of these early farmers.

- ✓ In **1910** Ernest N. Warner gave Merrill Springs to Madison's Park and Pleasure Drive Association, which was a forerunner of the Madison Parks System. Merrill Springs Park was formed from this gift. He also gave the city an easement from the springs up to Lake Mendota Drive, which exists as a footpath today.

- ✓ Fred Risser, Wisconsin State Senator and a grandson of Earnest N. Warner still lives on the family homestead in the Spring Harbor neighborhood.

- ✓ The marshy land at the end of Spring Harbor's river was dredged in **1910** to form a harbor very similar to what is there today. Lake Mendota Drive had to be moved in order to accommodate this change to the lakefront. There had previously been a rock foot bridge spanning the marshy land, which was removed to create the harbor.

- ✓ University Avenue was constructed during **1934**, bisecting the Warner farm. Cattle would pasture on the lake side of University during the day and cross through a cement walkway which was located near Perkins in order to reach the barn at nightfall.

- ✓ The Spring Harbor area was incorporated into the City of Madison in **1949**.

- ✓ In **1958**, the Indian Hills development was platted and construction began, which would continue to further populate the neighborhood.

- ✓ The city of Madison placed a deep well in Indian Hills, upon developing the neighborhood in **1960**, in order to keep up with the demand for city tap water. As a result, many of the natural springs in Spring Harbor have gone dry.

- ✓ Originally opened in 1965, then closed in 1979, Spring Harbor Middle School reopened in **1996** as a magnet school in the Madison Metropolitan School District. The school emphasizes environmental science throughout all aspects of the regular curriculum.

FIGURE 1.4 *An early 1900s photo of Gertrude (Jenkins) Pearson, an early Spring Harbor resident, wading in Lake Mendota.*

Neighborhood Profile

It is important to distinguish the neighborhood boundaries that are used throughout this plan. The Spring Harbor Neighborhood Association boundaries encompass:

- ✓ Old Middleton Road and the Wisconsin & Southern Railroad on the south,
- ✓ Lake Mendota on the north,
- ✓ Whitney Way, the City of Madison Boundary on the east, and
- ✓ Camelot Drive on the west.

The Neighborhood Planning Boundaries follow the boundaries of the Spring Harbor Neighborhood Association, but also include:

- ✓ University Place (the triangle lot between University Avenue, Old Middleton Road, and Whitney Way); and,
- ✓ One lot deep along University Avenue from Baker to Allen Boulevard.

The Spring Harbor Neighborhood truly came of age during the 1950's, as 49.9% of all homes were constructed during that decade. However, as the history provided earlier in this plan outlines, the neighborhood area has been active for thousands of years. The statistics below highlight that the neighborhood is still a vigorous place to call home, both for work and business. The tables on the following pages outline more specific details about who lives in our neighborhood.

Our Homes

- ✓ The typical home in the Spring Harbor neighborhood was constructed in 1961; this is slightly older than the average Madison home which was constructed in 1967.

- ✓ The neighborhood consists mostly of single family detached homes. 69% of the housing stock falls within this category.

- ✓ However, there is currently an ample stock of multifamily homes. Almost 30% of the homes in the neighborhood are located in structures that have 5 or more units. Many of the multi-family units in this neighborhood are being converted from apartments to condominiums, therefore decreasing the number of rental units available in the neighborhood.

- ✓ In the neighborhood, rental costs are slightly lower than the city average; the average rent in the neighborhood is about $600 a month, the city average being closer to $650 a month (U.S. Census 2000).

- ✓ On the other hand, average home prices for the neighborhood tend to be slightly higher in than City averages. The average neighborhood price for a home is $148,100. In the City, the average home price is $137,700 (1999 data from the 2000 U.S. Census).

Our Residents

- ✓ The residents of the Spring Harbor neighborhood tend to be older than the residents of the City of Madison as a whole. The City median age in 2000 was almost 31, while the neighborhood average was nearly 39.

- ✓ Neighborhood residents have an exceptionally low rate of unemployment with 98.5% of residents either employed or not in the labor force. This leaves the neighborhood with an unemployment rate of only 1.5%, while the City of Madison has 3.5% unemployment rate.

- ✓ Of those residents that are employed, the majority of the residents work in education, health ,or social services sector. Nearly 40% of all residents are employed by one of the above three professions.

- ✓ The neighborhood household median income of $48,000 is nearly $7,000 more than the city's median of $41,941. This follows the trend of median per capita income, which in the neighborhood is $33,285, compared to the City's $23,498.

- ✓ While the main source of income for the neighborhood is wages or salary, the neighborhood has a large number of residents living on retirement income. Over 20% of residents use this income as an income source. This is in comparison to only 12% of City residents using it as a source of income.

- ✓ The poverty rate in the neighborhood is less than half the City's poverty rate. Approximately 7.3% of the neighborhood residents live with an income below the poverty line. The City's poverty rate is 15%.

Big Picture Analysis

The big picture analysis provides a framework for understanding how the neighborhood fits into the larger Madison metropolitan area. Specifically, this analysis describes the neighborhood's:

- ✓ Location
- ✓ Assets
- ✓ Parks, recreation and natural resources
- ✓ Transportation system and connections
- ✓ Shopping and employment districts

The neighborhood's function and character is defined by its location and characteristics.

Spring Harbor's primary functions are to provide:

- ✓ Quality places for people to live near the lake and in close proximity to downtown, the University of Wisconsin-Madison, and other employment and activity centers
- ✓ Access to Lake Mendota
- ✓ Gateway to Madison
- ✓ Mixed use centers – office, commercial, retail, service, residential – near the Whitney Way and Capital Avenue intersections
- ✓ Transportation connections, primarily via University Avenue and Whitney Way, and possibly future rail

Significant neighborhood features include:

- ✓ Diverse residents
- ✓ Neighborhood and Community oriented businesses
- ✓ Lake Mendota
- ✓ University Avenue
- ✓ Densely wooded residential areas near the lake with narrow streets, and a mix of urban and suburban residential areas on the south side of University Avenue
- ✓ Tree-lined streets
- ✓ Convenient access to downtown, and the University of Wisconsin-Madison
- ✓ Spring Harbor Middle School
- ✓ Open spaces – parks, recreation, natural and cultural resources

This analysis is the first step in identifying and understanding neighborhood attributes, issues, and opportunities. It is a framework or "big picture" of the neighborhood that allows the neighborhood to see what areas might remain the same and possibly identify places for change. It is the beginning of the process to provide neighborhood and city leaders with information to make good decisions about the future of the Spring Harbor Neighborhood.

The analysis is briefly described in the text below and in the graphics Spring Harbor Neighborhood Assets (Figure 1.5) and Big Picture Analysis (Figure 1.6).

Location

Spring Harbor is an established lakeside neighborhood on Madison's west side. It is bordered by the City of Middleton and Village of Shorewood Hills, as well as several other Madison neighborhoods. It serves as the City's northwest gateway.

Assets

Map 1 illustrates the many existing assets within and nearby the neighborhood, including:

- ✓ Parks and Open Spaces
- ✓ Schools
- ✓ Child Care
- ✓ Centers of Worship
- ✓ Transit Options
- ✓ Public Services
- ✓ Shopping Centers
- ✓ Historic/Cultural Locations

Spring Harbor Neighborhood Assets Map

Figure 1.5
May 2006

Parks and Open Spaces

1. Marshall Park
2. Camelot Open Space
3. Greenway
4. Parking for Spring Harbor & Beach
5. Spring Harbor Beach
6. Merrill Springs Park
7. Spring Harbor Boat Launch
8. Spring Harbor Park
9. Kettle Pond
10. Indian Hills Park
11. Blackhawk County Club
12. Rennebohm Park
13. Owen Conservation Park
14. Skyview Park
15. Highlands West
16. Highlands East
17. Bordner Park
18. Hampton Court
19. Glen Oak Hills Park

Schools

20. Spring Harbor Middle
21. Crestwood Elementary

Child Care

22. Playful Kids Learning Center

Centers of Worship

23. Dale Heights Presbyterian Church
24. Asbury United Methodist Church

Public Services

25. Westside Senior Center

Shopping Center

26. Hilldale Mall

Historic/Cultural

27. Hickory Hill House
28. John R. Commons House
29. Spring Harbor Effigy Mound
30. Merril Springs Effigy Mound

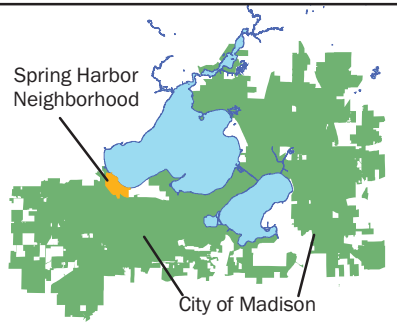
N

Transit Alternatives

Madison Metro (2, 8, 14, 15, 60, 61)

Bike Path/Lane

SAA



Parks, Recreation, and Natural Resources

- ✓ The neighborhood is fortunate to have seven parks (see Page 27 for a complete listing) and three natural areas (Lake Mendota, Kettle Pond and Merrill Springs) located within its boundaries, for a total of more than 25 acres of dedicated park land. These open spaces offer a variety of activities for neighbors to utilize. Some highlights include a beach, an oak savanna, a conservation pond, and formal playground space. Within a one-mile radius surrounding the neighborhood there are an additional eight parks that are open for the public, and one private golf course.
- ✓ Residents can access Lake Mendota in nine separate places; seven lake court access points, Spring Harbor, and Spring Harbor Beach, along the entire northern border of the neighborhood. While most of these access points are street ends and therefore are narrow strips of land between private properties, they provide neighbors the opportunity to see and use the lake. The beach and the boat launch are active spaces that offer boating, fishing, and swimming opportunities. There is a part-time lifeguard on duty daily throughout the summer at the beach.
- ✓ Marshall Park, located within a mile of the center of the Spring Harbor neighborhood, provides an additional beach and boat launch. Owen and Kettle Pond are two of the City's 14 conservation parks giving neighborhood residents access to native landscape and open spaces that replicate the area's historic landscape.

It is important to note that the combination of several public resources, mainly parks and lake access, create a civic campus for the neighborhood. The civic campus is a neighborhood focal point with public gathering spaces, including Spring Harbor Park, Middle School, Harbor, and Beach. The existence and enhancement of such a civic campus should be considered as the planning process continues.

Retail/Employment Opportunities

- ✓ The neighborhood is directly served by two (2) commercial districts centrally located along University Avenue. One commercial district is located around the University Avenue and Capital Avenue intersection. The neighborhood level commercial district currently offers a wide variety of goods and services to the neighborhood, including Brennan's, a specialty food market, a car wash, auto clinic, and several restaurants. The commercial buildings in the district tend to be one story structures with parking lots set between the building and the street.
- ✓ The second commercial district is also is home to a large employment center within its boundaries. It is at the intersection of Whitney Way and University Avenue, a gateway to the neighborhood; there are various businesses and state government agency offices. The properties in this district range in size from a veterinary clinic to the 4-story office building housing the State's Pubic Service Commission, University of Wisconsin Hospital and Clinics Authority, and other institutional and commercial tenants.
- ✓ Spring Harbor neighborhood is located less than a mile from the Hilldale shopping center and other adjacent retail enterprises. This retail center, under redevelopment at the time of this planning process, is regional in scope offering significantly larger retail opportunities that would be hard to find in a neighborhood retail district. A large supermarket, department store, and movie theater are examples of businesses currently located at Hilldale.

- ✓ The neighborhood also has access to the redevelopment of a former Kohl's grocery site at the intersection of Midvale Boulevard and University Avenue. This retail development now offers neighbors a pharmacy, a book store, and a full service grocery store. Spring Harbor residents can reach the development by the Blackhawk Bicycle Trail.

Transportation Connections

- ✓ Pedestrian access and connections vary throughout the neighborhood. The southern residential section of the neighborhood has sidewalks as do the retail and civic nodes of the neighborhood.
- ✓ The remainder, and majority, of the neighborhood tends to lack sidewalks, but provides narrow, arbor lined streets that act as traffic calming measures. The lack of sidewalks is an important feature to many residents in the neighborhood, who enjoy the rural, character that comes from not having sidewalks along their tree-lined streets.
- ✓ There are significant numbers of streets in the neighborhood that are designated bike routes. These routes effectively connect the neighborhood to other neighborhoods, municipalities, and regional destinations, such as the UW campus. However, there are significant places in which connections are lacking and should be improved for better bicycle connectivity.
- ✓ The neighborhood only has two small areas of dedicated off street bike lanes located within the neighborhood. While they are strategically placed along sections of University Avenue, the neighborhood benefits from many arterial streets, and the Madison Comprehensive Plan calls for connections to be made on many of those highly traveled streets.
- ✓ There are two (2) primary bus routes, 8 and 60, that travel through the neighborhood and connect it to all of Madison and Shorewood Hills and several others that transverse through or near the neighborhood. Transit is highly used by neighborhood residents and provides a critical alternative to automotive travel. These connections are invaluable and truly tie the neighborhood to its surrounding context.
- ✓ The Madison Comprehensive Plan calls for light rail to be constructed along the southern border of the neighborhood. The proposed route follows the Wisconsin and Southern Railroad tracks and University Avenue. This improvement would provide the neighborhood with access to most of Dane County without a car. The implementation of rail to this intersection would encourage the neighboring sites to be redeveloped in a transit oriented way. Transit Oriented Development (TOD) would provide for an increased density of residential, retail, and office uses surrounding the rail station.
- ✓ The neighborhood has University Avenue, one of the largest streets on the west side of Madison, traveling through it. This is both a benefit and a major concern for the neighborhood. The street provides convenient access to many places throughout the region. However, it divides rather than connects the neighborhood and is unattractive. Current traffic counts for the street number around 36,000 cars per day.
- ✓ In contrast to University Avenue, the majority of the neighborhood streets are quiet residential streets, many of which are cul de sacs, frequently ending at the lake shore. The two exceptions to this are Capital Avenue and Whitney Way, larger streets, which connect the neighborhood to other parts of the City.

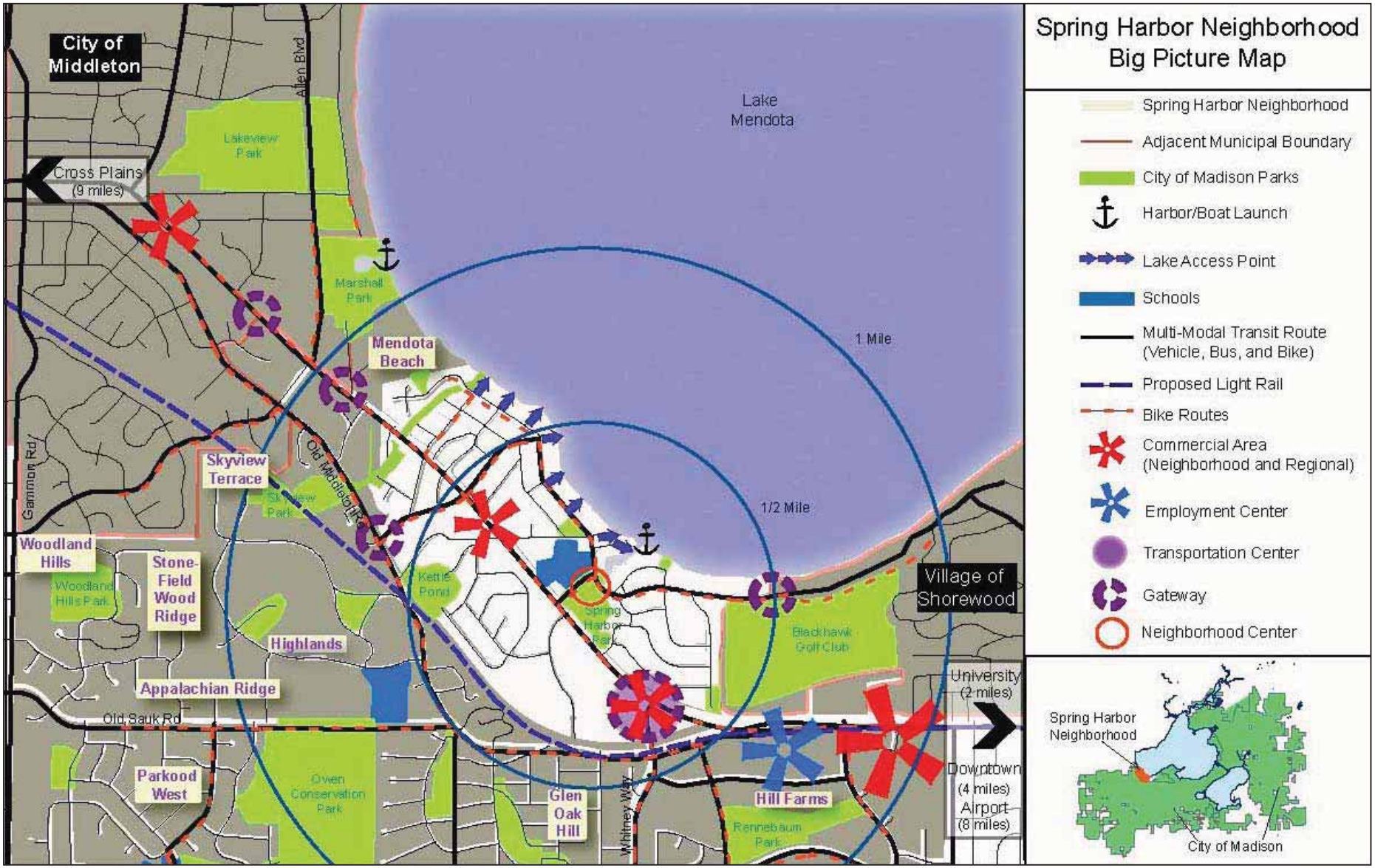


FIGURE 1.6 *Big Picture Map*

2 EXISTING CONDITIONS

Land Use

The land use of the neighborhood is a transition between different environments. Spring Harbor consists predominately of residential uses, with some variation along the main corridor, University Avenue.

The neighborhood provides residents with a wide variety of housing types and styles, ranging from small cottages, to large lakefront homes, to affordable apartments.

The northern half of the neighborhood is predominantly zoned R1 or R2. South of University Avenue, the neighborhood becomes much more diverse in housing types. There are defined R1 and R2 sections in this part of the neighborhood; however R3, R4, and R5 sections are also located here as well. These classifications tend to be the buffer between the single family residential and the commercial uses along University Avenue.

Non-residential uses comprise 11.4% of the land in the neighborhood. The two most prevalent types of non-residential land uses are commercial and open space. The commercial uses are located along University

Table 2.1 Existing Land Use

	Number of Parcels	Percent
Residential Single Family	719	88.6
Residential Two Family	4	0.5
Residential Three or More Units	18	2.2
Residential Other	1	0.1
Commercial	28	3.5
Institutional	2	0.2
Industrial	4	0.5
Parks and Open Space	15	1.8
Vacant	21	2.6
Total Parcels	812	100.0

Source: City of Madison Department of Planning and Development, 2005

FIGURE 2.1 *Brody Avenue Townhomes offer residents a choice in housing types*

FIGURE 2.2 *Irish Waters Pub, an established business in the neighborhood*

Avenue and are clustered into two distinct districts. The first district acts as a gateway to the neighborhood from the east at the intersection of University Avenue and Whitney Way. The zoning classification at this intersection and the blocks surrounding it is C3, allowing for a wide range of uses. The second district is found in the center of the neighborhood, along University Avenue between Norman Way and Capital Avenue. The zoning classifications for this district consist of C1 and C2 uses and requirements. The third district located around the intersection of Allen Boulevard and University Avenue consists of a mix of uses including offices, retail, a funeral home and a local church.

Parks and open space are found throughout the neighborhood. The size and types of parks vary from active recreational areas such as playgrounds and a beach, to passive preservation areas such as Kettle Pond and the Merrill Springs path.

There are various institutional uses in the neighborhood. The only school in the neighborhood is Spring Harbor Middle School. The school is located in the center of the neighborhood at University Avenue and Spring Harbor Drive. There is one church, Dale Heights Presbyterian, within the neighborhood which is located at University Avenue and Norman Way. A second, Asbury Methodist, is located just outside the neighborhood boundaries at Allen Boulevard and University Avenue.

Existing uses are compatible with one another as well as with the corresponding zoning classifications that are assigned to each parcel. The neighborhood is generally pleased with the current mix and character of land uses, but would like to see specific areas in the neighborhood redeveloped in a pedestrian friendly, transit oriented, neighborhood serving manner. These areas are primarily located along or near University Avenue. In addition to those sites, residents would like to see overall maintenance and improvements made throughout the neighborhood. Those improvements are outlined below.

The land use plan uses a broad brush to organize the City. While the zoning outlines what uses can be built and the uses that are allowed on each parcel. The zoning classifications are outline below.

Residential

R1 *- Single-Family Residence District*: Maximum density = 5.4 dwelling units/acre

R2 *- Single-Family Residence District*: Maximum density = 7.26 dwelling units/acre with exceptions under certain circumstances

R3 *- Single-and Two-Family Residence District*: Maximum density = 10.89 dwelling units/acre

R4 *- General Residence District*: Maximum density = 21.78 dwelling units/acre with exceptions under certain circumstances

R5 *- General Residence District* 822.4 acres: Maximum density = varies depending on the type of dwelling units with a maximum density of 62.2 dwelling units/acre

Commercial

C1 *- Limited Commercial District*: Maximum density varies depending on the type of dwelling unit, Maximum floor area ratio = determined by lot area, usable open space, building height and other factors

C2 *- General Commercial District*: Maximum density varies depending on the type of dwelling unit, Maximum floor area ratio= 3.0

C3 *- Highway Commercial District*: Maximum density varies depending on the type of dwelling unit, Maximum floor area ratio = 3.0

PUD *- Planned Unit Development District*: No predetermined density or floor area ratio

Parks and Open Space

C - *Conservancy District*: Maximum density = .10 dwelling units / acre

FIGURE 2.3 *An example of the unique single family homes in the neighborhood*

FIGURE 2.4 *Dale Heights Presbyterian Church, a strong institution in the community*

FIGURE 2.5 *Indian Hills Park offers residents recreational options*

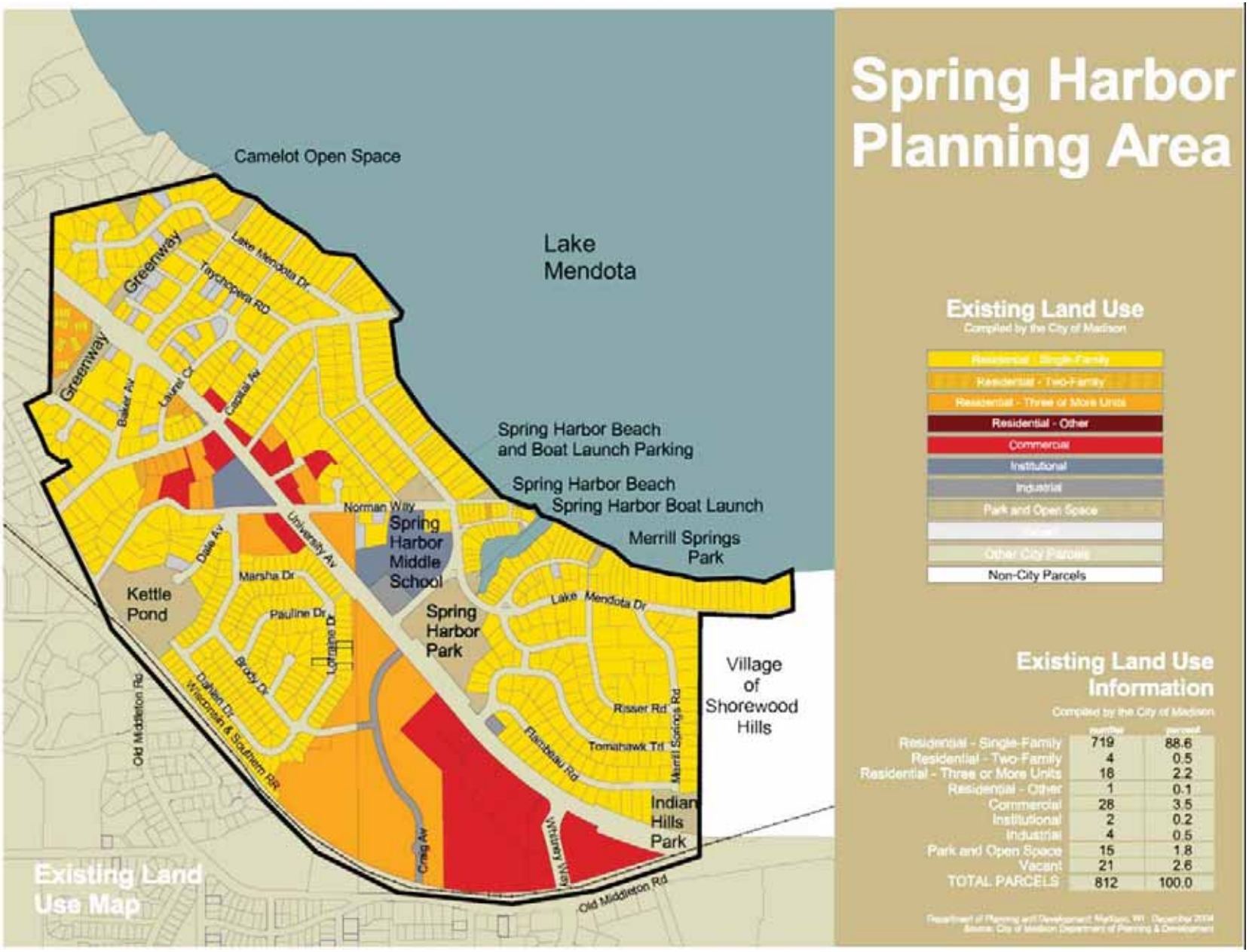


FIGURE 2.6 *Existing Land Use Map*

Transportation

One of the City's largest arterial streets, University Avenue, multiple bicycle and routes, and a railroad put the Spring Harbor neighborhood in close proximity to surrounding neighborhoods, the University of Wisconsin, downtown Madison, the Village of Shorewood, and the City of Middleton. These assets are fundamental to the existence of this neighborhood and continue to shape and drive the character of the neighborhood.

One of the more controversial issues in the neighborhood is the placement of sidewalks and pedestrian safety. Many residents praise the residential character of the neighborhood and attribute the character to their tree-lined streets without curb, gutter, and sidewalks.

The majority of the streets in the neighborhood share this character, with the exception of a small section of the southern half of the neighborhood. Many of the neighbors wish to improve pedestrian safety while maintaining the current character of the neighborhood.

The neighborhood has a wide range of bicycle facilities (Figure 2.11 on page 19). The main transit corridor, University Avenue, provides a multi-use trail along two thirds of the street in the eastern part of the neighborhood. In the middle of the neighborhood, bicyclists are encouraged to turn off University Avenue and travel via designated bicycle routes on local streets. The bicycle routes are available throughout the northern half of the neighborhood. The main route follows Lake Mendota Drive, which provides bicyclists access to the lake.

The southern half of the neighborhood has fewer bicycle routes, with the only one existing along the southern boundary of the neighborhood. Improving bicycle facilities would help to increase the number of residents who bicycle to work, which is currently 3% of the population.

Another bicycle resource is the wide curb lane along Whitney Way on the eastern edge of the neighborhood. This lane allows traffic to pass safely by a bicyclist without having to change lanes. While it is not completely in the neighborhood, it is a vital bicycle connection to the rest of the west side of Madison.

FIGURE 2.7 *A bike, car and boat can all be used in the Spring Harbor neighborhood*

FIGURE 2.8 *The Wisconsin & Southern Railroad creates the southern boundary of the neighborhood*

The existing mass transit in the neighborhood consists of eight different bus routes that travel throughout the entire neighborhood.

There are two (2) primary bus routes, 8 and 60, that travel through the neighborhood and connect it to all of Madison and Shorewood Hills and several others that transverse through or near the neighborhood. Figure 2.12 (on page 20) illustrates these two (2) routes as well as two (2) additional routes that travel through the neighborhood. All neighborhood residents have close access to at least one of these routes in the neighborhood. These routes connect into the City of Middleton and to the east side of Madison. Eleven percent of neighborhood residents use public transportation to commute to work on a regular basis.

The City's Comprehensive Plan calls for some form of rail to travel along the south border of the neighborhood. It would utilize the existing Wisconsin and Southern Railroad tracks. The neighborhood is anticipating this addition to the area and the City as a whole.

Finally, the street network in this neighborhood tends to follow a suburban winding pattern rather than a typical urban grid system. The busiest street in the neighborhood, University Avenue, carries about 36,000 cars per day, which is substantially more than the 1,200-5,200 cars per day that the local streets carry (Capital Avenue, carrying 5,200 cars, is an exception to the majority of neighborhood streets, which tend to carry significantly less traffic). This street is one of the busiest in the City and can be compared to East Washington Avenue (the busiest street), which has nearly 55,000 cars per day. Improving traffic flow and access to University Avenue from neighborhood streets is addressed in this plan. Within the neighborhood, the streets in the northern half frequently dead end into Lake Mendota, while the streets in the southern half abut either the railroad tracks or Kettle Pond.

FIGURE 2.9 *Madison Metro has 4 routes that travel to and through the Spring Harbor neighborhood*

FIGURE 2.10 *The busy intersection of Whitney Way and University Avenue*

FIGURE 2.11 *Bicycle Route Map*

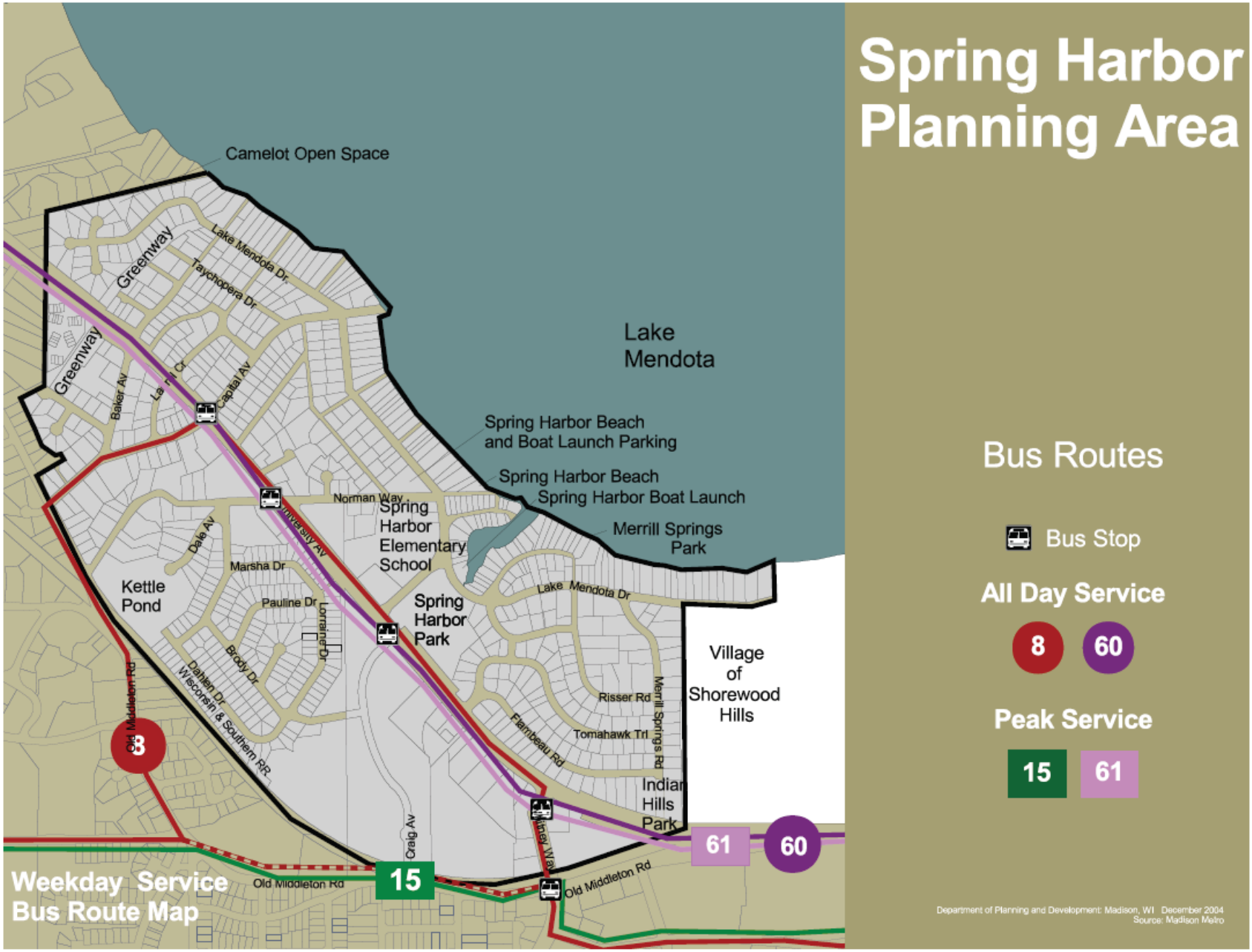


FIGURE 2.12 *Bus Route Map*

Housing

Currently, 91% of the neighborhood land is dedicated to housing, with a large mix in type, size, and style of units available. The neighborhood consists of 1,269 households, containing 2,665 people. The majority of homes are single family detached units, however, there is a significant presence, 30% of all units that are multi-family housing units. Spring Harbor homes are slightly older than the homes in the rest of the City. The median age of a home is 44 years, while the City of Madison median is 38 years old.

The following tables describe the age, size, and price of homes in the neighborhood.

FIGURE 2.13 *An example of a unique single family home in the neighborhood*

Table 2.2 Housing Units in Structure

	Spring Harbor Housing Units		City of Madison Housing Units	
1, detached	879	69.3%	40,338	45.3%
1, attached	61	4.8%	4,227	4.7%
2	0	0.0%	5,739	6.4%
3 or 4	24	1.9%	8,041	9.0%
5 to 9	142	11.2%	8,736	9.8%
10 to 19	88	6.9%	7,690	8.6%
20 to 49	148	11.7%	9,198	10.3%

Source: U.S. Census 2000

Table 2.3 Number of Bedrooms in Housing Unit

	Spring Harbor Housing Units		City of Madison Housing Unit	
No bedroom	52	4.1%	6,236	7.0%
1 bedroom	206	16.2%	16,800	18.9%
2 bedrooms	436	34.4%	28,632	32.2%
3 bedrooms	404	31.8%	29,527	33.2%
4 bedrooms	230	18.1%	9,476	10.6%
5 or more bedrooms	14	1.1%	1,682	1.9%

Source: U.S. Census 2000

Table 2.4 Mean Housing Costs

	Spring Harbor Neighborhood	City of Madison
Rent (per month)	$613	$640
Mortgage	$148,100	$137,700
Real Estate Taxes	$3,543	$3,319

Source: U.S. Census 2000

FIGURE 2.14 *Harbor Arms Apartments*

FIGURE 2.15 *Single-family homes along Spring Harbor*

Table 2.5 Value of Owner-Occupied Housing Units

	Spring Harbor Housing Units		City of Madison Housing Units	
Under $80,000	0	0.0%	1,259	3.4%
$80,000-$99,000	16	2.3%	3,629	9.8%
$100,000-149,999	179	26.1%	17,731	47.8%
$150,000-199,999	240	35.0%	8,701	23.4%
$200,000-$299,999	146	23.1%	4,156	11.2%
$300,000 to $399,999	24	3.5%	1,031	2.8%
$400,000-$749,999	46	6.7%	561	1.5%
Over $750,000	35	5.1%	54	0.15%

Source: U.S. Census 2000

Economic Development

The neighborhood contains a mix of businesses, which are primarily located in two areas along University Avenue. The first is assembled around the intersection with Whitney Way, while the second is clustered around Norman Way. Figure 3.1 on page 34 graphically depicts these areas. This neighborhood has an aging, but active workforce.

Workforce

The Spring Harbor neighborhood supplies the City and region with highly educated workers. There are just over 2,200 neighborhood residents active in the workforce. Most neighborhood residents are not currently enrolled in school, and those residents that are in school are completing their K-12 education. However, almost 65% of neighborhood residents (25 years or older) have a degree beyond a high school diploma, compared to 55% of the same age population in the City of Madison. Nearly 30% of neighborhood residents have an advanced college degree.

Table 2.6 Educational Attainment for Population age 25+

	Spring Harbor Neighborhood	City of Madison
Total:	1,996	126,804
High School or Less	5.2%	7.6%
High school graduate (includes equivalency)	10.3%	18.1%
Some College	20.4%	18.5%
Associate degree	7.8%	7.7%
Bachelor's degree	26.8%	27.3%
Advanced Degree	29.5%	20.9%

Source: U.S. Census 2000

Table 2.7 Median Income

	Spring Harbor Neighborhood	City of Madison
Median household income in 1999	$48,000	$41,941
Median family income in 1999	$66,638	$59,840
Per capita income in 1999	$33,285	$23,498

Source: U.S. Census 2000

Employment

This highly educated workforce is employed at high rates. While almost 30% of adults over the age of 25 are not in the labor force (who are currently not seeking for employment), and of those who are, only 1.5% are unemployed. In the City of Madison, about the same percentage of residents are not in the labor force, but 3.4% of residents are unemployed. Both are positive numbers for the neighborhood, as this means the vast majority of residents are actively working.

Residents are employed in the private, public and non-profit sectors. The private sector is the largest employer for neighborhood residents, with nearly 60% of residents employed in that sector of the job market. The government employs 30% of the residents, and almost 9% of the population is employed by a non-profit agency. Table 2.8 details employment by occupation for both Spring Harbor and the City of Madison, overall.

Table 2.8 Occupation (16+)

	Spring Harbor Neighborhood	City of Madison
Total:	1,533	121,828
Construction	3.1%	3.0%
Manufacturing	8.5%	8.4%
Wholesale trade	1.3%	2.0%
Retail trade	6.9%	11.0%
Transportation and warehousing, and utilities	0.5%	2.9%
Information	1.9%	3.5%
Finance, insurance, real estate and rental and leasing	8.1%	8.0%
Professional, scientific, management, administrative, and waste management services	13.6%	10.4%
Educational, health and social services	38.9%	30.0%
Arts, entertainment, recreation, accommodation and food services	5.0%	9.1%
Other services (except public administration)	5.5%	4.6%
Public administration	6.5%	6.6%

Source: U.S. Census 2000

Income
The income of neighborhood residents tends to match the high educational attainment, high employment rates, and high housing costs found within the neighborhood. The median per capita income in the neighborhood is $33,285 annually, while the household median income is $48,000. 80% of the neighborhood receives their income from wages or salary, while 20% of residents draw their income from retirement savings.

Neighborhood Commercial Nodes
While the majority of the neighborhood is residential, there are two major commercial nodes that contribute to the success of the neighborhood's economy. These two nodes are located along University Avenue, with the first being a neighborhood gateway at Whitney Way, and the second creating the core of the neighborhood between Norman Way and Capital Avenue. Between these two nodes there are nearly 30 businesses. There is a third node located on the northwestern border of the neighborhood. It consists of offices, retail, and institutional uses.

FIGURE 2.16 *Neighborhood Commercial on University Avenue at Norman Way*

FIGURE 2.17 *University Place at University Avenue and Whitney Way*

FIGURE 2.18 *Cress Funeral Home on University Avenue*

FIGURE 2.19 *The Erdman Holdings Campus Old Middleton Road and Whitney Way*

FIGURE 2.20 *Good-n-Loud Music on University Avenue*

FIGURE 2.21 *Brennan's Market at University Avenue and Capital Avenue*

Natural Resources

The Spring Harbor neighborhood has access to three major natural resources within its boundaries. The first, and most well known is Lake Mendota. The second and third, while less known and are equally important, they are Merrill Springs and Kettle Pond.

Lake Mendota is the largest lake in the City of Madison and Dane County at 9,740 acres and 83 feet deep. There are 21 miles of shorefront in the neighborhood. There are nine (9) public points of access for residents in the neighborhood. Seven (7) of the access points are lake courts, or street ends. These courts are designated as public access points, but not all are well maintained for public use. The neighborhood has two additional access points; they are Spring Harbor Beach and the Spring Harbor, which is equipped with a boat launch and a dock. The beach has a lifeguard on duty from June through August.

Merrill Springs is a unique feature to the neighborhood because of its proximity to the lakeshore. There were once many springs throughout the neighborhood, but because of ground water pumping, the majority of the springs have been drained. Merrill Springs Park still has a marker and a man-made stone ring formed around the historic location of the springs. Kettle Pond, located between Norman Way and Temkin Avenue on the southern boundary of the neighborhood, is the result of glacial movement more than 10,000 years ago. The 8-acre Kettle Park is a forest surrounding a small pond. This park is one of the City's 14 conservation parks that seek to preserve the natural aesthetics and habitat of the area. Currently, the neighborhood is working to restore the oak savannah environment.

FIGURE 2.22 *Spring Harbor and Lake Mendota*

FIGURE 2.23 *Merrill Spring and Park*

FIGURE 2.24 *Kettle Pond Conservation Park*

Parks and Open Space

There are seven public parks in the Spring Harbor neighborhood, and eight more within a mile of its borders. The seven parks contribute a large amount of open and recreational space for the residents. The two traditional parks in the neighborhood are Indian Hills Park and Spring Harbor Park. The former is 2.4 acres while the later is 7.4 acres. These parks provide playground equipment and open space for team sports. Spring Harbor Park is centrally located for access by all residents. It provides somewhat of a civic neighborhood campus with Spring Harbor Middle School and Spring Harbor Boat Launch across the street.

The other parks in the neighborhood are small green spaces that dot the neighborhood landscape and enhance the existing characteristics of the neighborhood. These parks (from north to south) include: Camelot Open Space, the Greenway, Spring Harbor Beach and Boat Launch Parking, Spring Harbor Beach, and the Spring Harbor Boat Launch. The majority of the active park space is located on the northern side of University Avenue with Kettle Pond and half of the Greenway being the two resources south of University Avenue.

FIGURE 2.25 *Spring Harbor Park*

FIGURE 2.26 *Indian Hills Park*

FIGURE 2.27 *Spring Harbor Middle School Grounds*

Historic and Cultural Resources

There are important historical resources within the boundaries of Spring Harbor. These resources significantly contribute to the neighborhood and City. Historic Madison, Inc. has designated four (4) sites in the neighborhood as historically significant to both the neighborhood and the City. These sites include two areas containing Native American Effigy Mounds, the Hickory Hill House, and the John R. Commons House.

The Native American Effigy Mound sites date to 800-1100 AD, while the homes and estates in the neighborhood date as far back as 1842 to as early as 1922. The diversity of such resources recognizes the history of this land and of past cultures.

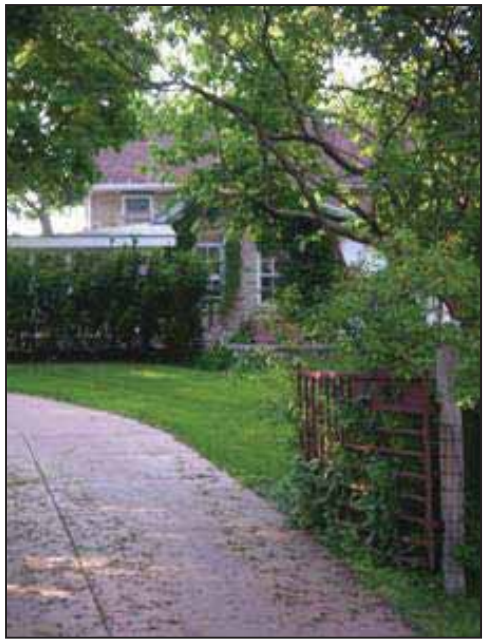


FIGURE 2.28 Hickory Hill House (1842) built by John G. Hicks. Presently (2006) owned by Daniel W. Erdman.

FIGURE 2.29 *Historic Photo of Lake Mendota Drive (Source: UW-Madison Digital Library)*

Community Facilities

The Spring Harbor Middle School is the neighborhood's main community facility and focal point. In addition to the school, the community has one child care center and one center of worship within the neighborhood boundaries as well as a second church close by.

Spring Harbor Middle School was originally opened in 1960 as an elementary school. The school was closed due to declining enrollment in 1980, but was reopened in 1996 as a magnet middle school. The school has a focus on environmental science. Interested students apply and are selected by a lottery drawing for entrance in 6th grade. The school today has an enrollment of 240 students in three grades (6, 7, and 8).

The building and school grounds are located at the center of the neighborhood and are a part of the civic neighborhood campus consisting of the school, Spring Harbor Park, and the Harbor. This natural grouping of activities is a major asset for the neighborhood and is an important resource as a neighborhood focal point.

FIGURE 2.30 *Dale Heights Presbyterian Church*

FIGURE 2.31 *Spring Harbor Middle School*

FIGURE 2.32 *Spring Harbor Middle School Grounds*

Utilities

Spring Harbor is well served by the full array of local and regional utilities.

The neighborhood is served by the Madison Metropolitan Sewer District for the public wastewater system. There are two wastewater pumping stations within the neighborhood. The first, owned by Madison Metropolitan Sewer District, is located next to Indian Hills Park. The second, owned by the City of Madison, is located on Lake Mendota Drive at the Village of Shorewood Hills boundary. The neighborhood currently has a water well site that is servicing the neighborhood and beyond, which is also operated by the City of Madison.

The neighborhood has many natural drainage systems because of its topography, green space, and lake access. This City has created and encouraged the Greenway in the neighborhood to be used as an existing drainage greenway. In addition to the Greenway, Kettle Pond is also used as an existing drainage facility.

MG&E provides electricity to the neighborhood and operates a power station next to Spring Harbor Middle School. The vast majority of power lines in the neighborhood are above ground and are of concern to neighborhood residents. From both a safety perspective as well as an aesthetic one, the overhead power lines are undesirable in the neighborhood.

FIGURE 2.33 *Utility Lines along University Avenue*

FIGURE 2.34 *MG&E Power Station on Spring Harbor Drive*

FIGURE 2.35 *Utility Lines along Lake Mendota Drive*

Intergovernmental Cooperation

The neighborhood is uniquely situated within the City of Madison, in that it shares or nearly shares borders with the City of Middleton and the Village of Shorewood Hills. The City of Middleton is within two blocks of the neighborhood and therefore development decisions that are made either in the neighborhood or in Middleton will affect one another. The same situation exists with the Village of Shorewood Hills whose western boundary is the neighborhood's eastern boundary. In addition to the two adjacent municipalities, one of this neighborhood's great assets is Lake Mendota. Therefore, any lake project that the City or the neighborhood undertakes must be approved by the other municipalities bordering the lake.

University Avenue is the main corridor that runs through the middle of the Spring Harbor neighborhood. This road has joint jurisdiction as it is a Dane County Highway, but is maintained and patrolled by the City of Madison. Reconstruction efforts of the road would need to include both the City and the County.

FIGURE 2.36 *Spring Harbor Neighborhood will need to coordinate with the City of Madison, including the Parks Department for implementation*

FIGURE 2.37 *The City of Middleton is directly to the north and west of Spring Harbor Neighborhood*

FIGURE 2.38 *The Village of Shorewood Hills is adjacent to Spring Harbor Neighborhood*

University Avenue Corridor

University Avenue presents unique issues and opportunities for the neighborhood. The street, which is also referred to as Dane County Highway MS, US Highway 12, and University Avenue, is primarily a four (4) lane arterial road with a center turn lane along most of its length. It expands to six (6) lanes just east of the neighborhood. This highway connects Illinois and Minnesota thru Dane County.

Currently, the land uses change significantly along University Avenue throughout the neighborhood. On the eastern edge of the neighborhood it is a larger commercial node for the neighborhood, with commercial and office uses lining the southern side of the street. The northern half is open space. In the middle of the neighborhood, the land uses form the neighborhood commercial node with commercial uses on both sides of University Avenue. The commercial buildings that line the street are typically set back far enough from the street to place a parking lot between the street and the building. This distance disconnects the street from the buildings and makes the stores appear further apart than they are.

The western section of the road within the neighborhood, University Avenue is predominately residential with both single family and multi-unit structures facing the street. This ever evolving street front requires sensitive planning and careful guidelines for future use.

As a transportation arterial, the street is multi-modal; however, it is so at infrequent points. The street has a dedicated bicycle path along approximately two-thirds its length in the neighborhood. This path is an off street bicycle path for bicyclists and pedestrian use only. The remainder of the street has sidewalks on one side of the street.

There are three Madison Metro Routes on the street connecting the neighborhood to Middleton, Shorewood, and the rest of the Madison metropolitan area. Vehicle usage on this street is heavy. The busiest section of the street is between Whitney Way and Capital Avenue where 36,450 cars travel daily. The remaining stretch of the street sees only 1,000 fewer cars per day.

The street acts as both a backbone for the neighborhood, providing commercial services and transportation connections, and as a barrier, as the lack of bicycle and pedestrian services make accessing half of the neighborhood quite difficult. It is with all this in mind that the following goals and recommendations were set forth.

FIGURE 2.39 *University Avenue today*

3 GOALS AND RECOMMENDATIONS

Introduction

The following chapter outlines the goals and recommendations for the Spring Harbor neighborhood. The chapter is broken down into the same ten (10) sections that are found in the existing conditions report. Each chapter has a corresponding chart that outlines both the goals and the recommendations related to each goal. There are lead implementation organizations attached to each of the recommendations. These organizations were selected to be the responsible implementation party because of the jurisdiction they have related to the recommendations. A full description of those organizations can be found in Appendix A. As needed, there is a map that geographically presents the recommendations. These maps follow the charts in each chapter.

There are four specific areas, referred to in this plan as Spring Harbor Sites (SH Site), within the neighborhood that continually arise within the goals and recommendations. Rather than repeat the boundaries of those areas each time they are mentioned in this chapter, Map 3.1 geographically outlines those areas. A description of each area is found below.

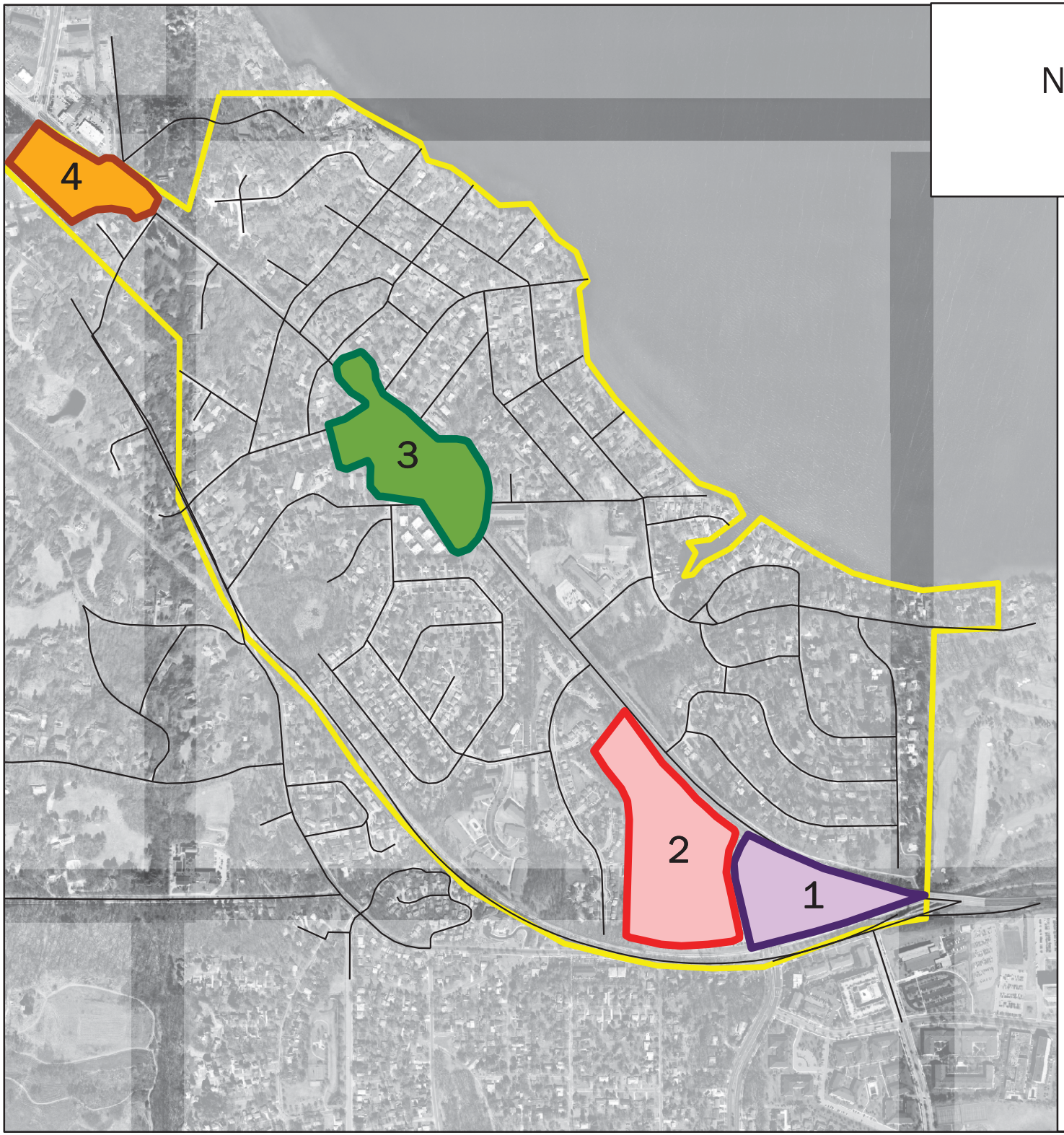
SH SITE 1:
Known as University Place Associates. Boundaries are University Avenue (on the north), One lot deep along Whitney Way (on the west), and Southern Wisconsin Railroad-Old Middleton Road (on the east & south).

SH SITE 2:
University Avenue (on the north), Perkins and the Erdman Holdings Campus (on the west), Southern Wisconsin Railroad (on the south), and one lot west of Whitney Way (on the east).

SH SITE 3:
Middle of the neighborhood adjacent to Spring Harbor School (aka Country Hearth Bread Store, Gene's Salon, Barbie's Cookies building, Pancake House, Valvoline, Spring Harbor Auto Clinic, Badger Car Wash, Flowerama, Brennans, Dale Heights Church, Playful Kids Learning Center, Stop and Go, Klinke Cleaners, Blue Mountain Coffee).

SH SITE 4:
West end neighborhood (aka Cress Funeral Service, Asbury Church, Imperial Gardens, Life Insurance building).

Boundaries are one lot deep along University Avenue from Allen Boulevard to Hickory Hollow condominiums on the south and Camelot Drive homes on the east.



Spring Harbor Neighborhood Sites

Figure 3.1
May 2006

Legend

SH Site 1

University Avenue (on the north),
One lot deep along Whitney Way
(on the west),
Southern Wisconsin Railroad-
Old Middleton Road (on the east & south).

SH Site 2

University Avenue (on the north),
Perkins and Erdman warehouses
(on the west),
Southern Wisconsin Railroad (on the south),
and one lot west of
Whitney Way (on the east).

SH Site 3

Boundaries are businesses
and municipal services along
University Avenue between
Norman Way and Capital Avenue

SH Site 4

Boundaries are one lot deep
along University Avenue from
Allen Boulevard to Hickory Hollow
condominiums on the south and
Camelot Drive homes on the east.

SAA

Land Use

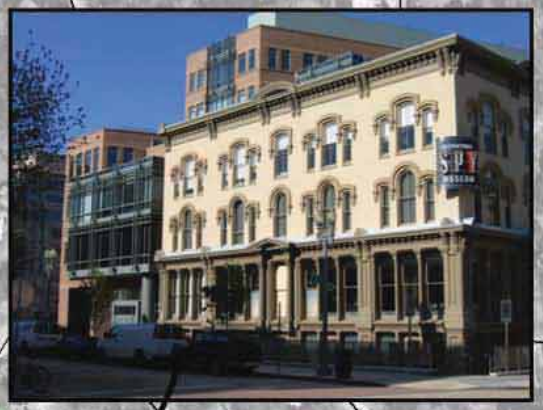
GOAL	RECOMMENDATION	LEAD IMPLEMENTATION
1. The residential character of the neighborhood should be enhanced and preserved	1. Any future residential redevelopment must be at a height and scale that is compatible with and is sensitive to the built character of the neighborhood.	City
	2. Continue to provide information, and where appropriate expertise on existing codes for residential development zoning changes or variances. At a minimum, encourage the alder person to provide development (e.g. variance requests, redevelopment requests, demolition permits, etc.) notices to the designated neighborhood representative.	City/ Neighborhood
2. Enhance University Avenue as a vibrant mixed-use corridor for the neighborhood and surrounding communities, that includes retail, civic, office, cultural, residential, institutional, and recreational uses.	3. As redevelopment opportunities become available, commercial uses for SH Site 3 should be consistent with the following Neighborhood Mixed Use District Guidelines as outlined in the City's Comprehensive Plan. (See Figure 3.3) The comprehensive redevelopment plan prepared prior to any redevelopment of Site 3 should include detailed recommendations regarding the arrangement of individual land uses; building locations; site access, circulation and parking; and design standards addressing building scale and height, site amenities, and such other factors as may be determined during the planning process.	City

	4. Request the Plan Commission and Common Council to amend the City's Comprehensive Plan to change the portion of Site 1 and 2 designated NMU (Neighborhood Mixed-Use) to CMU (Community Mixed-Use); with the remainder of Site 2 to retain the Employment land use classification (See City Comprehensive Plan Map 2.2h in Appendix D). The CMU designation is recommended to encourage future redevelopment on both sides of Whitney Way as a relatively high density Transit Oriented Development employment district that may include limited retail and residential uses to support the primary recommended employment use. The comprehensive redevelopment plan prepared prior to any redevelopment of Site 1 and 2 should include detailed recommendations regarding the arrangement of individual land uses; building locations; site access, circulation and parking; and design standards addressing building scale and height, site amenities, and such other factors as may be determined during the planning process. A sample of neighborhood sentiment for what would be appropriate is: ✓ An Erdman type campus with green space ✓ A collection of art/gallery/music stores, or specialty stores that would create a destination type place. ✓ A Kennedy Place Type building ✓ Collection of "locally owned" stores rather than "chain" stores ✓ Foot traffic stores ✓ Complement to educational facilities: (noted that Wingra School is locating just a block or two to the south), the Spring Harbor elementary school, and possibly other employment schools or training facilities. ✓ Update the Urban Design District for University Avenue Corridor, with particular emphasis on a street redesign/configuration that helps to create a narrower field of vision for motorists. Buildings examples the Neighborhood feels would be inappropriate for the site: ✓ A Weston Place Condominium building ✓ The Twin Towers (Johnson Bank and TDS) located at the intersection of Old Sauk and Junction Roads) ✓ Any BIG BOX solo national entrepreneurships ✓ Skyscrapers	City
	5. Maintain existing zoning and land use for residential uses on University Avenue in order to prohibit commercial uses from encroaching on residential uses of the neighborhood.	City

Spring Harbor Neighborhood Concept Plan for Community Mixed Use Redevelopment Site

Figure 3.2
May 2006

**Community Mixed Use Recommendations can be found in both the Recommendations Section, as well as in the Design Guidelines section of the plan.*



Legend

- Potential Rail Station
- Neighborhood Boundary
- Pedestrian Friendly Streetscape
  (Wide Sidewalks, Landscaped Terrace, Pedestrian Amenities)
- Existing Building to Remain
- Employment Area
- Community Mixed Use Redevelopment Area

N

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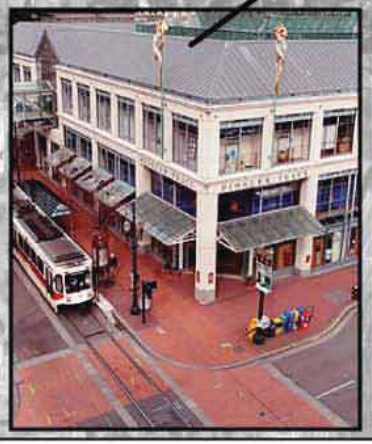

Spring Harbor Neighborhood Neighborhood Mixed Use Concept Plan

Figure 3.3
May 2006

**Neighborhood Mixed Use Recommendations can be found in both the Recommendations Section, as well as in the Design Guidelines section of the plan.*

Capital Ave
Julia St
Baker Ave
Norman Way
Norman Way
Temkin Ave
University Ave
Craig Ave

Legend

- Neighborhood Mixed Use Redevelopment Area
- Existing Building to Remain
- Pedestrian Friendly Streetscape
  (Wide Sidewalks, Landscaped Terrace, Pedestrian Amenities)
- Neighborhood Boundary
- Street

N

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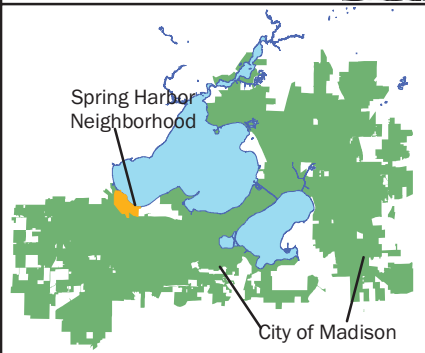
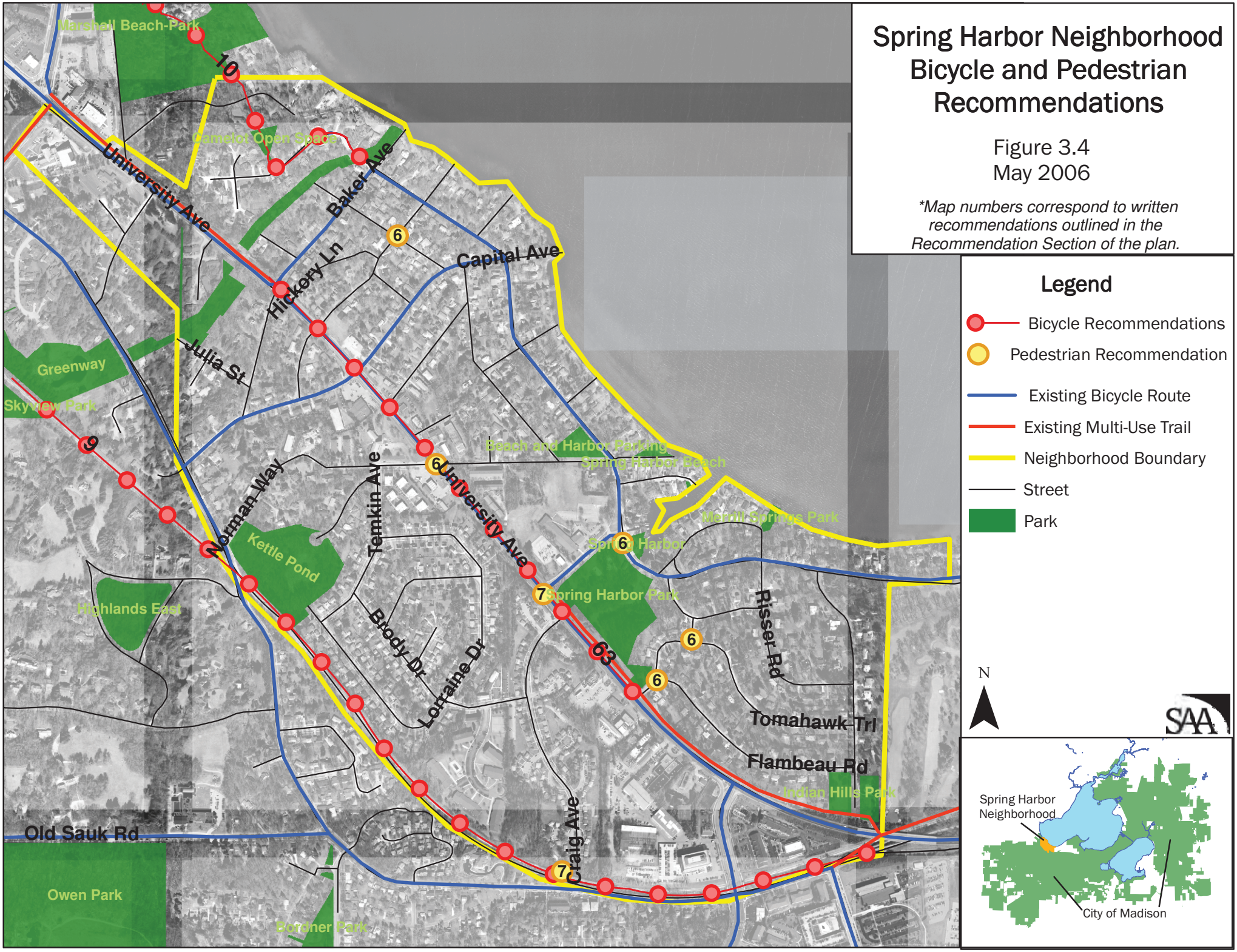
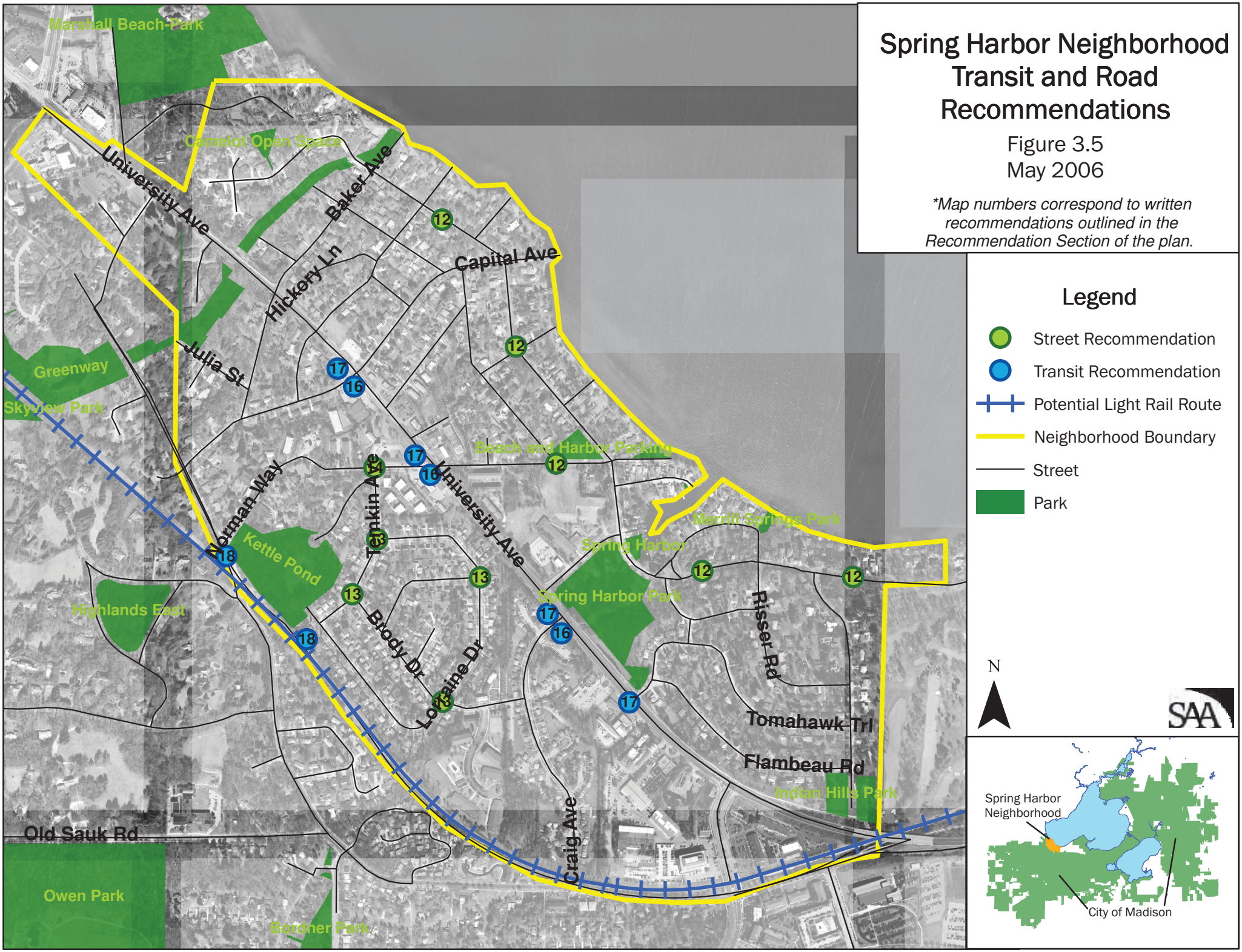


Transportation

GOAL	RECOMMENDATION	LEAD IMPLEMENTATION
3. Improve pedestrian safety throughout the neighborhood	6. The neighborhood will work with the city to improve pedestrian safety at the following locations, while simultaneously retaining neighborhood character, which consists of narrow and tree lined streets. Priority locations for pedestrian safety improvements include: ✓ Norman Way between Old Middleton Road and Spring Harbor Beach ✓ Intersection of Flambeau Road and Tomahawk Trail ✓ Intersection of Tomahawk Trail and Minocqua Crest ✓ Intersection of Laurel Crest and Taychopera Road ✓ Entire length of Lake Mendota Drive	Neighborhood
	7. Improve the lighting, size, and safety of the Spring Harbor Drive Tunnel and the Knocke's Tunnel to enhance pedestrian movement throughout the neighborhood.	City/WisDOT
	8. Review local street improvements on a case by case basis with the neighborhood and the alder to include possible alternatives for road surfaces, runoff, and pedestrian access paths.	City
4. Bicycle paths and routes should be integrated throughout the neighborhood	9. Construct a new multi-use trail along the Wisconsin & Southern Railroad corridor beginning at the Blackhawk Trail and continuing into Middleton.	City/WisDOT
	10. Request the City's Transportation Division create a bicycle connection from Lake Mendota Drive to Marshall Park.	City
	11. Encourage local businesses to install bicycle parking outside of their stores or offices.	Neighborhood


Spring Harbor Neighborhood Bicycle and Pedestrian Recommendations
Figure 3.4
May 2006
*Map numbers correspond to written recommendations outlined in the Recommendation Section of the plan.
Legend
Bicycle Recommendations
Pedestrian Recommendation
Existing Bicycle Route
Existing Multi-Use Trail
Neighborhood Boundary
Street
Park
N
SAA
Spring Harbor Neighborhood
City of Madison
Marshall Beach-Park
Camelot Open Space
University Ave
Baker Ave
Hickory Ln
Capital Ave
Julia St
Greenway
Skyview Park
Beach and Harbor Parking
Spring Harbor Beach
Merrill Springs Park
Spring Harbor
Spring Harbor Park
Norman Way
Kettle Pond
Temkin Ave
University Ave
Highlands East
Brody Dr
Lorraine Dr
Risser Rd
Tomahawk Trl
Flambeau Rd
Indian Hills Park
Craig Ave
Old Sauk Rd
Owen Park
Boroner Park
10
9
2
6
7
63

GOAL	RECOMMENDATION	LEAD IMPLEMENTATION
5. Improve local streets	12. Encourage the City to allow traffic calming elements to be implemented on unimproved streets in order to increase safety on Norman Way, Greening Lane, and Lake Mendota Drive.	Neighborhood
	13. Work with the City to improve pedestrian safety along Brody Drive, Lorraine Drive, Marsha Drive, Pauline Avenue, and Temkin Avenue.	Neighborhood
	14. Create a curb along the corners of the intersection of Norman Way, Dale Avenue, and Temkin Avenue, which would permit for a traffic circle to be located in the middle of that intersection.	City
6. Improve public transportation service for the neighborhood	15. Work with Madison Metro to provide more frequent bus service serving the neighborhood during rush hour and to increase the number of routes heading west of the neighborhood. The neighborhood should encourage Middleton to increase Metro service routes and times so it is easier for Spring Harbor residents to use Metro as a transit alternative.	City/ City of Middleton
	16. Improve pedestrian access and connections to sidewalks to the Metro stops along University Avenue by providing safe crosswalks at the following intersections: Craig Avenue, Norman Way, and Capital Avenue.	City
	17. Work with local businesses to provide consistent landscape themes and improved amenities for the Metro stops at University Avenue and Flambeau Road, Craig Avenue, Norman Way, and Capital Avenue.	Neighborhood
	18. The Transport 2020 commuter rail project is currently entering the preliminary engineering phase of implementation. The start up service includes daily commuter rail service between Greenway Center in Middleton and East Towne Mall, operating within the current freight rail corridor (including the Wisconsin and Southern Railroad in Spring Harbor). A station is recommended in the Old Middleton Road/Whitney Way area. This improvement should not come in lieu of improvements to current Madison Metro. A second neighborhood stop could be located at Norman Way or Temkin Avenue.	City and County


Spring Harbor Neighborhood Transit and Road Recommendations
Figure 3.5
May 2006
*Map numbers correspond to written recommendations outlined in the Recommendation Section of the plan.
Legend
Street Recommendation
Transit Recommendation
Potential Light Rail Route
Neighborhood Boundary
Street
Park
N
SAA
Spring Harbor Neighborhood
City of Madison
Marshall Beach Park
Camelot Open Space
University Ave
Baker Ave
Hickory Ln
Capital Ave
Julia St
Greenway
Skyview Park
Beach and Harbor Parking
Merrill Springs Park
Spring Harbor
Spring Harbor Park
Norman Way
Kettle Pond
Tonkin Ave
University Ave
Highlands East
Brody Dr
Lorraine Dr
Risser Rd
Tomahawk Trl
Flambeau Rd
Indian Hills Park
Craig Ave
Old Sauk Rd
Owen Park
Borchert Park
12
13
16
17
18

Housing

GOAL	RECOMMENDATION	LEAD IMPLEMENTATION
7. Maintain the existing residential character within the neighborhood	19. Provide new residents with information about the services provided by the neighborhood, the City, and local businesses.	Neighborhood
	20. Maintain the current mix of housing types in the neighborhood, at various prices, to offer a variety of housing options to current and new residents.	Neighborhood
	21. Work with related housing agencies to ensure that residents currently residing in apartments that are being converted into condominiums have alternative housing options, preferably in the neighborhood.	Neighborhood
	22. Encourage residential property owners to use sustainable building practices, low impact development methods, and incorporate green building materials into their construction projects.	Neighborhood

Economic Development

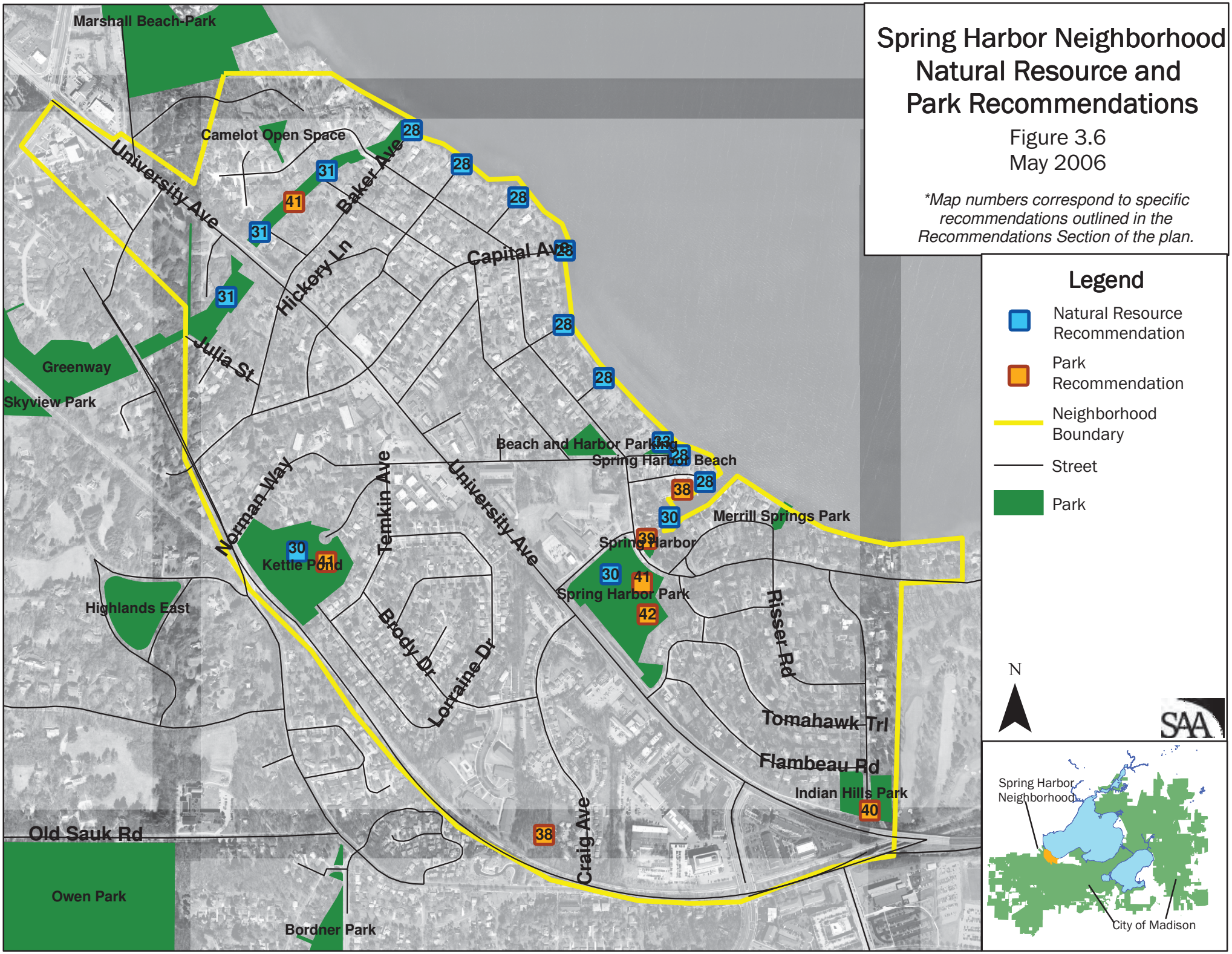
GOAL	RECOMMENDATION	LEAD IMPLEMENTATION
8. Neighborhood Mixed Use development should be supported SH Site 3	23. Encourage neighborhood services to occupy SH Site 3 that complement the existing businesses.	Neighborhood
	24. If redevelopment occurs, work with developers to ensure that existing goods and services are retained and complimentary businesses are added to the neighborhood.	Neighborhood
9. Community Mixed Use and Employment development should be supported on SH Sites 1and 2	25. Encourage retention of existing businesses within SH Sites 1 and 2 as redevelopment occurs.	Neighborhood
	26. Encourage a diverse mix of services and stores that can serve the neighborhood and the community as redevelopment occurs.	Neighborhood
	27. Explore financing options to facilitate redevelopment. The dollars gained from funding sought should also go towards increasing physical neighborhood amenities such as entrance signs and decorative lighting.	Developer

Natural Resources

GOAL	RECOMMENDATION	LEAD IMPLEMENTATION
10. Improve the natural resources within the neighborhood as well as resident access to these resources	28. Improve public lake access at Spring Harbor and other lake access courts throughout the neighborhood. Construct a handicap accessible path to create lake access at the most appropriate location to comply with ADA rules.	City
	29. Work with the neighborhood and the City to implement the requirements specified in the maintenance plan concerning lake access courts. (See Appendix C for full maintenance plan)	Neighborhood/ City
	30. Conduct an annual neighborhood clean-up day for all natural areas within the neighborhood, but with a specific focus on Spring Harbor, Spring Harbor Beach, and Kettle Pond.	Neighborhood
	31. Pursue the construction of a low-impact walking path through the Greenway located north of Baker Avenue for passive recreation use for neighbors on the western edge of the neighborhood.	Neighborhood
11. Improve the ecology of Lake Mendota	32. Work with the City, County, and WI DNR to have Spring Harbor dredged.	County/WI DNR
	33. Request the City Parks Division plant vegetation around the beach in order to discourage waterfowl, improve the safety, increase the use of the beach, and improve the water quality of the lake, with the help of the neighborhood.	City
	34. Encourage rain gardens throughout the neighborhood to reduce stormwater runoff.	Neighborhood
	35. Work with City Engineering and City Parks to encourage plantings along the lake access courts that can allow for stormwater infiltration.	City/ Neighborhood
	36. Work closely with the city so when chip seal application to a roadway is used, that mitigation efforts are implemented that limit runoff of tar, oil, and other chemicals into the lake, streams, and gutters that feed the lake.	City

Parks and Open Space

GOAL	RECOMMENDATION	LEAD IMPLEMENTATION
12. Expand the number of parks in the neighborhood as land becomes available	37. Create a small neighborhood park with a tot lot to the south and west of University Avenue to serve this part of the neighborhood, which is underserved by existing parks.	City/ Neighborhood
13. Maintain and enhance existing services offered at neighborhood parks	38. Request the Parks Division maintain lifeguard service at Spring Harbor Beach.	City
	39. Request the City's Parks Division increase boat storage at Spring Harbor, with a priority of use being reserved for Spring Harbor residents.	City
	40. Find a location within an existing park or neighborhood, possibly at Indian Hills Park, to create a community garden. Collaborate with Spring Harbor Middle School to implement this recommendation.	Neighborhood
14. Control invasive species within the neighborhood's parks and recreation areas, in order to preserve the natural character throughout the neighborhood, and to protect local plants and wildlife	41. Work with the neighborhood Garden Club and Spring Harbor Middle School to control invasive species, and replant native species.	Neighborhood
	42. Create an oak savannah at Spring Harbor Park in conjunction with Spring Harbor Middle School. The oak savannah should complement the Hickory Grove that exists today.	Neighborhood


Spring Harbor Neighborhood Natural Resource and Park Recommendations
Figure 3.6
May 2006
*Map numbers correspond to specific recommendations outlined in the Recommendations Section of the plan.
Legend
Natural Resource Recommendation
Park Recommendation
Neighborhood Boundary
Street
Park
N
SAA
Spring Harbor Neighborhood
City of Madison
Marshall Beach-Park
Camelot Open Space
University Ave
Baker Ave
Hickory Ln
Capital Ave
Julia St
Greenway
Skyview Park
Beach and Harbor Parking
Spring Harbor Beach
Norman Way
Temkin Ave
University Ave
Merrill Springs Park
Spring Harbor
Kettle Pond
Spring Harbor Park
Highlands East
Brody Dr
Lorraine Dr
Risser Rd
Tomahawk Trl
Flambeau Rd
Indian Hills Park
Craig Ave
Old Sauk Rd
Owen Park
Bordner Park
28
31
41
30
38
39
42
40

Historic and Cultural Resources

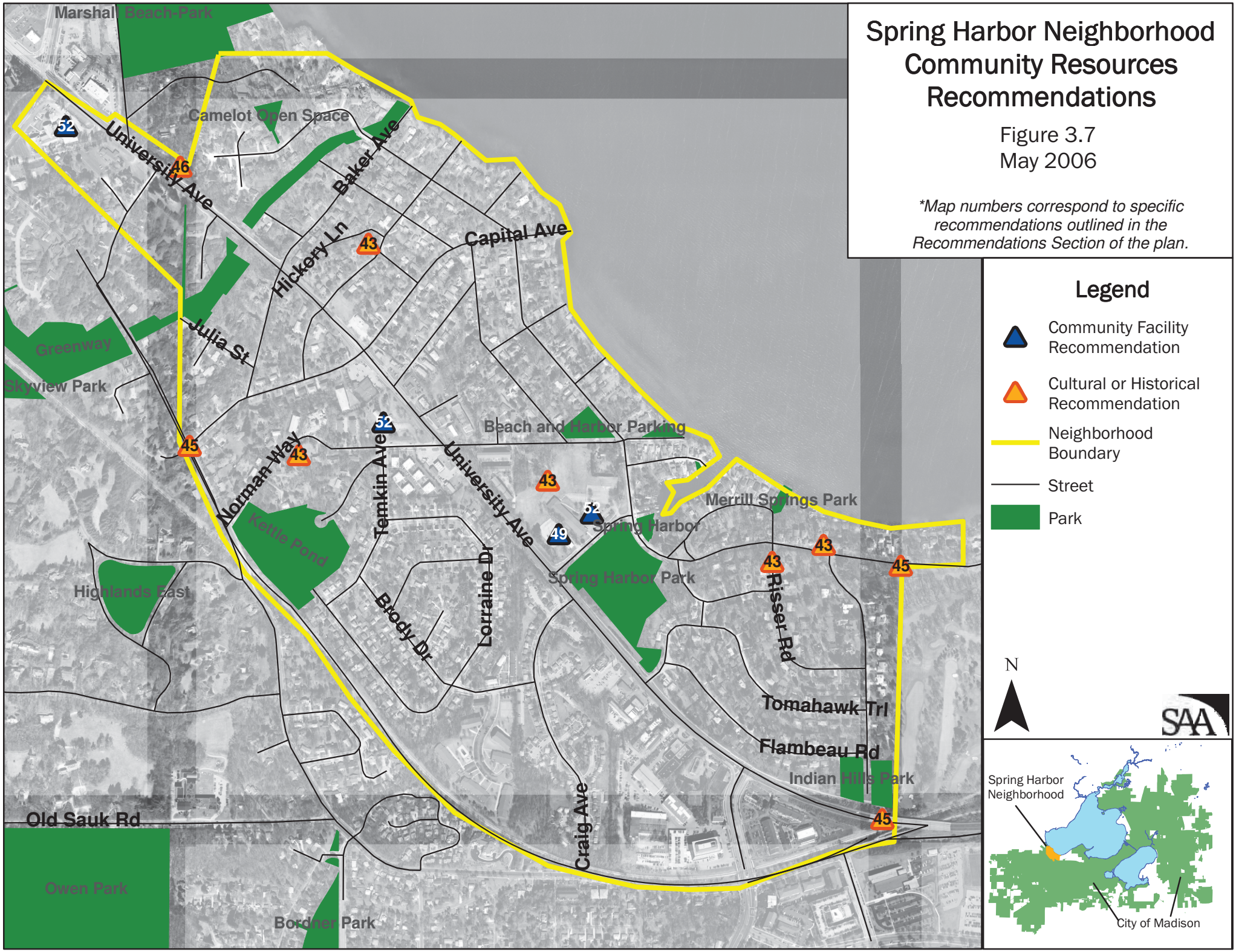
GOALS	RECOMMENDATIONS	LEAD IMPLEMENTATION
15. Preserve and honor the four Historic Madison, Inc. designated historic landmarks within the neighborhood	43. Formally recognize the following properties in a neighborhood publication: ✓ Merrill Spring Effigy Mound (5030-34, 5040-42, 5053, 5101 Lake Mendota Dr) ✓ Spring Harbor Effigy Mound (1110 Spring Harbor Dr, 1775 Norman Way, 5388 University Ave) ✓ Hickory Hill House (1721-1729 Hickory Dr) ✓ John R. Commons House (1645 Norman Way)	Neighborhood
16. Seek out additional sites/locations that are historically significant for the neighborhood	44. Encourage the development of a neighborhood historic preservation committee to identify historic sites and apply for formal historic status. The first locations to be nominated for formal status should be the property at 1775 Norman Way and Merrill Springs Park.	Neighborhood
17. Increase the awareness of services and programs available to residents within the neighborhood	45. Provide neighborhood entrance signs and landscaping at key locations throughout the neighborhood including: Indian Hills Park, Lake Mendota Drive and the City Boundary, University Avenue and Allen Boulevard, Old Middleton Road and Capital Avenue.	Neighborhood
	46. Encourage the City to construct gateway signs to the City of Madison at University Avenue and Allen Boulevard.	City
	47. Implement a public relations campaign for neighborhood businesses and amenities to create the following items: ✓ A neighborhood handbook/brochure that outlines goods and services offered by organizations and businesses within the neighborhood. ✓ A map of historic sites that could be used as a walking tour of historic sites within the neighborhood. ✓ A business feature column in the neighborhood newsletter and on the neighborhood website	Neighborhood

Community Facilities

GOALS	RECOMMENDATIONS	LEAD IMPLEMENTATION
18. Spring Harbor Middle School should remain open and should partner with SHNA to serve as a neighborhood community center	48. Continue to coordinate programs and activities between the neighborhood and the school (Possible uses could include neighborhood meetings and enrichment courses).	Neighborhood
	49. Improve access to the school building for the neighborhood and its residents during non-school hours.	School
19. Improve safety within the neighborhood	50. Increase police patrols in the neighborhood. Potential expansion ideas include intergovernmental cooperation with Shorewood Hills Police to patrol parts of the Spring Harbor Neighborhood and encouraging the Madison Police Department to implement a traffic enforcement officer classification (who would have the ability to monitor traffic and write speeding tickets only).	Neighborhood
	51. Create a neighborhood safety committee that would directly address safety issues, including monitoring traffic calming efforts.	Neighborhood
20. Maintain good working relationships with neighborhood institutions (schools, churches, etc.)	52. Continue to include these neighborhood institutions in neighborhood initiatives and utilize them as meeting locations for neighborhood functions.	Neighborhood

Utilities

GOALS	RECOMMENDATIONS	LEAD IMPLEMENTATION
21. Maintain, upgrade, and enhance all utilities within the Spring Harbor Neighborhood to improve both the aesthetics and quality of life in the neighborhood	53. Bury existing overhead utility lines when streets are reconstructed or major projects are developed.	Neighborhood/ MG&E
	54. Work with MG&E to provide better screening of their facilities in the neighborhood.	MG&E
	55. Encourage business owners, when redeveloping or rehabilitating their properties, to utilize "green" construction methods to promote energy savings and stormwater infiltration.	Neighborhood
	56. Work with City Engineering to improve stormwater runoff issues at specific sites including: Norman Way, Camus Lane, and Minocqua Crest.	City


Spring Harbor Neighborhood Community Resources Recommendations
Figure 3.7
May 2006
*Map numbers correspond to specific recommendations outlined in the Recommendations Section of the plan.
Legend
Community Facility Recommendation
Cultural or Historical Recommendation
Neighborhood Boundary
Street
Park
N
SAA
Spring Harbor Neighborhood
City of Madison
Marshall Beach-Park
Camelot Open Space
University Ave
Baker Ave
Hickory Ln
Capital Ave
Julia St
Greenway
Skyview Park
Norman Way
Temkin Ave
Beach and Harbor Parking
Merrill Springs Park
Spring Harbor
Spring Harbor Park
Kettle Pond
Highlands East
Brody Dr
Lorraine Dr
Risser Rd
Tomahawk Trl
Flambeau Rd
Indian Hills Park
Craig Ave
Old Sauk Rd
Owen Park
Bordner Park
52
46
43
45
49

Intergovernmental Cooperation

GOALS	RECOMMENDATIONS	LEAD IMPLEMENTATION
22. Increase communication and involvement with surrounding governments and organizations	57. SHNA should work with adjoining neighborhoods to discuss redevelopment of key properties within the Spring Harbor neighborhood that have an impact on their quality of life.	Neighborhood
	58. SHNA should join in the discussions of approval of developments that are located outside the neighborhood boundaries, but will have an impact on the neighborhood, e.g. - the Hilldale Mall redevelopment.	Neighborhood
	59. SHNA should appoint a zoning/development committee to increase awareness about reconstruction and remodeling projects within the neighborhood. This committee could also help to represent the neighborhood in the redevelopment of key commercial properties in the neighborhood.	Neighborhood
	60. Work with the City to incorporate the Spring Harbor Neighborhood Plan Design Guidelines for University Avenue as a part of Urban Design District #6.	City
	61. Work with various City Departments, committees, commissions and other agencies to implement the recommendations outlined in the Spring Harbor Neighborhood Plan. This will be particularly important for the reconstruction of University Avenue and major private redevelopment projects that will increase traffic impacts on the neighborhood.	Neighborhood

University Avenue Corridor

GOALS	RECOMMENDATIONS	LEAD IMPLEMENTATION
23. Reconstruct University Avenue Corridor from Allen Boulevard to the Segoe Road	62. Work with the Alderperson and the County Supervisor to strongly encourage Dane County and City of Madison plans to reconstruct the University Avenue corridor from Allen Boulevard to Segoe Road by the year 2010. Reconstruction should include: four lanes of traffic, two way turn lanes at all major intersections and bike lanes, an upgrade of the trail on the north side of the street as a safe route to the elementary school, a sidewalk on south side of the street, pull-outs for buses, and fully improved curb, gutter, stormwater treatments, and pedestrian crosswalks and safety improvements. The reconstruction of University Avenue should specifically address the issues below and include the following amenities: ✓ A traffic light at Norman Way ✓ Pedestrian awareness signs just east of Whitney Way & west of Capital Avenue. ✓ Visible crosswalks at Capital Avenue, Norman Way, Spring Harbor Dr, and Flambeau Road ✓ Decorative lighting ✓ Identity Markers for the neighborhood ✓ Buried utilities ✓ Landscaped medians, sidewalk terraces, and parking lot buffers ✓ Attractive gateways into the City and the neighborhood	City & County
	63. Work with the City and County while reconstruction plans are being discussed and implementation occurs to ensure that the neighborhood is heard throughout the entire planning process for the reconstruction of University Avenue.	Neighborhood
	64. Support the City of Madison and Dane County in securing funding for the University Avenue reconstruction as soon as possible.	City & County
Improve safety and traffic flow conditions in the near future, prior to reconstruction of University Avenue	65. Work with the City to enforce the posted speed limit on University Avenue. Encourage neighbors to lead by example and drive within the posted limit.	Neighborhood
Business improvements should occur along the corridor	66. Work with the City to ensure that any redevelopment along University Avenue meets the guidelines set forth under the requirements for Urban Design District #6 and the design guidelines provided in the Spring Harbor Neighborhood Plan.	City
	67. Work with developers and property owners to create a pedestrian friendly commercial node within SH Sites 1, 2, and 3 as outlined in the SHNA design guidelines.	Neighborhood

4 SPRING HARBOR DESIGN GUIDELINES

These design guidelines have been included as recommendations in the neighborhood plan in order to help communicate neighborhood priorities for physical development on key commercial sites within the neighborhood. They are intended to build on the existing City of Madison Urban Design Guidelines for Design District #6. These guidelines follow the principles of the City guidelines and corresponding ordinances, but add more specific substance and direction for areas within the Spring Harbor neighborhood.

When implemented, the guidelines can help to create a sense of place specific to Spring Harbor Neighborhood as well as to the City of Madison. The Spring Harbor Neighborhood is a gateway neighborhood for the City, for both visitors passing through and to everyday commuters. In addition, University Avenue acts as both an urban arterial and a connection between two sides of a neighborhood.

The guidelines assist in facilitating both public and private improvements that will enhance these features. Guidelines have been created for three specific sites, a community mixed use district and Employment (CMU and E), a neighborhood mixed use district (NMU), and University Avenue Corridor. In addition, there are overall guidelines that should be incorporated into both the CMU and NMU districts.

For the most part, these guidelines are directed towards redevelopment that will happen along University Avenue. These guidelines are also directed at improving existing commercial properties along University Avenue with improvements such as landscaping, sidewalk improvements, signage, and shared parking.

Photographs have been provided as examples of good design and creative solutions that should be considered in the redevelopment and rehabilitation process.

Overall Design Principles

(To be used for all commercial properties within the Spring Harbor Neighborhood Association)

- Provide high quality and attractive buildings and site designs that build on the neighborhood's role as a gateway to the City of Madison.
- Provide a building and site design that ensures safety and security for all users.
- Promote sustainable building and design practices.
- Provide entrances at the front of the building, where people can enter from the street and sidewalk.
- Vary roof and façade designs to provide architectural interest.
- Discourage blank monotonous walls with little detail or variety.
- Design all sides of buildings that are visible from public streets.
- Create buildings with details and proportions that are scaled to the pedestrian.
- Trash, utility, and loading docks should be located at the rear of the property and should be screened from view.
- Roof top mechanical support on buildings should be screened.
- Redevelopment should add social, economic, and aesthetic value to the neighborhood.

FIGURE 4.1 *Buildings placed next to the sidewalk make an inviting pedestrian environment*

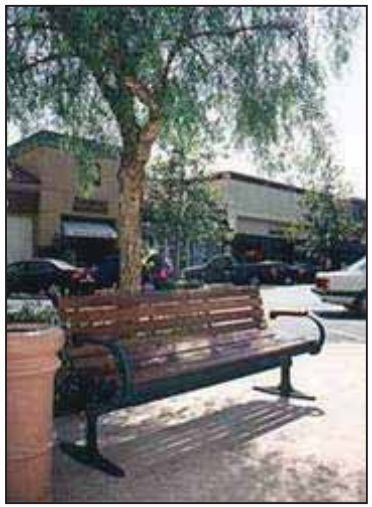


FIGURE 4.2 *Benches and shade trees allow for pedestrians to rest as they walk along the street*

FIGURE 4.3 *Wide sidewalks allow for added pedestrian amenities*

FIGURE 4.4 *Distinguishing feature, such as the above clock and walkway, help to define the space for the visitor*

Overall Design Principles (Continued)

- Use compelling, informative, and consistent signage.
- Signs should be simple and easy to read.
- Provide open spaces and green spaces in and around redevelopment sites that complement the character of the neighborhood.
- Provide attractive landscaping to establish a "green" character for all sites; encourage native species.
- Provide a landscape buffer between the development site and existing residential areas.
- Preserve existing, mature, vegetation to the extent possible.
- Promote site designs that will facilitate the improvement of Lake Mendota water quality.
- Emphasize landscaping and buildings closer to University Avenue and Whitney Way. Place parking strategically on the side of the site.
- Install pedestrian amenities within redevelopment sites to enhance the use and character of these sites as neighborhood gathering spaces.
- Create attractive walkways and configure sidewalks so people feel safe and comfortable. Make sidewalks wide, visually appealing, and shaded.
- Provide safe, efficient, and convenient multi-modal access to and throughout redevelopment sites.
- Utilize rain gardens to filter parking runoff and control stormwater drainage.

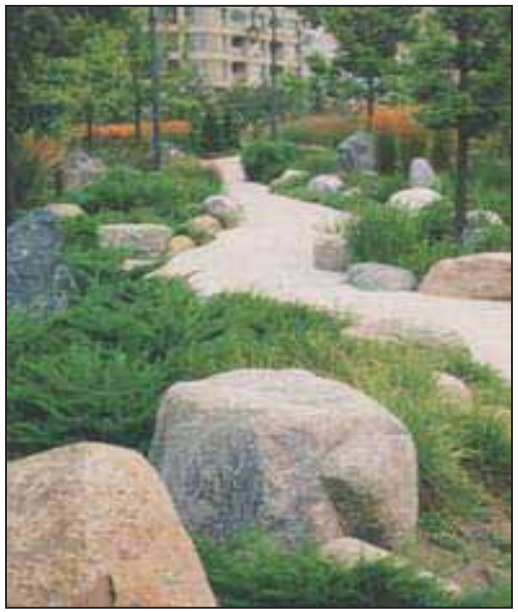


FIGURE 4.5 *A clear, but visually engaging path should connect the retail areas of the neighborhood to the residential parts*

FIGURE 4.6 *Façade variation and attention to detail, such as balconies and awnings, help to brake up the mass of a large building*

FIGURE 4.7 *Pedestrian crossing should be clearly identified*

FIGURE 4.8 *Simple structure to hide trash bins can make a large aesthetic difference*

Overall Design Principles (Continued)

- Sidewalks and multi-use trails should be provided within the site as should connections to adjoining residential areas.
- Parking lots should be landscaped and areas for stormwater infiltration are encouraged.
- Parking lot lighting should be from "downward-aimed" sources to limit light pollution and to minimize light spill onto adjoining properties.
- Parking areas should include sidewalks for safe pedestrian access to building entrances.
- Parking for new buildings should generally be located at the rear and on the sides of the building.
- For properties where front parking cannot be removed, walkways, landscaping, architectural features, and lighting should be provided to make these areas more attractive and inviting.
- Shared parking areas are encouraged. Whenever possible, adjoining parking lots should be linked to provide internal traffic circulation. Internal walkways should be provided to interconnect parking lots with building entrances. Driveways along University Avenue should be minimized to improve traffic flow and reduce pedestrian conflicts.

FIGURE 4.9 *Aesthetically pleasing bus shelters add to the transit experience and to the street aesthetic*

FIGURE 4.10 *Windows at street level, awnings, and quality materials are all design elements that should be considered during redevelopment*

Neighborhood Mixed Use

(Properties adjacent to University Avenue from Norman Way to Capital Avenue)

- Buildings should be close to the street.
- New redevelopment should promote high quality building and site design.
- Windows should be used at the street level to enhance the pedestrian experience.

FIGURE 4.11 *Pedestrian scale entrances located on sidewalks are important*

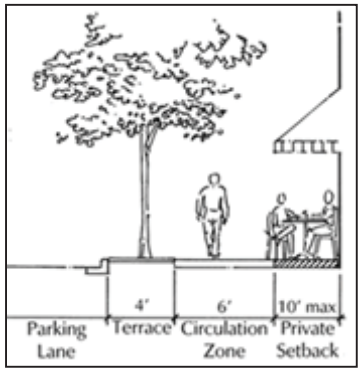


FIGURE 4.12 *Potential public right of way design*

Community Mixed Use and Employment

(Bounded by the following: Eastern neighborhood planning boundary to Perkin's Restaurant and from Old Middleton Road to University Avenue)

- Provide a detailed master plan for the Community Mixed Use sites including: connections to the neighborhood, public gathering spaces, coordinated access and internal transportation networks, and high quality buildings and site design.
- Provide a balance between buildings, parking, and open public spaces within the development.
- Emphasize landscaping and buildings, not parking, closer to University Avenue and Whitney Way and internal streets.
- Maintain an attractive "green edge" between active street corridors and the development.
- Create an internal street network that connects all uses.
- Promote traffic calming features to ensure pedestrian safety.
- Enclosed parking for new developments is encouraged.
- Promote shared parking lots with internal circulation between properties to limit curb cuts on public streets and to limit the area that needs to be used for parking.
- Freestanding signs should be architecturally integrated with the building and incorporate distinctive architectural materials and features.
- Providing frriendly and safe internal pedestrian and bicycle connections in new development, especially the larger scale projects.

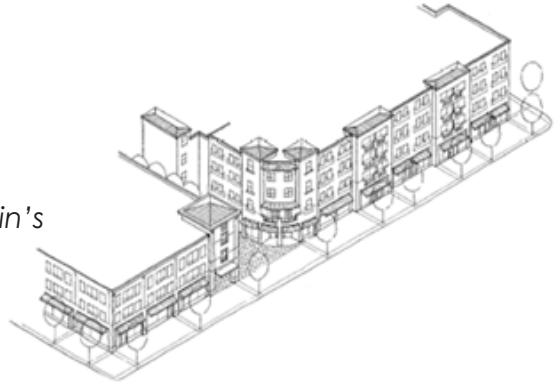


FIGURE 4.13 *Potential larger development with wide sidewalks and pedestrian access that suppots prominent civic entrances to buildings*

FIGURE 4.14 *Permeable surface parking lot that incorporates stormwater*

FIGURE 4.15 *Wide sidewalks, storefronts at street level and places for people to rest create an inviting, active street*

University Avenue Corridor

(From Blackhawk Bridge on the east to Allen Boulevard on the west)

Streetscape

- Street trees and consistent landscaping should be provided in the terrace on both sides of the street along the entire corridor.
- Whenever possible, plantings should be placed and maintained in street medians, similar to East Washington Avenue.
- Decorative street lighting and banners should line the entire street to welcome people to the Spring Harbor Neighborhood and the City of Madison.
- Benches, trash receptacles, shade trees, and other amenities should be placed in strategic locations (intersections, bus stops, etc) to create an attractive, engaging place for pedestrians.
- A gateway sign that announce the entrance to the City of Madison should be located at Allen Boulevard.
- Provide signage that directs visitors, customers and residents to destinations within the neighborhood.
- Provide highly visible pedestrian crosswalks for University Avenue. Different materials, different colors, and lighting should be used to highlight crosswalks.
- Sidewalks should be located on the entire southern side of University Avenue. A multi-use trail should run the length of the street on the north side of University Avenue.
- Overhead utilities should be buried.

FIGURE 4.16 *An example of a four lane road separated by a landscaped median*

FIGURE 4.17 *Increased landscaping and decorative streetscaping make this boulevard an attractive thoroughfare*

FIGURE 4.18 *Separate facilities for transit users, pedestrians, and bicyclists make this an active arterial for many users.*

FIGURE 4.19 *Wide boulevards can be aesthetically pleasing and can act as a pedestrian refuge for those trying to cross the street*

5 IMPLEMENTATION STRATEGY

The final phase of the planning process is the creation of an implementation strategy. This strategy will identify action steps to implement the recommendations created by a combination of interests within the neighborhood. At the second public meeting, held in October 2005, neighbors were invited to vote on the recommendations set forth by the Steering Committee. Meeting participants were given 12 dots where they could vote for the recommendations they felt were most important to the neighborhood. Of all the recommendations that were presented there were 12 top priorities clearly distinguished by the neighborhood. The 12 high-priority recommendations are listed below.

Top Priorities

University Avenue

1. Support Dane County and City of Madison plans to reconstruct the University Avenue corridor from Allen Boulevard to Segoe Road that include: four lanes of traffic, two way turn lanes at all major intersections and bike lanes, an upgrade of the trail on the north side of the street as a safe route to the elementary school, a sidewalk on south side of the street, pull-outs for buses, and fully improved curb, gutter, stormwater treatments, and pedestrian crosswalks and safety improvements. The reconstruction of University Avenue should specifically address the issues below and include the following amenities:

- A traffic light at Norman Way
- Pedestrian awareness signs over University Avenue just east of Whitney Way and west of Capital Avenue.
- Visible crosswalks at Capital Avenue, Norman Way, Spring Harbor Dr, and Flambeau Road
- Decorative lighting similar to what is being placed along E. Washington Avenue
- Identity Markers for the Neighborhood
- Buried utilities
- Landscaped medians, sidewalk terraces, and parking lot buffers
- Attractive gateways into the City and the neighborhood

41 Votes (Recommendation 62)

Redevelopment of Prime Commercial Properties within the Neighborhood

2. Request the Plan Commission and Common Council to amend the City's Comprehensive Plan to change the portion of Site 1 and 2 designated NMU (Neighborhood Mixed-Use) to CMU (Community Mixed-Use); with the remainder of Site 2 to retain the Employment land use classification. The CMU designation is recommended to encourage future redevelopment on both sides of Whitney Way as a relatively high density Transit Oriented Development employment district that may include limited retail and residential uses to support the primary recommended employment use. The comprehensive redevelopment plan prepared prior to any redevelopment of Site 1 and 2 should include detailed recommendations regarding the arrangement of individual land uses; building locations; site access, circulation and parking; and design standards addressing building scale and height, site amenities, and such other factors as may be determined during the planning process. 27 Votes (Recommendation 4)

3. Encourage a diverse mix of services and stores that can serve the neighborhood and the community as redevelopment occurs. 26 Votes (Recommendation 26)

- Work with developers and property owners to create a pedestrian friendly commercial node within SH Sites 1, 2, and 3 as outlined in the SHNA design guidelines. 15 Votes (Recommendation 67)

Residential Rehabilitation and Redevelopment

4. Any future residential redevelopment must be at a height and scale that is compatible with and is sensitive to the natural character of the neighborhood.
26 Votes (Recommendation 1)

5. Continue to provide information, and where appropriate expertise on existing codes for residential development zoning changes or variances. At a minimum, encourage the alder person to provide development (e.g. variance requests, redevelopment requests, demolition permits, etc.) notices to the designated neighborhood representative.
19 Votes (Recommendation 2)

Stormwater Management

6. Encourage rain gardens throughout the neighborhood to reduce stormwater runoff.
16 Votes (Recommendation 34)

7. Work with City Engineering to improve stormwater runoff issues at specific sites including: Norman Way, Camus Lane, and Minocqua Crest.
15 Votes (Recommendation 56)

Other Topics

8. The Transport 2020 commuter rail project is currently entering the preliminary engineering phase of implementation. The start up service includes daily rail service between Greenway Center in Middleton and East Towne Mall, operating within the current freight rail corridor (including the Wisconsin and Southern Railroad in Spring Harbor). A station is recommended in the Old Middleton Road/Whitney Way area. This improvement should not come in lieu of improvements to current Madison Metro. A second neighborhood stop could be located at Norman Way or Temkin Avenue.
18 Votes (Recommendation 18)

9. Construct a new multi-use trail along the Wisconsin & Southern Railroad corridor beginning at the Blackhawk Trail and continuing into Middleton.
15 Votes (Recommendation 9))

10. Work with the city to improve pedestrian safety at the following locations, while simultaneously retaining neighborhood character, which consists of narrow and tree-lined streets:

- Norman Way between Old Middleton Road and Spring Harbor Beach
- Intersection of Flambeau Road and Tomahawk Trail
- Intersection of Tomahawk Trail and Minocqua Crest
- Intersection of Laurel Crest and Taychopera Road
- Entire length of Lake Mendota Drive

14 Votes (Recommendation 6)

11. Work with the City to improve pedestrian safety along Brody Drive, Lorraine Drive, Marsha Drive, Pauline Avenue, and Temkin Avenue.
11 Votes (Recommendation 13)

12. Renovate Merrill Springs Park by improving park amenities and restoring the "Big Spring." 16 Votes. This high-priority recommendation was excluded from this action plan as action steps are already being implemented by the neighborhood.

Of the 12 recommendations, 8 action plans are provided, as many of the top priorities overlapped and therefore can be worked towards simultaneously. This was particularly visible with recommendations concerning the redevelopment of prime properties within the neighborhood, stormwater management, and housing rehabilitation. The last action plan included in this section was added, not because it was one of the top 12 recommendations, but because it provides the neighborhood with a short-term project that will allow the neighbors to see results of their work. The majority of the neighborhood's top priorities are medium or long-term projects.

An action plan for each of the high-priority recommendations is provided within this implementation strategy. This does not mean that the other recommendations will be discarded. Rather, once action has been taken to implement the high-priority recommendations, further action plans should be created for subsequent recommendations.

The action plans that are provided in this implementation strategy are a suggested plan of action for the neighborhood to use to in the implementation of the neighborhood plan. It is important to note that these actions plans are dynamic documents and can be adapted to fit a more appropriate course as the neighborhood and affected committees see fit. Each of the action plans outlines who should be responsible for initiating the work, who is responsible for maintaining it, the steps needed to fulfill the recommendation, who the responsible party will need to work with, and a timeframe for implementation (Short Term 1-2 years, Mid Term 2-5 years, Long Term 5+ years).

Successful accomplishment of these plans will require considerable volunteer work from the neighborhood as well as efforts by businesses, city and county staff, and elected representatives.

There are many priorities that outline the first task to be creating Neighborhood Association Committee. Breaking out the tasks into committees will allow tasks to be delegated to interested neighborhood members. The committees may become part of the formal neighborhood structure, but do not have to. There will be certain committees that can be formed to work through one specific task and then can be dissolved.

The priorities identify the need for the following committees: Transportation, Zoning and Redevelopment, Natural Resources, and Historic Preservation.

Priority #1 Long Term Project	Support Dane County and City of Madison plans to reconstruct the University Avenue corridor from Allen Boulevard to Segoe Road. (Recommendation 61)

Description: The neighborhood has continually identified the reconstruction as the most significant issue facing the neighborhood for both safety and community building reasons. Improving this corridor, which currently separates the neighborhood, would help to unify residents, while connecting them to amenities (bus routes, lake, etc.) that are currently unsafe to reach.

	What will be done?	Who will do it?	Who will the partners be?	When will it be done?
1	Establish neighborhood association transportation committee to continue to foster this project through the political process	Neighborhood Association		
2	Set up regular meetings with political representatives, City and County Transportation Departments, the Mayor's Office and Neighborhood Association to track progress of funding priorities. Publish meeting summaries in the neighborhood newsletter and on the neighborhood website.	Neighborhood Transportation Committee Chair	City and County Engineering Divisions, Alderperson County Supervisor	
3	Encourage political representatives to begin speaking with officials representing other neighborhoods with projects on the Mayor's priority list	Alderperson County Supervisor	Neighborhood, City and County Transportation Divisions	
4	Begin neighborhood education campaign to the Mayor's office for the reconstruction	Neighborhood Transportation Committee	Alderperson County Supervisor	
5	Review and comment on design for University Avenue every time the design is revised by planners and engineers	Neighborhood Transportation Committee	Alderperson, County Supervisor	
6	Discuss and request necessary changes in roadway design to meet Spring Harbor needs and expectations (improved crosswalks, decorative lighting)	Neighborhood Transportation Committee	City and County Transportation Divisions, Mayor and County Executive	

Priority #2 **Long Term Project**	Request the Plan Commission and Common Council to amend the City's Comprehensive Plan to change the portion of Site 1 and 2 designated NMU (Neighborhood Mixed-Use) to CMU (Community Mixed-Use); with the remainder of Site 2 to retain the Employment land use classification. (Recommendation 4) Encourage a diverse mix of services and stores that can serve the neighborhood and the community as redevelopment occurs. (Recommendation 26) Work with developers and property owners to create a pedestrian friendly commercial node within SH Sites 1, 2, and 3 as outlined in the SHNA design guidelines. (Recommendation 67)

Description: Over time, the neighborhood residents and businesses owners anticipate that these important sites will be redeveloped. As this redevelopment occurs, the neighborhood wishes to be consulted throughout the process, as the development will affect it in both positive and negative ways. By including neighborhood representation, hopefully positive aspects can be maximized, while negative ones will be minimized or eliminated.

	What will be done?	Who will do it?	Who will the partners be?	When will it be done?
1	Establish a Zoning and Redevelopment Committee within the current neighborhood structure to represent the neighborhood during redevelopment projects	Neighborhood		
2	The chair of the neighborhood zoning and redevelopment committee should be in regular contact with large property owners within the neighborhood about potential redevelopment projects	Neighborhood Zoning and Redevelopment Committee	Alderperson, Large Property Owners, Private Developers	
3	It will be important for the neighborhood to approach this plan democratically and with a public process that foster an internal discussion and decision of what the neighbors would like to see happen on these sites. Issues to be discussed include: creating pedestrian and bicycle connections to the neighborhood, retention of existing businesses, recruitment of new businesses that meet neighborhood needs, and the design of the structures that matches the neighborhood character, as well as the rights and responsibilities the property owner has when they develop. Vehicles to establish this goal include public forums, general meetings and special meetings.	Neighborhood Zoning and Redevelopment Committee	Alderperson, Neighborhood Association, City Planning Department for needed planning expertise	

4	Host a design meeting (s) for neighborhood representatives, City officials, political officials, and developer to discuss what could be done with potential redevelopment sites and to understand what each party would like to see come of the sites.	Neighborhood Zoning and Redevelopment Committee	City Planning Department, Political Officials, and Private Developers	
5	Work with developers to create a master plan to address the neighborhood's concerns and desires for the redevelopment site prior to the creation of a redevelopment plan.	Neighborhood Zoning and Redevelopment Committee	Alderperson, City Planning Department, Private Developers	
6	Coordinate regular meetings with private developer to ensure that a neighborhood voice is heard throughout the design and construction process.	Neighborhood Zoning and Redevelopment Committee	Alderperson, City Planning Department, Private Developers	
7	Attend public meetings about redevelopment projects and participate constructively. Actively support projects that support neighborhood goals.	Neighborhood Zoning and Redevelopment Committee		

Priority #3 **Short Term Project**	Any future residential redevelopment must be at a height and scale that is compatible with and is sensitive to the natural character of the neighborhood. (Recommendation 1) Continue to provide information, and where appropriate expertise on existing codes for residential development zoning changes or variances. At a minimum, encourage the alder person to provide development (e.g. variance requests, redevelopment requests, demolition permits, etc.) notices to the designated neighborhood representative. (Recommendation 2)

Description: Due to the unique topography of the area and character within the neighborhood, the neighborhood is sensitive that recent and potential residential development be constructed in a responsible manner that follows applicable city codes.

	What will be done?	Who will do it?	Who will the partners be?	When will it be done?
1	Establish a Zoning and Redevelopment Committee within the current Neighborhood Structure to represent the neighborhood during redevelopment projects.	Neighborhood		
2	Meet with City Zoning Office to understand the current codes that dictate home renovations and the actions taken by the Department and the Zoning Board of Appeals (ZBA) prior to hearing and deciding on a case.	Neighborhood Zoning and Redevelopment Committee	Zoning Staff	
3	Create a communication strategy for informing neighbors about zoning changes that are occurring in the neighborhood.	Neighborhood Zoning and Redevelopment Committee Chair	Neighborhood Committee, City Building Inspection	
4	Work with the City Building Inspection and the ZBA on applications that are of concern to the committee in order to understand the application, and work towards a solution that meets the needs of the applicant and the character of the neighborhood.	Neighborhood Zoning and Redevelopment Committee	City Building Inspecting	
5	SHNA, the Alderperson and City staff should work to identify and address issues related to future lakeshore development and/or redevelopment that protect the residential character of the neighborhood and that gives due consideration to the scale and massing of surrounding properties. Alternative mechanisms to address these issues should be considered including the possible revision of the lakefront development standards, new zoning districts, or overlay districts.	Neighborhood Zoning and Redevelopment Committee		

Priority #4 Long Term Project	The Transport 2020 rail project is currently entering the preliminary engineering phase of implementation. The start up service includes daily commuter rail service between Greenway Center in Middleton and East Towne Mall, operating within the current freight rail corridor (including the Wisconsin and Southern Railroad in Spring Harbor). A station is recommended in the Old Middleton Road/Whitney Way area. This improvement should not come in lieu of improvements to current Madison Metro. A second neighborhood stop could be located at Norman Way or Temkin Avenue. (Recommendation 18)

Description: Spring Harbor residents are eager to see the implementation of a possible light rail or commuter rail service in their neighborhood. The benefits would be felt throughout the neighborhood, for commuters within the neighborhood, as well as a possible decrease in traffic throughout the neighborhood. If implementation were to occur the neighbors would like to see two stops located in their neighborhood in order to maximize the utility of the transit service to all residents.

	What will be done?	Who will do it?	Who will the partners be?	When will it be done?
1	Establish neighborhood association transportation committee to educate the neighborhood about potential rail options being explored by the City and County.	Neighborhood		
2	Conduct research about where in the process the potential of rail service is. Begin to educate the neighborhood on the various options being explored by the City and County.	Neighborhood Transportation Committee	City and County Staff Representatives, Alderperson, County Supervisor	
3	Hold a forum to explain the different options being explored by the City and County. This forum should also be a place to begin to gauge which type of rail the neighbors would prefer in their neighborhood.	Neighborhood Transportation Committee		
4	Find and partner with other local groups that are also interested in advocating in rail service.	Neighborhood Transportation Committee	Local transit orientated organizations	
5	Begin a neighborhood lobbying campaign to the Mayor and the County Executive for rail service.	Neighborhood Transportation Committee	Alderperson County Supervisor	
6	When SH Sites 1, 2, and 3 are redeveloped, press for transit orientated development with residential density and/or employment uses permitted under CMU.	Neighborhood Transportation Committee	Alderperson, County Supervisor	
7	Advocate in public meetings for the location of transit stops convenient to the neighborhood.	Neighborhood Transportation Committee	Alder person, County Supervisor	
8	Advocate for safe and convenient pedestrian and bicycle access from transit stops into the neighborhood.	Neighborhood Transportation Committee	Alderperson, County Supervisor, Local bicycle organizations	

Priority #5 **Short Term Project**	Encourage rain gardens throughout the neighborhood to reduce stormwater runoff. (Recommendation 34) Work with City Engineering to improve stormwater runoff issues at specific sites including: Norman Way, Camus Lane, and Minocqua Crest. (Recommendation 56)

Description: Stormwater runoff is of particular concern to residents within the Spring Harbor neighborhood because of its close proximity to Lake Mendota. The neighborhood is at the receiving end of the stormwater for much of the west side of the city. Improving infiltration of stormwater, prior to entering the lake, would improve the quality of the lake, and subsequently the quality of the neighborhood.

	What will be done?	Who will do it?	Who will the partners be?	When will it be done?
1	Create a neighborhood committee to address and tend to the natural resources throughout the neighborhood.	Neighborhood		
2	Organize a meeting with the City Engineering Department to outline the issues at the above sites. Identify actions that property owners and the City can take to improve the runoff at these sites.	Neighborhood Natural Resources Committee	City Engineering, Private Property Owners	
3	Work to find a public area that could benefit from a rain garden, such as Spring Harbor Middle School or Spring Harbor Park. Work with necessary partners to construct and maintain an example rain garden in the neighborhood.	Neighborhood Natural Resources Committee	Spring Harbor Middle School, City Parks Department, Alderperson, County Supervisor	
4	Work with neighborhood residents and businesses to identify the benefits of having a rain garden on their property.	Neighborhood Natural Resources Committee	Neighborhood Garden Club	
5	If enough interest exists, host an event that invites neighbors to come discuss benefits of rain gardens with possible representation from neighborhood experts, City Staff, or UW professors.	Neighborhood Natural Resources Committee	Neighborhood Residents, City Engineering Staff, University of Wisconsin, Dane County Office of Lakes and Watersheds	

Priority #6 **Mid Term Project**	Work with local governments and State of Wisconsin for funding to construct a new multi-use trail along the Wisconsin & Southern Railroad corridor beginning at the Blackhawk Trail and continuing into Middleton. (Recommendation 9)

Description: The existing bicycle path within the neighborhood is disjointed and should be expanded to continue throughout the neighborhood, ensuring a safe and practical transportation alternative for neighborhood residents.

	What will be done?	Who will do it?	Who will the partners be?	When will it be done?
1	Create a neighborhood transportation committee to foster the development of bicycle amenities in the neighborhood	Neighborhood		
2	Hold meeting with the City's Transportation and Engineering Division staff to understand how to get the proposed trail on the City's priority construction list.	Neighborhood Transportation Committee	Alderson, City Transportation and Engineering Division	
3	Create a plan that outlines who would use the trail, what requirements and amenities would be needed, and where funding could come from.	Neighborhood Transportation Committee		
4	Petition the City to have the trail included in the City's capital budget for funding.	Neighborhood Transportation Committee	Interested residents, adjacent neighborhood associations, Alderperson	
5	Organize neighbors to help sponsor parts of the path amenities and maintenance.	Neighborhood Transportation Committee	Interested residents and business owners	

Priority #7 **Long Term Project**	Work with the city to improve pedestrian safety at the certain locations (Norman Way between Old Middleton Road and Spring Harbor Beach, the intersection of Flambeau Road & Tomahawk Trail, the intersection of Tomahawk Trail & Minocqua Crest, and the intersection of Laurel Crest & Taychopera Rd, entire length of Lake Mendota Drive), while simultaneously retaining neighborhood character, which consists of narrow and tree lined streets. (Recommendation 6) Work with the City to improve pedestrian safety along Brody Drive, Lorraine Drive, Marsha Drive, Pauline Avenue, and Temkin Avenue. (Recommendation 13)

Description: There are specific areas within the neighborhood that present pedestrian hazards. The neighborhood association should prioritize these sites, and with residents in close proximity to the sites, submit them to the City Engineering's list of pedestrian improvements. Continuous oversight from neighbors would increase the chance of the projects being addressed.

	What will be done?	Who will do it?	Who will the partners be?	When will it be done?
1	Create a neighborhood transportation committee to foster the development of pedestrian amenities in the neighborhood	Neighborhood		
2	Work with the City Traffic Engineering Division to best understand which types of improvements would be most appropriate for each location. The conversation between the committee and the Division should also include possible funding sources.	Neighborhood Transportation Committee	City Traffic Engineering and Engineering Division	
3	A priority list of locations should be created with the information gained from City Traffic Engineering concerning timing of reconstruction and funding available.	Neighborhood Transportation Committee	City Traffic Engineering and Engineering Division	
4	Conduct an educational seminar on pedestrian safety and next steps needed to see improvements put into place. Possible neighbor fundraising might be necessary to help fund certain improvements and could commence at this seminar.	Neighborhood Transportation Committee		

Priority #8 **Short Term Project**	Encourage the development of a neighborhood historic preservation committee to identify potential landmark structures and apply for formal landmark status. The first locations to be nominated for formal status should be

	the property at 1775 Norman Way and Merrill Springs Park. (Recommendations 44) Formally recognize the following properties both with small placards and in a neighborhood publication. (Recommendation 43)

Description: The neighborhood is fortunate to have many historic properties within it. These properties should be identified for cultural recognition and for further preservation focuses. A neighborhood committee acting towards this goal would help shed light on the issue to other residents and preservationists.

	What will be done?	Who will do it?	Who will the partners be?	When will it be done?
1	Create a neighborhood committee dedicated to historic preservation	Neighborhood		
2	Meet with the City's Historic Preservation Specialist in order to learn what properties are listed on local, state, and national registries and what properties might qualify to be added to those lists.	Neighborhood Historic Preservation Committee	City Planning Department (Historic Preservation Specialist)	
3	Begin the process to have 1775 Norman Way designated as a local historic landmark.	Neighborhood Historic Preservation Committee	Alderperson, City Planning Department (Historic Preservation Specialist)	
4	Conduct a survey of potential landmark structures and research the history of these properties	Neighborhood Historic Preservation Committee	Historic Property Owners	
5	Create a brochure mapping and describing the historic properties within the neighborhood. This brochure can become an informal walking tour guide available to new residents and on the website for others who might be interested.	Neighborhood Historic Preservation Committee		

Additional Priorities

In addition to the action plan, a description of the recommendation and first steps towards implementation are provided for the next 19 recommendations. Utilizing new neighborhood committees and relationships that were fostered with the first recommendations will be critical to the success of the second wave of recommendations. As implementation continues, the need for further committees might be needed, including public relations and business relations.

There are recommendations that were presented at the neighborhood meeting that received either very few or no votes. It will be important for the neighborhood, upon completion of their top priorities, to reevaluate the remaining recommendations to understand if they are still valid issues for the neighborhood. If they are, they should be implemented, and if priorities have shifted, a new set of recommendations should be generated.

Short Term Projects (1-2 years)	
Recommendation	**Description and Implementation Possibilities**
SHNA should implement a zoning/development committee to increase awareness about reconstruction and remodeling projects within the neighborhood. This committee could also help to represent the neighborhood in the redevelopment of key commercial properties in the neighborhood. (Recommendation 59)	The rationale for this committee is justified in the amount of recommendations the neighborhood have dedicated to zoning and redevelopment issues. The committee should have representation from the SHNA board, as well as members that are representative of different aspects of the neighborhood (home owners, renters, business owners) that are interested in these issues.
Encourage residential property owners to use sustainable building practices, low impact development methods, and incorporate green building materials into their construction projects. (Recommendation 22)	The neighborhood association, particularly the newly created Zoning and Redevelopment Committee, could research and assemble information for residents wishing to rehabilitate their home. This information could be presented in a brochure form, on the website, or possibly at a neighborhood meeting on the subject.
Encourage business owners, when redeveloping or rehabilitating their properties to utilize "green" construction methods to promote energy savings and stormwater infiltration. (Recommendation 55)	The Zoning and Redevelopment Committee could research and assemble information for business owners planning to rehabilitate their property. This information could be presented in a brochure form, on the website, or possibly at a neighborhood meeting on the subject.
Work with the neighborhood Garden Club and Spring Harbor Middle School to control invasive species, and replant native species in Spring Harbor Park, the Greenway, and Kettle Pond. (Recommendation 41)	By building on work that has been completed in the past, semi-annual clean ups can be planned. The neighborhood association and garden club should coordinate with Spring Harbor Middle School for volunteer labor and the City Parks Division for supplies (trash bags, pick up of what was removed).
Conduct an annual neighborhood clean-up day for all natural areas within the neighborhood, but with a specific focus on Spring Harbor, Spring Harbor Beach, and Kettle Pond. (Recommendation 30)	The annual clean up could correspond with the one of the semi-annual invasive species clearings. Different tasks could be divided amongst participants in order to recruit all ages and abilities and to maximize the effect of the clean up.

Encourage plantings along the lake access courts that can allow for stormwater infiltration. (Recommendation 35)	The newly created Stormwater Committee should address the possibility of new plantings along the lake. The Committee should meet with private property owners, City Engineering, and the County Land and Water Resource Department prior to planting anything.
Work with the City to enforce the posted speed limit on University Avenue. Encourage neighbors to lead by example and drive at the posted speed limit. (Recommendation 65)	Short term solutions to try deter speeding along University Avenue including placing yard signs along major intersections reminding people of the speed limit, or having volunteers drive up and the down the street at the posted speed with a large sign on the car asking other drivers to slow down to raise awareness of how fast they may be driving. Overall, the most effective way to lower driving speeds is to increase enforcement, therefore the neighborhood should work with MPD to continually report problem areas and request additional enforcement.
Implement a public relations campaign for neighborhood businesses and amenities to create a neighborhood handbook/brochure that outlines goods and services offered by organizations and businesses within the neighborhood and a business feature column in the neighborhood newsletter. (Recommendation 47)	The neighborhood association together with local businesses should come together to market one another to neighborhood residents. Throughout this planning process, many residents spoke to their lack of knowledge of neighborhood resources. A campaign consisting of neighborhood businesses, services, and amenities in a brochure, website, or flyer could help acquaint people with what Spring Harbor has to offer.

Mid-Term Project (2-5 Years)

Work with the City to ensure that any redevelopment along University Avenue meets the guidelines set forth under the requirements for Urban Design District #6 and the design guidelines provided in the Spring Harbor Neighborhood Plan. (Recommendation 66)	It should be the responsibility of the Zoning and Redevelopment Committee to monitor developments along University Avenue within the neighborhood in order to make sure that they conform to neighborhood and city standards.
Explore financing options to facilitate redevelopment. The dollars gained from funding sought should also go towards increasing physical neighborhood amenities such as entrance signs and decorative lighting. (Recommendation 27)	The neighborhood association understands the expense that redevelopment might cost both the City and private developers. They may encourage the creation of a TIF district to offset some of the costs needed for physical amenities.
Work with the neighborhood and the City to implement the requirements specified in the maintenance plan concerning lake access courts. (See Appendix C for full maintenance plan) (Recommendation 29)	The maintenance plan concerning the lake courts has been neglected by various parties over the past few years. The parties in this plan should meet regularly to monitor responsibilities and meet expectations set forth in the plan.
Request City Engineering and City Parks Divisions to improve public lake access at Spring Harbor and other lake access courts throughout the neighborhood. Construct a handicap accessible path to create lake access at the most appropriate location to comply with ADA rules. (Recommendation 28)	The neighborhood association should work with the City Engineering and City Parks Divisions to increase the handicap accessibility of the Harbor and lakeshore courts, as these are all public property.
Request City Traffic Engineering to improve pedestrian access and connections to sidewalks to the Metro stops along University Avenue by providing safe crosswalks at the following intersections: Craig Avenue, Norman Way, and Capital Avenue. (Recommendation 16)	There are specific locations along University Avenue where Metro users have to cross the street at an uncontrolled access point. Crosswalks exist at these three points. A sign indicating that pedestrians cross there and that state law gives them the right of way should be added. The newly created Transportation Committee could request these signs be placed prior to the reconstruction of the street.
Continue to coordinate programs and activities between the neighborhood and the school (Possible uses could include neighborhood meetings and enrichment courses). (Recommendation 48)	Spring Harbor Middle School is a neighborhood asset and could be utilized for more neighborhood events as well as other offerings. The neighborhood association should meet with the School District and the School Principle to explore uses for the school after school hours.

Long Term Projects (5+ years)	
Recommendation	**Description and Implementation Possibilities**
Work with landowners and City Parks Division to create a small neighborhood park with a tot lot to the south and west of University Avenue to serve this part of the neighborhood, which is underserved by existing parks. (Recommendation 37)	This area of the neighborhood lacks a public park and is heavily populated with children. The children in this part of the neighborhood often cross either University Avenue or Old Middleton Road to reach a park. The neighborhood should sit down with the City Parks Division and the current property owner in the area to discuss where a park could possibly be placed. A cost-sharing program for park amenities could be funded in part by fundraising within the neighborhood.
Increase police patrols in the neighborhood. Potential expansion ideas include intergovernmental cooperation with Shorewood Hills Police to patrol parts of the Spring Harbor Neighborhood and encouraging the Madison Police Department to implement a traffic enforcement officer classification (who would have the ability to monitor traffic and write speeding tickets only). (Recommendation 50)	Fortunately crime in Spring Harbor is low, which leads to decreased police patrols for the area. The neighborhood would like to see more regular patrols in order to decrease the speeding that occurs throughout the neighborhood. This recommendation includes out of the box alternatives that might help the specific needs of Spring Harbor neighborhood.
Maintain the current mix of housing types in the neighborhood, at various prices, to offer a variety of housing options to current and new residents. (Recommendation 20)	Spring Harbor is fortunate to have many different types of housing within a wide price range. As redevelopment throughout the neighborhood occurs, the options tend to be decreased. This is something that the Zoning and Redevelopment Committee could address.
Encourage neighborhood services to occupy SH Site 3 that complement the existing businesses. (Recommendation 23)	As redevelopment in this part of the neighborhood occurs, the Zoning and Redevelopment Committee should support the increase of businesses that provide services to the neighborhood residents.
Work with Madison Metro to provide more frequent bus service serving the neighborhood during rush hour and to increase the number of routes heading west of the neighborhood. The neighborhood should encourage Middleton to increase Metro service routes and times so it is easier for Spring Harbor residents to use Metro as a transit alternative. (Recommendation 15)	While, the neighbors recognize the need for rail service, they also understand that it may not come for many years. Therefore, they would like to continue to increase transit options within the neighborhood. The Neighborhood Committee working on Light Rail could meet with Madison Metro representatives to discuss operation plans for the near future.

6 ADOPTING RESOLUTION

SUBSTITUTE RESOLUTION - Adopting the Spring Harbor Neighborhood Plan and recommendations contained therein as a supplement to the City's adopted Comprehensive Plan. 19th Ald. Dist.

Fiscal Note: There is no fiscal impact associated with the adoption of the plan. However, implementing specific recommendations within the plan will have fiscal impacts in the future and will require Common Council approval at that time.

Sponsor: Noel T. Radomski

Referred: Plan Commission, Board of Estimates, Board of Public Works, Long Range Transportation Planning Commission, Board of Park Commissioners, Pedestrian/Bicycle/Motor Vehicle Commission, Transit and Parking Commission, and Urban Design Commission.

File ID: 03712
Enactment Date: 11/08/2006
Enactment Number: RES-06-00926

WHEREAS the City of Madison's Comprehensive Plan adopted January 17, 2006 (Substitute Ordinance No. 02207) recommends the adoption of neighborhood plans for established residential neighborhoods within the City; and

WHEREAS the Spring Harbor Neighborhood Plan follows the format of the adopted Comprehensive Plan and provides additional and detailed recommendations regarding the future of the neighborhood; and

WHEREAS the Spring Harbor Neighborhood Steering Committee (SHNSC) guided the preparation of the plan with input from the Spring Harbor Neighborhood Association as well as neighborhood residents, business community and other interested stakeholders; and

WHEREAS the SHNA prioritized the top eight overall plan recommendations, summarized in priority order. They are: 1) Support Dane County and City of Madison plans to reconstruct the University Avenue corridor from Allen Boulevard to Segoe Road; 2) Request the Plan Commission and Common Council to amend the City's Comprehensive Plan to reflect the recommendations in the Spring Harbor Neighborhood Plan in the designated redevelopment area surrounding Whitney Way; 3) Advocate to have future residential redevelopment be compatible with, and sensitive to, the natural character of the area; 4) Support the implementation of light rail or commuter rail service with a stop near Old Middleton Road/Whitney Way, which should not come in lieu of improvements to Madison Metro; 5) Improve or reduce stormwater runoff in general and at specific sites; 6) Fund and construct a new multi-use trail along the Wisconsin & Southern Railroad corridor beginning at the Blackhawk Trail and continuing into Middleton; 7) Work with the City to improve pedestrian safety in key areas of the neighborhood; and 8) Work with the City to identify potential landmarks within the neighborhood; and

WHEREAS as traffic improvement projects are developed for this neighborhood, City staff will work with the neighborhood to develop plans and specifications that address the desires of the neighborhood and that are consistent with adopted City criteria including the City's adopted Pedestrian and Bicycle Transportation Plan and the Neighborhood Traffic Management Program; and

WHEREAS as opportunities for pedestrian/bicycle improvement projects are developed for this neighborhood, they should: 1) support the Long Range Plan for adding bike lanes on University Ave. 2) support bike lanes from Capital Avenue to the railroad bridge on Old Middleton Road. 3) upgrade the Indian Hills Park bike path. 4) Upgrade the University Avenue side path-Black Hawk Path to Spring Harbor Drive.

NOW THEREFORE BE IT RESOLVED that the Common Council does hereby adopt the Spring Harbor Neighborhood Plan as a supplement to the City's Comprehensive Plan.

BE IT FURTHER RESOLVED that the changes to the Comprehensive Plan's Generalized Future Land Use Plan Map recommended in the Spring Harbor Neighborhood Plan be considered for adoption during the next annual Comprehensive Plan evaluation and amendment process; and

BE IT FURTHER RESOLVED that the appropriate City agencies consider including the recommendations of the Spring Harbor Neighborhood Plan in future work plans and budgets in accordance with the priorities stated in the plan.

APPENDIX A: GLOSSARY

Gateway:
An entrance corridor that heralds the approach of a new landscape and defines the arrival point as a destination. The physical presence can be a landscape feature and/or built decorative features, located at both city and neighborhood boundaries.

Learning Center:
Includes a range of educational services including elementary schools, adult learning sites such as MATC, employment learning centers, senior services, etc.

Multi-Modal:
The availability of transportation options using different modes within a system or corridor often referring to walking, bicycling, and other non-motorized transportation.

Multi-Use Trail:
A paved path physically separated from motor vehicle traffic by an open space of barrier. A multi-use trail is used by bicyclists, pedestrians, joggers, skaters, and other non-motorized travelers.

Land Use:

Two Way Turn Lane (TWTL):
A bi-directional, exclusive left-turn lane that separates through lanes on a roadway. A TWLTL is typically used in locations with numerous access points over a short length of roadway.

Zoning:
A police power measure in which the community is divided into districts or zones within which permitted and special uses are established as are regulations governing lot size, building bulk, placement, and other development standards.

City:
City of Madison and corresponding departments

County:
Dane County and corresponding departments

Neighborhood:
Spring Harbor Neighborhood Association

WI DNR:
Wisconsin Department of Natural Resources

WisDOT:
Wisconsin Department of Transportation

The use of property is the purpose or activity for which the land or building thereon is occupied or maintained.

The three entries below are the commercial land use categories identified in the City of Madison Comprehensive Plan within the Spring Harbor Neighborhood Plan boundaries.

Neighborhood Mixed Use (NMU):
Neighborhood Mixed-Use districts are the recommended locations for clusters of relatively small convenience shopping and service uses that serve as activity centers and gathering places for the surrounding neighborhoods or districts.

Community Mixed Use (CMU):
Community Mixed-Use districts are the recommended locations for a relatively high density mix of residential, retail, office, institutional and civic uses in a compact urban setting. Compared to Neighborhood Mixed-Use districts, Community Mixed-Use districts are typically larger, may extend several blocks in each direction, and are intended to include a much wider range of non-residential activities.

Employment (E):
Employment districts (as distinct from the Commercial districts) are recommended as 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.

Low Density Residential (LDR):
Low Density Residential districts are characterized by relatively low densities and a predominance of single-family and two-unit housing types. Some Low Density Residential areas, particularly in the older neighborhoods, may include many "house-like" structures that were built as, or that have been converted to multi-unit dwellings. An average of less than 16 units per net acre (0-15) for the Low Density Residential area as a whole should occur within this district.

Medium Density Residential (LDR):
Medium Density Residential districts are locations recommended primarily for relatively dense multi-family housing types, such as larger apartment buildings and apartment complexes. Medium Density Residential areas typically are relatively compact areas within a larger neighborhood and generally should be located around and near more-intensively developed areas, such as Mixed-Use, General Commercial, or Employment districts in order to provide convenient access to these activity centers for the greatest number of residents. An average of 16 to 40 dwelling units per net acre for the Medium Density Residential area as a whole should occur within this district.

APPENDIX B: PUBLIC PARTICIPATION

General Membership Meeting Results
April 19, 2005

Question #1: In 10 years, people will live, work and recreate in the neighborhood because…?

1. Lake Access, Easy "commute" to place of work (especially bike access/bike lanes)
2. Old growth trees/landscape (not as "sterile" as suburbs)
3. More interesting architecture ("older") than suburbs.
4. Lake Access with a path to walk along the water and a beach that's not all skanky.
5. Shops that are pleasant to walk to & among.
6. Library/bookstore
7. Friendly suburban atmosphere that has convenient bike & train access to downtown.
8. A nice place to walk after dinner.
9. It is safe and clean, quiet and convenient to activities within the city.
10. It is quiet/peaceful.
11. It has public access to the water
12. It has woods, parks & great school
13. It has bike paths & friendly streets to bike and jog on.
14. The neighborhood has the lake, parks, and a bike path to draw people for recreational purposes. The location of the neighborhood vis-à-vis the University and downtown Madison make it a very desirable place to live. This is enhanced by the availability for mass transit which will become more important as time goes on.
15. Centrally located, close proximity to the lake, relatively affordable.
16. Convenience to downtown Madison.
17. Access to the lake (for the whole neighborhood not just those living on the lake) for canoes, kayaks, etc.
18. Ability to walk to various businesses - grocery, restaurant, etc.
19. Neighborhood feeling- not just a place to live.
20. Its environment: the lakes, trees, etc. Which make it a casual, livable, fun neighborhood. (Including the lack of sidewalks).
21. In 10 Years….. Access to the aquatic environment in terms of the courtyards, being available and useable. Boating access & canoes, wading areas and fishing pier at courtyards. Maintain access at swimming and harbor for boats. Walkable, bikeable friendly area access. Views of lake, reduce height of houses.
22. As a part of the city of Madison, we have access to all city of Madison resources, yet we are able to maintain our own Spring Harbor identity/community.
23. Lake access-Quiet, relatively closed neighborhood, closeness to the university, large lots.
24. It provides a safe, calm, natural environment that capitalizes on the lake frontage. Access is available to all residents.
25. The lake

26. The park.
27. The (hopefully) handy community, friendly store on University Ave.
28. The school (Spring Harbor)
29. The micro neighborhood, which are manifest from the many dead-end streets.
30. Proximity to University & UW Hospital, to lake and beach and Harbor and the park. Walking distance from Hilldale Mall and bike path.
31. In our neighborhood because- it is our campus, but separate, it is clean and safe, it near the lake.
32. In 10 years people will live, work, & recreate in the neighborhood because of its aesthetic beauty, access to public transportation (i.e. bus & commuter train) and neighborhood camaraderie.
33. The neighborhood is a friendly, small town feel to the area. It has many features, including shops that are good in a neighborhood.
34. Because of the lake, because of easy access to downtown on University Ave., the beauty of Lake Mendota Drive between the golf course & Oak Forest on shore of Lake Mendota.
35. Diverse opportunities for living, working, and recreating in our neighborhood. This means a wide range of housing stock and types of workplace. How transportation operates in our area will have MAJOR effects on our quality of life. I support improved public transport & restricted automobile use.
36. Proximity to the lake, uniqueness of the homes, convenience to capitol.
37. Because it will be even more desirable due to proximity to lake and Madison without losing charm of architecturally diverse, non-ostentatious, friendly neighborhood.
38. Sustainable shops (grocery etc.) will be available to walk to & the traffic corridor will be underground/or lower w/bridges over the flow.
39. Access to lake, parks, and University.
40. The neighborhood culture, single family homes.
41. Walkable.
42. Proximity to UW, Central City, State Gov. and great area to live. Access to the lakes, the beauty of the lakes, the trees, good access to major highways, clean neighborhood.
43. Access to schools for K-12 is good, access to shopping malls-excellent
44. They can walk to the lake, grocery, bank and restaurants. Because-the area seems to remind them of old lake cottages from many years ago. They can take bus to UW or ride their bike.
45. Neighbors willingness & belief in the preservation of history and wildlife
46. Because neighborhood is close to downtown, includes nice walking & biking trails near lake, and includes a public school.
47. Relatively close in (to central city)
48. Bike & Public transit & walking as alternative to getting in car-traffic around town will get unbearable.
49. Location in City
50. Neighborhood – Family feeling. Access to future/new co-op/grocery store on foot, train access to downtown, etc. All located in neighborhood (contained- don't need to drive for everything)
51. Put in Blvd on University and walkways across from rest of neighborhood to lake.

52. We will live here for the quiet, friendly neighborhood and for its convenient access to the lake, to shopping, and because of the character of the neighborhood. Very important to keep these attributes.
53. Proximity to work - ease of commute.
54. SH has great access to downtown. It has the lake/harbor close by and wonderful open space parks. All draws. Also, it is not sterile, like the commercial far west suburbs with instant -off –the-truck- in- a- day landscaped gardens. Everything here is natural albeit modest; it has a historical aspect with Indian mounds nearby and residents who actually have lived its history to tell.
55. There are pedestrian friendly paths and open spaces, community garden, regular mass transit (train) and decreased traffic flow, and a diverse, mixed-income community.
56. The quality of the Lake Mendota is such that people will not be grossed out by it.
57. Bike trails to downtown for commuters.
58. Attractive neighborhood with good selection of more modest homes, or compared to huge mansions & close shopping, also convenient to downtown.
59. Water connection, beach, trees, community, and access to downtown through biking, bus.
60. Urban & rural character
61. Proximity to UW & downtown.
62. Recreation and access to lake, parks.
63. Bikeable and walkable.
64. I like this neighborhood because of all the nice, cool people I get to live by and because it is not just a neighborhood, but a big community of working people, and because it looks so nice and it is so close to that lake.
65. Live here because it is safe. (Traffic, crime)
66. Recreate here because if the public lake access & well-kept, unique green spaces.
67. Lake Mendota is a wonderful aspect of the Spring Harbor Neighborhood. It provides recreation and natural beauty for the people. As a student of Spring Harbor Middle School, Kettle pond, the beach, and the harbor provide good educational opportunities. I feel that it is important to restore Kettle pond to what it looked like originally, preserving the natural environment in the neighborhood is very important to me as well as our environmental school.
68. Proximity to lake, bike trails, and parks.
69. Convenience to downtown, campus and the west side of Middleton.
70. Informal character.

Question #2: The best part(s) of our neighborhood is/are…?

1. Doesn't feel too suburban, bike access to UW & easy car access, lake access, beach and parks
2. Casual atmosphere and lovely gardens
3. Convenient bike access to downtown, a nice place to walk after dinner
4. Safe, clean & quiet! (In that order)
5. Our neighbors, the water, ice rink, cross country skiing, the beach, the parks, the woods, the bike path, cul de sacs at the water.
6. This is a beautiful neighborhood with parks and great areas to walk and bike.
7. Centrally located, close proximity to the lake, relatively affordable.
8. Access to lake, more of a neighborhood feel, than some others. Also, something of a lake, vacation type area.
9. Its environment, also, convenient location, park land
10. Walkable, bikeable friendly area, access
11. The lake and the friendly neighbors who are willing to work together to maintain our own identity.
12. Not crowded and heavily traveled as well as near the lake.
13. The "cottage" feel to the environment of houses, yards, meandering streets.
14. Access to Lake Mendota and Green Space.
15. Quiet, trees, proximity to UW, City of Madison amenities.
16. Best part is the people and feel, it feels safe and inviting.
17. The best part of our neighborhood is the mixed income/varied ages of residents. Close proximity to UW and downtown, as well as the country side and the lake.
18. Location of lake, beach, school and walker/biker friendly.
19. Definitely the lake, (but only if 500,000,000 gallons of liquid manure has NOT been spilled out. What this means to me is the Merrill Springs Park and making it beautiful again. The feel of the "funkiness", cottage neighborhood with old forest feel.
20. Community, peaceful and quiet while being close to the city, proximity to the lake.
21. Because it is architecturally diverse, non-ostentatious friendly neighborhood.
22. Proximity to UW, Hilldale Mall, Country, Beltline. Lakes, Green space and small houses.
23. Safe neighborhood, limited multiple residency, limited local traffic, not a "development."
24. Walkable.
25. The peace and quiet, the beauty, closeness to many parts of the city. Access to good gof for people of any ability – and much park areas. Please avoid "Miami beach" look, keep mixed home values.
26. The lake, parks, and people as well. Is easy access to downtown.
27. Family, friends, and neighbors.
28. Best thing is the access to the lake.
29. Location, access to lake, beach and boat launching.
30. No sidewalks
31. Quiet streets and natural beauty of lakeshore, topography-contribute to wonderful recreational walking!
32. I have only lived here a little over one year, but I like the location to downtown, and the lake. I like families and the landscape, trees, Kettle Pond etc.
33. Would like whole neighborhood to feel more connected, I feel very separate South of University, part of Spring Harbor.

34. We live here for the quiet, friendly neighborhood and for its convenient access to the lake, to shopping and because of the character of the neighborhood. Very important to keep these attributes. Convenience to the above.
35. Safe, rural-like the SHNA is a terrific bonding agent.
36. The lake access, bike paths, and green spaces, and small businesses.
37. Also, I think that steps should be taken to increase the input of renters (and rental unit owners) younger people, and those of different ethnic back grounds, and lower income brackets. (The character on the other side of University is quite different.)
38. The lake, we all have lake front property as far as the runoff into the lake is concerned. Water is one of our most precious resources. We have the chance now to clean it up.
39. Attractive neighborhood with good selection of more modest homes, as compared to huge mansions and close to shopping, and convenient to downtown. Also, close to lake.
40. The connection to water, the Indian history, the legacy of the parks/landscaping – some need work – done 40 yrs ago
41. Casual residential atmosphere.
42. Semi rural/Semi urban character, proximity to UW and downtown. Outdoor recreation and access to the lake, and parks. Lots of trees, brings forest character.
43. Although some of the most expensive houses in Madison are here, there are still modest homes and a varied income level among families. You feel safe to walk around. The Spring Harbor Park, and playground equipment.
44. Proximity to the lake, bike trails and parks. Convenience to downtown, campus, and the west side of Middleton. Informal character.
45. Smaller low profile homes and a view of the lake.
46. Walking meandering streets without sidewalks.
47. Bicyclers riding, joggers jogging
48. Brennans, other small businesses
49. Nice to see free swimming at beach and people fishing at the boat launch area.
50. Centrally located, close proximity to the lake, relatively affordable.

Visioning Meeting Results
June 6, 2005

Land Use and Redevelopment

Residential

1. Keep most residential
2. Residential primarily, keep as is, courts could be sold then use money for big beach area or bigger harbor area
3. Maintain residential areas
4. Promote "small houses" design for new and remodeled homes, keep the profile low
5. Maintain mix of age/income levels by keeping affordable housing ratio high
6. Keep new residential development in line with current structures-don't Mc Mansionize our neighborhood
7. Ordinance to control house & building size as % of lot size on & near lake , see Shorewood model
8. Keep residential area that way, Develop areas around Brennan's and parking, but not other areas like Heim

Commercial

1. No more buildings like the Erdman Buildings at the corner of Whitney Way & Old Middleton Rd
2. Marshall Erdman campus could look nicer
3. Encourage the Erdman people to fully utilize their land-keep or bring more employers to city payroll.
4. Do not allow large commercial development in the Perkins-Erdman area
5. Redevelop Erdman property
6. Build high density commercial/residential/office mix at Whitney Way & University Ave
7. University Ave frontage should have no future commercial development.
8. Maintain open spaces by allowing commercial development only in currently zoned commercial areas
9. Do not rezone residential to commercial ANYWHERE
10. Put commercial on University instead of houses
11. Sidewalks, so that pedestrians can be safe, especially busy Old Middleton Road
12. Make University Ave underground expressway
13. Better up-keep of land under the overpass on University Ave (entrance on bike path from Indian Hills Park)
14. Be sure University Ave doesn't become a divided highway-it will change the character of the neighborhood
15. Reduce the cluttered appearance of the businesses on University Ave near capital
16. All commercial buildings should have green area with trees in front
17. Consistent visual image of SHNA (Kiosks, planters, intersection beds)
18. Reduce ground level commercial parking lot spaces by encouraging below ground structure
19. Businesses before Pancake House & Norman Way look run down a bit, need a face lift, but don't want the usual new boxes in a row
20. Business along University Ave need "sprucing up" like the businesses between Pancake house & Norman Way are ugly.

21. I would like University Ave to be less ugly strip mall & more shop like-more accessible, less trash

22. Businesses oriented toward residents and "convenience" stores for travelers-not "magnets" drawing traffic from outside neighborhood
23. Stores/restaurants should be useful to neighborhood, as much as possible
24. Keep businesses oriented toward neighborhood-not big box stores
25. Commercial property along University should be focused on local use, NOT as a regional
26. Can we aim for more neighborhood friendly businesses that bring people together? Bakery?
27. Development of more neighborhood friendly shops, restaurants, cafes, etc.
28. Keep-encourage restaurants, Perkins, Pancake House, Blue Mountain Coffee shop

Overall

1. Land use-keep buildings low profile, no high rises
2. No building should be over 3-stories tall
3. Provide shadow casting renderings before considering rezoning that includes change in footprint or height
4. 2-3 story commercial buildings (instead of 1-story) & beautiful street lighting, trees and other plants, outdoor seating (one model could be Knickerbocker Square on Monroe St**)**
5. Keep building height low-no high rise
6. Height restriction
7. No large residential buildings (Condo's etc.)
8. Enforce building codes to ensure visual lake access, i.e. no super tall buildings or homes
9. Central Height of buildings and size to preserve land ratio to buildings
10. Appropriate zoning changes to allow more development on University Ave and less on side streets
11. Possible limit to building heights
12. Build high density commercial/residential/office mix at Whitney Way & University Ave
13. Keep streets free (between Univ & Lake Mendota Dr) sidewalks, curbs to keep rural feel of neighborhood
14. Keep Lake Mendota Drive as is, but lower speed limit to 20 mph
15. No unnecessary changes, no more cement
16. Retain rural feel, more vegetation, less pavement, emphasize rain gardens over sidewalks
17. No cement curbs, sidewalks, keep rural streets as they are now
18. No more curbs and gutters
19. Road maintenance without curb and gutter
20. No curb & gutter
21. No sacrificing a tree lined street for sidewalks
22. I don't want to see the streets without sidewalks or curbs, get them
23. No sidewalks on streets currently without them
24. Improve bike path

25. Change the plan to take trees down on Capital-find another way to provide sidewalks if necessary
26. Keep the historic areas intact, this is one of the most historical neighborhoods in the City**.**

27. Examine, improve historical preservation designations of landscape, buildings
28. Conservancy land on the 1800 Block of Camelot Drive, should be maintained & trees replanted, no street-drive should be allowed
29. Parks should be maintained, a dog park should be added (maybe in the eastern portion of Spring Harbor Park)
30. Improved water drainage down Minocqua Crescent
31. A community herb garden or rock garden might be considered in the vicinity of Spring Harbor itself

Organizational

1. The SHNA has a statutory right to review all conditional use permit application for 30 days prior to plan commission. SHNA should find a way to review
2. Good prior notice on city public works projects-e.g. some in Indian Hills were unaware of road closing for storm sewer work
3. Training for all incoming neighborhood assoc. board members in Roberts Rules & bylaws
4. Liaison with Shorewood Hills, Middleton governments and with other Madison neighborhood associations-1

University Avenue

Pedestrian

1. Ped safety
2. Need responsible pedestrian crossing at Norman Way
3. Put a stop light for pedestrians across University at FlamBeau
4. Create safer way to get across University Ave by Indian Hills subdivision, pedestrian bridge or stop light
5. University Ave-sidewalks on both sides
6. Ease of crossing University for both bike & People
7. More pedestrian friendly, safer
8. Make crossing University Ave safer, especially at the west end (near Allen Blvd)
9. Provide some additional methods for pedestrian crossing of University
10. University Ave can serve life a barrier-people always J-walk to the bus stop by Blue M/Klinkes-this is dangerous. Crosswalk or light? Or move bus stop?
11. Surrounding communities developing, growing so fast, University Ave peds had to take the brunt of volume, what other means of transportation can change this?
12. Put sidewalk on other side of University Ave
13. Add bike/sidewalk lane to University Ave whole way
14. Add turn lane to University Ave (Pedestrian, bike refuge while crossing)
15. Sidewalk on both sides of University Ave

Bikes

1. Bike lanes
2. Ease of crossing University for both bike & People
3. Add bike/sidewalk lane to University Ave whole way
4. Complete bike path
5. Add turn lane to University Ave (Pedestrian, bike refuge while crossing)

Transit

1. University Ave can serve life a barrier-people always J-walk to the bus stop by Blue M/Klinkes-this is dangerous. Crosswalk or light? Or move bus stop?
2. Surrounding communities developing, growing so fast, University Ave peds had to take the brunt of volume, what other means of transportation can change this?
3. Nicer looking bus stop areas to encourage use
4. Improve efficiency on University Ave

Specific Intersections

1. Improve access at University/Flambeau
2. Traffic light or overpass at Norman Way & University
3. Make crossing University Ave safer, especially at the west end (near Allen Blvd)
4. Improve crossing of University Ave between Capital Ave & ? (by the school, Spring Harbor Drive?)
5. Recognize the dangerous ½ mile of University Ave between Allen and Capital. 46 accidents were handled there by Madison Police between 2002-2004
6. University corridor-how to have traffic not just treat University condos as a means to their end-out of city traffic abuses our streets (??? Capital Ave)
7. University Ave can serve life a barrier-people always J-walk to the bus stop by Blue M/Klinkes-this is dangerous. Crosswalk or light? Or move bus stop?
8. Hard to cross University Ave at Flambeau, this is a major place for Indian Hills residents to cross to take the bus (Midas)
9. Businesses to support walking to improve crossing the street, around 5500ish University Ave by businesses
10. Add sidewalk to east side of University Ave between Capital Ave & Norman Way to access businesses
11. Can we make it easier to turn left out of Indian Hills onto University Ave? the middle lane is not suppose to be used this way
12. Close off the dangerous intersection at University Ave & Laurel Crest
13. Keep the left turn arrow for traffic going west on University Ave onto Whitney Way

Infrastructure

1. Bury power lines
2. Remove utility lines on University
3. Underground utilities
4. Underground utilities
5. Power lines should be buried
6. Bury power lines
7. Bury utility lines on University Ave
8. Bury utility lines and control traffic speed
9. Get rid of power lines that line University Ave
10. Improve looks, put wires underground
11. Bury telephone lines
12. Cover entrance to tunnel under University Ave for cleaner steps and less maintenance
13. Maintain underpass, under University Ave at Spring Harbor Drive
14. Cars with 3 or more people have a lane to themselves on University Ave
15. Make University Ave safer by having limited access
16. University Ave-nothing which interferes with neighborhood and traffic

17. Develop a University Ave corridor on a raised level? Currently to much access to University Ave
18. Limit University Ave to 2 lanes, this obviously will have regional implications/or transportation

19. To discourage use as major artery to downtown by those west (Hwy 12)
20. Make lanes on University Ave lanes narrower, put in curbs, now it looks like a highway. Follow E. Washington development
21. Improve University Ave smooth bumps
22. Repair University Ave, very rough, particularly inner lanes
23. Repave University Ave with proper under-bed to allow frost
24. Limited access to University Ave & restricted left turns to and from Ave.
25. Smooth out University Ave from Whitney to Capital
26. Add turn lane to University Ave (Pedestrian, bike refuge while crossing)
27. Turning lanes at intersections (similar to the one at University Ave & Capital near Brennan's)
28. Need turn off lanes for University Ave
29. Left/right turn lanes on University Ave to eliminate accidents
30. Can we make it easier to turn left out of Indian Hills onto University Ave? the middle lane is not suppose to be used this way
31. Maintain University Ave 4 lanes with center turn lane
32. Alliant Energy substation should be made more attractive

Land Use Decisions

1. Buffer between businesses and homes
2. Require new businesses to set back further from University and have a green buffer between University Ave and parking lot
3. Encourage mixed use buildings on University like the building containing Firefly restaurant (University and Farley)
4. Redevelop some buildings on East portion of University (Merrill Springs motel) change to mixed use? Or green space?
5. Strict code to give/define the neighborhood character
6. 2-3 Story commercial building max-should have some coordination of design (Shorewood as an example)
7. Selective-low impact development along University Ave (office space-not retail)
8. Car wash at Capital & University-no exit on Capital-ices up hill at only light for neighborhood exit
9. Don't allow ugly growth on University
10. Clear idea about businesses set back so that future parking is possible
11. There is a "strip mall" feel developing for the businesses on University Ave, some requirements for building facades & landscaping should be considered
12. University corridor design needs coherence (low profile**)**

Commercial

1. A full line of quality, creative shops including food
2. Keep it local businesses

3. Small grocery store, or food co-op on University (Willy St. Co-op)
4. Quality shops on University Avenue
5. Encourage mixed use of small businesses
6. Car wash at Capital & University-no exit on Capital-ices up hill at only light for neighborhood exit
7. Spring Harbor Art Haven-Haven for Arts
8. Maintain low profile businesses, increase landscaping to beautify
9. University Ave is ugly from Spring Harbor to Capital (except for Brennan's) what can we do?
10. Small grocery store within walking distance, Brennan's is great, but doesn't have cut food or Kleenex
11. Improve the access to businesses; improve the visuals of University Ave?
12. Commercial buildings on University between Norman & Capital are a hodge podge, they look junky
13. Any commercial redevelopment along University Ave should have carefully designed entrance/exits

Traffic Calming, Noise Buffering

1. Consider noise reduction improvements to University Ave viaduct
2. Enforce speed limit
3. Enforce speed limit on University
4. Traffic calming features
5. Sound barriers should be installed, especially over the Camelot Greenway (where a cyclone fence was installed a few years ago without resident or neighborhood assoc. in put.
6. SLOW DOWN TRAFFIC-stop lights, bump outs? Traffic calming affects all streets in Spring Harbor, traffic used to going fast
7. It is time to set aside right-of-way for sound berms & barriers.
8. Be sure to put traffic noise mitigation into the plan
9. Enforcing reasonable speeds on University Ave
10. Slow cars down on University Ave

Landscaping/Signage

1. As much green space and landscaping as possible along University Ave
2. More gardening in public areas
3. Better landscaping/grassy medians
4. Consistent signage
5. Maintain low profile businesses, increase landscaping to beautify

6. More comprehensive look (than other neighborhoods) at how changes on roads around SH, changes roads on SH i.e. St. Dunstans & Helm Ave
7. University Ave is ugly from Spring Harbor to Capital (except for Brennan's) what can we do?
8. University Ave needs to have a nice clean organized look
9. Signs on University Ave look terrible

10. Need flowers in front of businesses on University Ave
11. Landscape University Ave
12. There is a "strip mall" feel developing for the businesses on University Ave, some requirements for building facades & landscaping should be considered
13. Maintain a variety of sign styles on University

Transportation

Transit

1. Commuter rail-local rail service
2. More frequent bus services or mass transit in whatever form
3. We need a commuter train transfer center or depot in our area
4. Rail for rush hour
5. Rail transportation
6. Clean rail, no diesel fumes, please! No horns also**!**
7. Consider commuter rail in this neighborhood, if it is coming to Madison
8. Light rail
9. Rapid transit from West to East side
10. Rail corridor probably good-like D.C area metro- we do not have room to park and ride!
11. If rail is coming, I want it to stop here!
12. Bring light rail to reduce traffic congestion
13. Further development of light rail concepts
14. Rail transportation along University Ave access to downtown
15. Guarded interest in light rail/street car possibilities
16. Rail system at Whitney Way & Old Middleton when interurban line begins
17. Have a light rail stop in back of Borders Book Store
18. Have UW Hospital create outlots for park & ride rail
19. Light rail system on University Ave, connecting to the Isthmus (n,s,e,w)
20. Do not put large tram/light rail station on Whitney Way and University-parking lots should be further from City Center
21. Need Rail & Bus improved to work together
22. Electric bus lines to downtown, sidewalk on University Ave
23. Maybe small bus on Lake Mendota Rd to connect to main bus system
24. Bus service is to frequent on 60/61 lines during the late hours (1 hr later 5:50/6:50 from University Ave)
25. Bench/bus shelter in front of Midas
26. Increase freguency of busses on University Ave
27. Stylish bus shelter on University in front of Auto body shop?
28. Covered bus shelters for all stops
29. Walking path from Indian Hills Park up the slope to get to Hills Farm bus stops (we have few bus lines, so need to access routes 14, etc.)

Pedestrian

1. No more sidewalks
2. Do not put sidewalks in Indian Hills
3. Creating a walking lane on Lake Mendota Drive with paint
4. Sidewalks?
5. Sidewalk
6. Sidewalk on both sides of University Ave
7. Sidewalk to school along dog exercise area & leading to park path across from school
8. Install sidewalk from Brody to Marsha on Pauline for school students
9. Where is it written that sidewalks must be straight lanes of concrete? Create a walkway of packed limestone and meander the walkway around and through the trees
10. Bike/walking path on left side from BP to Allen (as heading west)
11. Have over pass for pedestrian traffic over University Ave to facilitate crossing
12. There should be sidewalks/bike paths on both sides of University Ave all the way from Whitney Way to Allen Blvd, one of the busiest streets in the City.
13. Promote healthy residents through easy access to bike and walking trails-at least every 2 blocks.

Bike

1. Bike paths continue & connect
2. Transport more bike paths and walking paths
3. Bike lanes on University Ave
4. Improve bikability
5. Bike path should be connected from Capital to Spring Harbor Dr
6. Keep all streets except University Ave bicycle friendly
7. Bike paths extend & expand current paths to allow future use
8. Have a safe bike path connector segment along University Ave
9. No curb & Gutter, replace with slightly raised bike lanes
10. No curbs and gutters, rather raised for bicycles (2-3 inches)
11. Bike/walking path on left side from BP to Allen (as heading west)
12. Bike path
13. Allow bike and canoe parking on courts that lead to Lake Mendota for commuters.
14. Improve bike paths , especially those on extremely poorly maintained streets (such as Lake Mendota Drive) to make biking safe
15. More bike lanes (not on University) most bikers go on Old Middleton & Lake Mendota because University is too busy, nosier and potentially dangerous (Speeders)
16. Bike lanes along Old Middleton Road
17. There should be sidewalks/bike paths on both sides of University Ave all the way from Whitney Way to Allen Blvd, one of the busiest streets in the City.
18. Promote healthy residents through easy access to bike and walking trails-at least every 2 blocks.

19. Extend Bike path along University from Spring Harbor middle school to Capital Ave
20. Cars turning into neighborhood from University Ave might conflict with bicyclists along University, especially along University asphalt path
21. Bike path on southwest side of University from Allen to Whitney Way
22. Slightly raised Bike lanes instead of curb and gutter
23. Bicycle bridge across RR tracks from Pauler & ????? to Old Middleton Rd-1
24. Pact with Thorstrand to let bicycles through
25. Widen bike path on Old Middleton Rd continue west of Old Sauk

Roads

1. Leave Craig Ave a dead-end
2. Put in traffic circles at "busy" neighborhood intersections
3. Concern for traffic on University Ave as areas in Middleton & Waunakee are more developed with homes
4. Speed restrictions (speed bumps, etc.)
5. Put University Ave underground so feeders are frontage roads and walk over easily
6. Divert traffic away from Lake Mendota Drive
7. Regrade Capital Avenue
8. Do not close off roads-access is limited due to lake on one side & Middleton areas on the other. Rather utilize structural changes (more constricted openings of streets onto University Ave) which will allow for emergency ingress/egress
9. St Dunstan's Drive should be made a two way
10. Make it safer to cross University Ave especially on the western edge of SHNA (Allen Blvd or Baker)
11. Limit speeds for care on all streets without sidewalks (Minocqua Crescent, Lake Mendota Drive)
12. Traffic calming- NOT to include more stop signs! Yield signs, traffic circles, etc. Less starting and stopping means less noise, less pollution, less energy consumption
13. Make University Ave safer with turn lanes
14. Keep the streets w/o sidewalks, but could we resurface? We have so many pedestrians and joggers, but pot holes are dangerous**.**
15. Traffic speed is a problem on streets to and from University (like campus) can we install bumps like on Yuma near Midvale Ave?
16. No curb & Gutter, replace with slightly raised bike lanes
17. Use traffic calming measures
18. Need stop signs thru-out neighborhood to slow down traffic
19. Speeding traffic on Capital Ave
20. Put in flower islands (traffic circles) look at circles in Shorewood
21. Dangerous crossing of Lake Mendota Drive at the Spring Harbor, many people with kids cross between the park and Harbor-blind curve

22. Keep commuter traffic off neighborhood streets & on University Ave
23. Cars coming into the neighborhood on Tomahawk up thru Minocqua Park and either up or down Minocqua Crescent needs to be slowed down.
24. Traffic on LMD-speeding, traffic calming flower islands (traffic circles**)**

25. Easier access turning into neighborhoods
26. Laurel Crest & University Ave (west side) intersection is dangerous and should be closed off like Baker is
27. Enforce lower speed limit on Lake Mendota
28. Like to see the policy changed on allowing street calming
29. Control Speed and rush hour traffic on LMD
30. Provide traffic calming on cut over streets between Old Middleton & University and Lake Mendota Drive & University
31. Reverse Norman Way from Old Middleton to Dale Ave
32. Cars turning into neighborhood from University Ave might conflict with bicyclists along University, especially along University asphalt path
33. Improve & upgrade the appearance of Lake Mendota Drive (Harbor to Camelot) resurface, speed bumps (4), rolled curbing and narrow sidewalk
34. Make University Ave easier to cross for walkers, maybe some islands or walkways

Other

1. Small businesses that are bikeable & walkable, avoid big footprint business
2. Local businesses serving the neighborhood, No drive thru businesses, no car wash, sidewalk on both sides
3. Use golf carts to travel to nearby malls or centers-reduce auto use
4. Current street lights are intrusive and could be improved-not as bright, it defeats our natural, lake house feel
5. Provide better access from the area of neighborhood to the other on University Ave
6. Make tunnel safer under University Ave
7. University underpass & Norman Way Bike or ???
8. Like to see the policy changed on allowing street calming

Parks, Recreation, and Lake Access

Lake Access

1. Preserve, enlarge & improve lake access (wheelchairs too)
2. Keep public access-maybe improve
3. Make public access pathways to the lake, more welcoming
4. Preserve and enlarge parks and access to lake
5. Long peer into clean lake water, like it was in Shorewood in the 1960's.
6. A pier should be installed at the end of Baker Ave for residents use and Baker should be made so motor boats cannot be launched there (Marshall Park and Spring Harbor Park are close)
7. Lake access points-emphasize upkeep in developed areas, boat launchers, beaches, parks and respect undeveloped areas as more natural as per City of Madison plan published Dec 2000
8. Free access to lake from all courtyard- no structures or other impediments in the courts.
9. Should be maintained as is w/o motor boat access at Marshall Park & the other "Alleys" used primarily for walking, Capital, Baker with mixed use maybe piers added on Capital & Baker.
10. Lets keep the access to the lake thru fire lanes COLLEGIAL, we live on such a path & greatly enjoy visiting with appreciaters
11. Lake access should be more clearly signed & delineated
12. Determine uses of access strips from Lake Mendota Dr to the lake
13. I love the lake access on Lake Mendota, keep it natural and not too formal
14. The streets that end at Lake Mendota should be maintained as community access and should not appear as private drives

Boating Issues

1. Add canoe racks to beach and other areas with lake access like Merrill Spring Park has.
2. Should be maintained as is w/o motor boat access at Marshall Park & the other "Alleys" used primarily for walking, Capital, Baker with mixed use maybe piers added on Capital & Baker.
3. A pier should be installed at the end of Baker Ave for residents use and Baker should be made so motor boats cannot be launched there (Marshall Park and Spring Harbor Park are close)
4. Slower motor boat traffic within close proximity to Lake Mendota shoreline.
5. Neighborhood boat storage or dock, buy into/aside from public access
6. Slow no wake on lake more often

Beach

1. Spring Harbor Beach-keep bathrooms open
2. Spring Harbor Beach-keep lifeguard
3. Retain lifeguard at Spring Harbor Beach
4. Make sure the beach remains open

5. Creating a way for wheelchair to access the beach at the Spring (removing the fence)

6. Ensure beach keeps lifeguard
7. Keep beach clean-removal of seaweed and duck waste

Clean Up

1. Clean up lake weeds with prevention & machines
2. Recreation harbor needs to be dredged again
3. Clean up Spring Harbor Beach
4. Clean beach (make the H2o more accessible)
5. Clean up Spring Harbor Beach, not swimming friendly, duck and goose haven
6. Spring Haven water quality, dredge sediment delta (1994 Feasibility Study-recommendations for maintenance)
7. Cleaner lakes
8. Promote use of lake friendly lawn products

Merill Spring

1. Find a way to restore water flow to Merrill Spring
2. Restore Merrill Spring
3. Merrill Springs, park-review & restore, refill
4. Restore the springs
5. Restore the springs to their natural condition
6. Clean up Merrill Springs Park
7. Restore water flow to Spring Harbor
8. Renovation of Merrill Springs Park- decrease standing water, better access, stairs, improved canoe and kayak storage
9. A flowing spring at Merrill Springs Park
10. Revitalization of Merrill Springs
11. Seek native American Trail input on major changes to Merrill Springs Park

Kettle Pond

1. Keep Kettle Pond secluded
2. Keep the secluded environment in Kettle Pond
3. Provide money to dredge Kettle Pond
4. Improve hiking path through Kettle Pond
5. Dredge Kettle Pond
6. Make Kettle Pond into a park that you want to go to (grass?)
7. Kettle Pond should be better maintained, restored as a local wetland habitat
8. Kettle Pond-improve pond & vegetation (eliminate invasive)

Parks

1. Parks more play equipment at S.H. park, Indian Hills Park
2. Keep Spring Harbor park natural, keep the green space along University Ave near Spring Harbor Park
3. Parks year around
4. Keep public access-maybe improve
5. Preserve and enlarge parks and access to lake
6. Keep them as is
7. Get rid of scrub trees
8. Plan 20 trees a year
9. Landscape upgrade, better trees, better plan
10. Restore Spring Harbor Park to Oak Savanna
11. 10 Yr goal/or Spring Harbor Park: restore to Oak Savanna
12. Continued involvement of SH Middle School with improvements to natural environment of open spaces
13. Keep rural feel to the neighborhood
14. Better and more trash receptacles
15. The starting point should be to leave things the way they are
16. Garlic Mustard Removal
17. Remove invasive spp from private lands & parks-especially Spring Harbor Park
18. Plan for parks to get rid of junk trees & garlic mustard
19. City mowers, stop spreading grass clippings in street
20. The west end of Taychopera, which has never been paved or made into stuet. Should be changed to "conservancy" green space maintaining its current use
21. Restore fountain at Flint Stone Park
22. High priority to retain park/recreation areas/Indian Mounds
23. Extend bike/hike path beyond Camelot to Thorstrand walk through there to Marshall Park
24. Land & lots with mounds, trees, drainage, require buffer set-backs to prevent buildings on the edge.
25. Provide poop receptacles for dogs, like a County dog parks
26. Keep dog exercise area across Lake Mendota Drive from Harbor
27. Increase Park land south/west of University Ave

MEMORIES

1. Years before moving here, I was biking along Lake Mendota Drive, passing by the Harbor, I wondered-"Where am I?"
2. Getting up very early one summer morning with my wife to watch the sun rise at Merrill Springs Park.
3. University access i.e. Flambeau, and boat ramp to Spring Harbor
4. Sailing, canoeing, fishing on Lake Mendota, neighborhood walks, and friendly neighbors.
5. Wonderful neighbors, snowplowed for 2000 (snowiest Dec on record)
6. Memory of 3 children going to S.H. school and now grand daughters on here.
7. Lots of beach memories.
8. Neighborhood memories-neighborhood family gatherings.
9. Going for evening walks, and almost getting hit by a car crossing University Ave to the bus stop.
10. Biking to University and into Middleton
11. One August I spend most of my time at Spring Harbor Beach.

IDEAS FOR THE FUTURE

1. Create a historical park next to school on hill with Indian Mound.
2. Need a change to Capital Ave traffic. It is not rational engineering to have majority of traffic from University Ave to only one way to get to Sauk and Rosa Roads, this is appalling.
3. Better police coverage
4. Canoe racks at lake access
5. More frequent brush pick up, especially in the spring.
6. Better communication with other nearby neighborhood Associations.
7. Storm Sewer drains where needed to reduce prop damage and road erosion.

Focus Group Responses
July 18-19, 2005

Businesses

Do you currently own or rent your building? Is this your long-term goal for your building?

1. Own and plan on being in business at current location
2. Plan results have a large impact on business-University Ave is good for business
3. Lease the property with no major plans to change/move

What physical improvements should be made to make your business more successful?

1. Turning lane on University Avenue along the whole distance to improve access to businesses
2. Turning west onto University Ave is extremely dangerous from the south side of the street
3. Consistent conditions along University Ave
4. Put power lines underground on University Ave
5. University Avenue is not visually pleasing
6. Better streetscape would make the street safer
7. The stoplight at Spring Harbor is a good addition for bringing speeds down
8. Turning lane would allow for medians to act as pedestrian refuges
9. Some customers are UW students and have to cross University to access businesses, which is dangerous
10. West on University from Segoe approach leads to speeding and causes many accidents, something should be done to slow traffic
11. Would a shared turn lane or a boulevard be better for safety?
12. Perkins/Good-N-Loud/Flambeau is awkward and seems dangerous

Do you have adequate access, parking, and visibility?

1. Unlike East Wash, there are many smaller businesses that need to be accessed from University Ave, so restricting access might be hard
2. The turning lane has made it much safer
3. Visibility is adequate
4. The speed of the street causes people to fly by businesses without noticing them
5. The street connection isn't necessarily an improvement
6. The two sides of the neighborhood should be better connected
7. There should be a better connectivity throughout the neighborhood
8. A controlled light at Flambeau might be a good thing to reduce speed and improve access

What are your concerns/hopes for the Hilldale redevelopment project for your business?

1. Hilldale is not connected to any community, they should fall within some neighborhood, so that the impact is considered
2. How will traffic be affected along University Avenue
3. Depending on what kinds of businesses are going in will affect the type of competition that follows
4. University Ave doesn't handle traffic gracefully now, so until the street is taken care of, business will always be at the whim of dangerous speeds

Are there any other issues/concerns facing businesses in the neighborhood that were not discussed above?

1. Putting colors on a map can be limiting in scope, some projects are regional in scale
2. Economic flexibility is important as time change
3. If changes are proposed to the land use, make the category very broad
4. Turn signal on Capital Ave would be an improvement
5. No traffic can turn west during the evening traffic from Capital
6. Emphasize the significant danger along University Ave
7. Who would be willing to give up the land to add a more turning lane?
8. All businesses issues return to the poor condition of University Avenue
9. Add a left turn lane from at least from Whitney Way to Capital Ave
10. Should be done simultaneously curb and gutter
11. Rail will impact businesses differently
12. Stop and go/grab things might not work
13. Destination businesses might benefit
14. University Avenue plays two roles of being a county/state highway and a neighborhood main street
15. By ignoring the problem the state/county/city makes the problem worse and in effect will continue to cause sprawl
16. Most commuters are state and university employees, who don't need to work at traditional hours
17. Give those employees free bus passes
18. Encourage the employees to work on flexible hours
19. Police service only stops speeding for the short period (week or so)
20. There are already informal sidewalks on both side of the street, so new ones would not be bad
21. Auto services are listed as I in the comp plan, which would create some non-conforming uses
22. The neighborhood needs a diverse mix of businesses
23. Employment doesn't seem to serve the neighborhood well
24. If the plan is meant to bring in attributes that the neighborhood is lacking, and remove those that aren't, then Employment is not a good designation

Rental Property Owners

How long have you owned/managed your property? Do you own other rental property in Madison?

1. Non-occupying owner rights are the same as occupied owner rights
2. Plan will be adopted as part of the comprehensive plan by the city
3. Concerns about storm water run-off on Camus Lane
4. Front/back yard issues on the lake-side property (lake is front yard, not street)
5. Some owners do own other units outside the neighborhood
6. Some participants do own units outside of the neighborhood

How many units do you rent in the neighborhood?

1. Participants own any where between 1 and 24 units (2 owned 1 unit, 1 owned 2-8 unit buildings, 1 owned a 4 unit, and 1 owned a 24 unit + 3 office spaces

What are your general plans for your property? Maintain number of units? Expand? Convert to condominiums? Other improvements?

1. Highwoods and Carrington are converting from rental to condominium
2. Joyce Reid property is talking about taking down a historic home and putting up 6 houses
3. Anchor Property Management (Sleepy Hollow) was 154 units in 6 buildings but now they are converting to condos. It used to be a HUD property

What the key neighborhood issues around your property? Access? Parking? Safety/security? Parks and open spaces?

1. Drainage problem behind Pancake House
2. Storm sewer drains to Lake Mendota
3. Can something be done to slow/mediate drainage to keep lakes clean?
4. Possible rain garden program
5. Parking lot greening
6. Lake side access through the courts
7. People don't know the are allowed to use the public lake accesses points
8. Sidewalks
9. Were placed along Capital (from University Ave to Old Middleton Rd) when they weren't wanted
10. Pedestrian safety question
11. Cost was a concern
12. Trees were lost
13. Sake walking is possible currently in the neighborhood
14. A green, sustainable, long-term solution should be explored
15. Sidewalks disturb the local character
16. The process was unfair

17. Trails/paths might be acceptable
18. Commuters were deterred in Shorewood with implementation and enforcement of a 20 MPH speed limit
19. Crossing University Ave to bus routes in difficult
20. Camus Lane encourage traffic to go around the block to access University Ave
21. One child (renter) was killed on University Ave near Camus Lane within the past 5 years
22. Sidewalks should incorporate engineering and maintenance solutions (storm water, ease of implementation, character)
23. Bike issue coming down University Avenue against traffic
24. Erdman property development would affect density and character of the neighborhood
25. Small neighborhood store/services, but avoid the strip mall
26. There aren't very many places to redevelop
27. Height is limited in the area
28. High density isn't currently in the neighborhood character
29. Possible to see redevelopment at University Ave and Whitney Way
30. Possess some problems with access, short stacking
31. Possible incorporating recreation facility into a redevelopment site
32. Tenets might not need/use light rail
33. Where would the parking go?
34. Sidewalks on major roads are safe for tenets with young kids (possibly would promote lake access use)
35. Neighborhood should build off main highlight which is the lake
36. Neighborhood is also a transit hub
37. Traffic on Lake Mendota Dr is too fast
38. No left turn off of University Ave during rush hour
39. Properties are used as a public street
40. Middleton Bus Company (1971-1975) could be revived
41. Possible city bus route with Shorewood from Middleton along Lake Mendota Dr
42. Spring Harbor brochure to new tenet/residents with neighborhood assets listed
43. Proximity to UW Hospital, downtown is a big appeal to tenets
44. Selection of tenets ebb and flow affects safety/activity of community (but this has gotten better over the past couple of years)
45. Trillium Apartments is turning over to condos
46. It can be very hard to keep/get good tenets
47. Lake access should be visibly public
48. Rental buildings can be a micro-neighborhood (a balance of neighborhoodlyness can be helpful)

49. Merrill Springs redevelopment-restore water
50. Trillium Apartment History
51. Built by Floyd Voight in the late 1940's-early 50's
52. Most tenets at the time were married UW students who were veterans, many with children

53. It was a precursor to Eagle Heights
54. Once Eagle Heights was constructed the student families moved out
55. Neighborhood went down hill after that
56. Faced drug/crime issues
57. Was recently bought by Joe Griesee and a bank
58. Currently being converted from rental to condominiums

Residential

Are there enough open spaces/parks throughout the entire neighborhood to meet your recreational needs?

1. Kettle Pond used to be used recreational (there was standing water, sledding hill)
2. Why did they cut down the trees at Kettle Pond?
3. Kettle Pond should be more accessible
4. No recreational park on the south side of the neighborhood
5. Kettle "Pond" is now a mosquito breeding ground
    a. It used to be a beautiful spring
    b. There is no pond anymore
6. South side of University Avenue has no facility for kids
    a. Neighbors on both sides should want to cross University Avenue for amenities on both side
7. Kettle Pond needs a master plan, but shouldn't have to be a big project
    a. The city said that it needs improvements, possible dredging
    b. Maybe use some of the land for a more active park
8. The greenway probably shouldn't become an active park
9. Parks be included into new redevelopment areas (particularly near Whitney Way)
10. Parks are under funded for maintenance, neglected by the city
    a. Playground equipment
    b. Invasive species
11. Neighbors walk to Marshall park and take the cut through Thorstrand Dr
12. Marshall park needs equipment
13. Ropes course-older age appropriate activities possibly at Kettle Pond
14. Trillium development has no close playground, so they cross University Avenue to Spring Harbor Park, which is dangerous, should be considered for new redevelopment
15. There are a lot of beautiful places for parks, but maintenance of it can be so expensive
    a. Merrill Springs is a classic example of what can happen to parks
16. Water should flow again at Merrill Springs
    a. Mow the grass
    b. Neighborhood already is working on a plan for the springs

Lake access has been a significant issue in the neighborhood in the past. What is the status of this issue in the neighborhood? Is it adequate? Does it need to be expanded and extended?

1. There is no signage stating that those are the public access to the lake
    a. Something attractive should be placed to mark all lake access courts so all neighbors can enjoy
    b. Beach especially
2. The lake access courts don't look public
3. What are people trying to access? A quality lake!
    a. 1995 when the harbor was dredged the city said that they would maintain it, but they haven't
4. Do something to create warm water in winter, so people don't walk out on thin ice in winter
5. Open view of the lake doesn't not currently exist in various courts
6. Plantings in the court could contribute to improving the lake quality
7. Maintenance of the courts are important and people living around them would like to see the city do something
8. The greenway should be better maintained because now it's a swamp that is a breeding ground for mosquitoes
9. Maybe put a pier in on the left side of Lake Mendota Dr on the greenway, at the lake
    a. Neighborhood could fund it
10. Encroachment on city property (courts) discourages public access
    a. Vehicles
    b. Compost piles
    c. Fence
    d. Can be visual as well
    e. Subtle claims of the rite of way are not acceptable
11. There are other dead ends in the neighborhood that property owners are also encroaching upon
12. Individual property owners should be encouraged to plant flowers, to make the lake front inviting to the public

What do you think about residential redevelopments near the lake? Should there be restrictions on height, size, scale, massings, and views of redeveloped or expanded homes? Should there be resident design standards?

1. There are regulations now
2. Exceptions should be more tightly regulated
3. Neighbors should become more active in approving or disproving such development
4. Spring Harbor Neighborhood Association should have the ability to be active in variance hearings
5. Lots are narrow, so it's difficult to come up with a architectural drawing that is attractive and useful, therefore standards should not be too stringent
6. Remind the plan commission to stay on their toes, because of the history of the neighborhood
7. No need to go set design guidelines
8. Roofline/sightlines are fairly consistent and maybe that should be the standard, give or take a little
9. Neighborhood is not a neighborhood of covenants, there is a more eclectic feel in the neighborhood, that has drawn residents here
10. Neighbors should set up and be a more active participant in the process
11. Current city codes are acceptable

12. Neighborhood association should not officially sign off in the approval process
13. Neighborhood association could act as a clearing house of information
14. Planning commission does not follow through on meeting conditional use standards
15. Building inspections are understaffed and therefore don't have the time to come out and enforce the conditional use standards
16. Protect the water table and restrict how deep residential homes can go
    a. This allows people to go low and then build the to the standards
17. Make sure people can't raise the lot so that people can't construct 2.5 stories on top a tall mound

Are they any neighborhood services that you feel are missing from the neighborhood that should be explored?

1. Roads are terrible to the extent of being dangerous
    a. Lake Mendota Drive
2. Pea gravel on Lake Mendota Dr is not a long term solution
3. Huge flooding due to lack of curb and gutter
    a. Baker off Capitol
4. The city should allow curb and gutter without adding sidewalks (Shorewood example)
    a. Should be more flexible in retrofitting the neighborhood
    b. Can be difficult to add sidewalks because of the various lot sizes
5. There are never police cars in the neighborhood
    a. Can be good, but from a traffic standpoint it would be nice to see them enforced
    b. Speed signs placed in the neighborhood
    c. Not just about roads, traffic is also about services
6. Noise at 35/40 mph would be acceptable, but at 45/50 mph the noise is exceptionally loud
7. Sanitation is great
    a. Recycling
    b. Trash
    c. Brush
    d. Could there be a central access compost point (brush, etc) in the neighborhood
    e. Hazardous materials (light bulbs, batteries, paint) disposal should be more responsibly promoted
    f. Snow plowing is terrible, especially this past winter
    g. Sand barrels should be added throughout the neighborhood, at a smaller size than the ones there before

8. More trash cans should be located throughout the neighborhood
    i. Baker Ave
    ii. Capital Ave
    iii. Spring harbor park and boat launch
    iv. School parking lot

v. Recyclable receptacles at the boat launch

9. New sidewalk on University Avenue is covered in thistles
10. Education about how to keep the lakes healthy
11. Neighborhood sledding hill between (1775) Norman Way and Spring Harbor might be lost to development
12. After school childcare should be considered if there is a need
13. Roads should not be blocked off of University Avenue
14. More yield signs, curb alignments, traffic calming to reduce traffic speed, but do not increase pollution
15. More crosswalks should be present on University Avenue

Residential Renters

Why did you chose/how did you come to live in Spring Harbor neighborhood?

1. Whispering hills by chance, but are happy with decision
2. Sleepy Hollow has a great location-plan to buy one of the new condos
3. Drawn towards being close to the lake
4. Property values would stay stable close the lake-Indian Hills
5. Answered an ad, loved the trees, close to the lake, lots of shopping, close to the beltline
6. University gets you to downtown or to the east side easilier
7. Close to Hilldale, West Towne, Westgate
8. Basically safe

How long do you plan to live in the neighborhood? Why?

1. Don't know
2. Plan to stay for awhile

How do you usually travel to and from work? Are current transportation services meeting your travel needs both within the neighborhood and into other parts of the region?

1. Getting out onto University Ave is hard especially on:
    a. Craig Ave
    b. Norman Way
    c. Time the light better on Spring Harbor Dr. People run the red light on University Ave
2. Rosa Rd and Old Middleton Ave
3. Lots of renters are looking for bus routes
    a. Route 60 is convenient
    b. Students
    c. Hospital Employees
    d. The schedule seems to be adequate
4. One car family uses the bus frequently
    a. Going downtown is good
    b. Going to Greenway Station can be difficult on the 61 just because there are 3 buses in the morning and three in the evening
    c. Hill Farms buses are pretty accessible to the neighborhood
5. Biking to campus starting with the new Black hawk trail is easy

6. Don't want light rail running behind Sleepy Hollow

    a. Noise
7. Freight trains several times a week are enough
8. Light rail depends on how often it runs
9. Why do rail? Buses are more flexible
10. Track had been expanded from existing track to Greenway Station in Middleton
11. Bus to downtown during rush hour is fine, working late is hard because the bus runs only once an hour
12. Turning left onto University Avenue from Norman Way is hard
13. Residents take the bus an extra stop so that they can cross University Ave at a stop light
14. University Ave is a divider in the neighborhood
    a. Some bridge or tunnel should be put in place
15. The stop light at Spring Harbor Drive thought would have helped, but it hasn't slowed traffic
16. Is the cost of rail worth it? Property taxes are already high

Do neighborhood parks and open spaces adequately serve your needs? What connections should be made to improve parks and open spaces and your ability to access them?

1. Spring Harbor Park used a lot by dog owners
2. Spring Harbor Park is adequate concerning services
3. Lots of residents don't have time to use them
4. Madison has lots of parks, so it's not unique to Spring Harbor
5. Parks just outside the neighborhood serve the southern half of the neighborhood
6. Sleepy Hollow residents are served by the equipment onsite
7. Tunnel under the train tracks goes to Konacki's Grocery and Oakcrest Tavern
    a. It is in disrepair
    b. It would be nice to half that back
8. Perhaps restore it for ecology purposes
9. Clean up the lakes they continue to get worse
10. Kettle Pond is used every year by Spring Harbor Middle School
11. Are there safety and security issues that need to be addresses in the neighborhood?
12. Sleepy Hollow-majority of residents feel comfortable
    a. From time to time there are issues
    b. Sometimes car are broken into in the garage
    c. Windows broken in parking lot
    d. All property damage, no personal
    e. Shooting once on Craig Ave

13. Is some concern, but things happen anywhere
14. More light on Norman Way

15. Lighting in general
    a. Brody
16. Problems at the Stop-N-Go
    a. Panhandlers
    b. Robbery
    c. Driving away without paying for gas
17. Once in 9 years, there was one rash of home break-ins one night
18. Trillium seems to have more concern
    a. However, the future is looking brighter
    b. Half owned by the bank
19. Sometimes walking through Trillium can be unnerving
    a. Past tenets had been interesting characters
    b. Better now

Are you aware if there is a possibility that you home will be converted to a condominium ownership? How would this impact you?

1. Two buildings at the bottom of Norman Way-just below playful kids day care are going condo
2. Sleepy Hollow good for first time buyers
    a. 1 bedroom – 80,000
    b. 2 bedroom – 110,000
3. Trillium
    a. 110,000
4. Condos are good for the neighborhood
5. At Sleepy Hollow 90% of residents are being displaced
    a. It's happening fast
6. Hate to see the nature of Trillium change
    a. Size of buildings
    b. Commercial property should develop at neighborhood scale and allow Trillium to keep it's character
    c. Good for elderly or starter homes
7. Worry that the south half of the neighborhood could change and it shouldn't
    a. House sizing are appropriate and a good addition to the neighborhood
8. Of 16 units on Norman Way that are going condo, most people are moving
9. Residents are transient and so "displacement" is natural to renters
10. Condo owners have pride of ownership and take better care of the neighborhood

11. Scattering density of residential would be better than the pockets in existence now
12. A lot of older units are turning condo, and puts pressure on renters who can't afford $800 a month for a newer unit
13. Property taxes in the city are too high

What are other neighborhood issues that need to be addressed?

1. When taxes go up the cost gets past onto the residents, which creates a squeeze
2. High educational costs, are they worth it?
3. Renters in the neighborhood are very satisfied
4. Something that gives the neighborhood a sense of community
    a. Coffee store, with juice bar, outdoor seating
5. Services wanted in the neighborhood
    a. Drugstore
    b. Blockbuster
    c. Mixed-Use
    d. Add second floor to Brennan's
    e. Good-N-Loud scale buildings
    f. More local restaurants at the same scale as existing ones
        i. But the current ones have bad architecture
6. Things not wanted
    a. Drive through
7. Less litter on Brody Dr
    a. Especially from Brody Drive Townhomes
8. Dogs off their leashes should be regulated
9. Parking on Brody Drive

Transportation

Why are sidewalks not desired? Are streets currently safe enough for pedestrian travel throughout the neighborhood?

1. Temkin has sidewalks and appreciate them especially with small kids
2. Pain due to maintainence but necessary
    a. Social aspects
3. Age of kids makes a difference
    a. Young kids you want sidewalks
    b. Older it's not as big of a deal
4. On a dead end there aren't that many people who walk on the street
5. Dollars should be spent on improving the roads
6. Land costs are too high to sacrifice to sidewalks
7. Capital avenue, while controversial, carries a lot of traffic, and sidewalks are needed in order to feel safe
    a. Sidewalks are needed along the busier street
8. Lake Mendota drive, currently people are used to pedestrians on the street, but when improvements are made, could a paint stripe be created
    a. Spring harbor park to up the hill, major blind spot
    b. Parked cars cause blind spots of pedestrians to drivers
    c. Shorewood hills past the golf course…curbs made the street 18 inches wider and that feels much more safe
        i. Defines the street more
    d. Looks better, people don't park on the street randomly
9. What's the status of Lake Mendota drive? Can it be improved or not?
10. Why do they clean Lake Mendota drive so often?
11. Aesthetics are the reason for not having sidewalks
    a. Old character of the neighborhood
12. Slowing traffic down would help reduce the need for sidewalks
13. Trees are important to the neighborhood
14. In some of the hilly spots of the neighborhood, sidewalks may not be very safe either
    a. Especially in winter, walking on streets the streets would be more regularly plowed
    b. Originally there were no storm sewers and that may be why there are no sidewalks
15. Improve the tunnel because otherwise you wait a long time to cross the street
    a. Improve lighting
16. Where to put sidewalks
    a. University Avenue on both sides all the way to city boundaries and further on to Middleton
    b. Along the school and the park, connect the existing talks

    c. University to Whitney way merge lane there is a blind spot crossing the one lane

17. Where to put traffic calming measures
    a. Traffic Island: West on Brody, left on Lorraine the intersection is a huge uncontrolled intersections
        i. Same at Marsha, where it meets Temkin
        ii. Marsha, Brody, Lorraine become a cut through from around University Avenue and the corners are dangerous
    b. Epcorth Ct and Lake Mendota Dr
    c. Spring Harbor Dr and Lake Mendota Dr
    d. More wide curb lanes on all streets coming onto University Avenue

What important pedestrian and bicycle connections and improvements should be made in and beyond the neighborhood?

1. Flambaeu connection needs to be made to the existing Blackhawk path in Indian Hills Park
2. Continue the Blackhawk path to the west to Whitney Way
3. Bus stop access needed at Segoe Rd and University Avenue
4. University Avenue is a barrier to the lake for the neighbors living to the south of it
5. What is the status of the lease for access for bike path to Marshall Park
6. Light on Norman Way (multiple concerns!!!)
    a. Maybe a foot bridge instead
    b. Might be too many lights
    c. Turn lane because of the hill and all of the larger vehicles
7. Sidewalks are not on the side near businesses on University, which is alright in summer, but dangerous in winter
8. Connect the bike path on University Avenue from Spring Harbor to Baker Ave
9. Should the path be strictly bike or multi-modal?
    a. Some say yes
    b. Some would prefer just a sidewalk
    c. What is federal policy when that street is improved? Does a commuter bike path have to go in?
10. Land use should dictate the path/route
    a. Businesses should have direct routes to them
    b. Recreational paths can be less direct
11. Employee/Tenets concerns?
    a. Getting on and off University at Perkins area
        i. Lots of curb cuts
        ii. Controlled intersection at Flambaeu?
    b. In the future, how will University be able to handle more traffic?
12. Turns lanes off of University Avenue
13. Closer to Middleton heading towards campus, making a left hand turn causes many accidents
14. University Avenue turning right into Asbury church is dangerous because of the traffic, speed, and hill

What improvements are needed on neighborhood streets and intersections? Please be specific about problems and locations.

1. Coming towards campus on Laurel Crest, on the west side you are not allowed to turn left, but people do. Instead it should be closed off to University Ave
2. Baker is a bottle neck when some is trying to turn left.
3. Blind spot on Baker and Taychopera due to shrubs being overgrown
4. Don't keep graveling Lake Mendota it runs to the lake
5. University Avenue floods in front of Dale Heights
6. Right of way questions at Flambeau and Tomahawk
7. Near Minoqua Cresent has been under construction for months
8. Minoqua Spur and similar streets would never qualify for traffic calming
    a. Traffic calming should be allowed/done on unimproved streets
    b. Brody Drive
    c. Capital Avenue the whole thing
    d. Lake Mendota Drive (follow what Shorewood did)
    e. Greening Lane narrow but people still speed
    f.
9. Speed bumps are second to traffic islands, but still would be appreciated
10. Crossing Flambeau and Tomahawk is dangerous
11. Cars race towards the light on Capital from the north onto University Ave to make the light
12. People don't stop at Lake Mendota Dr and Capital
13. Supposedly traffic calming will happen on the south side of Capital, is that true?
14. Traffic circles
    a. Two ends of Brody
        i. Temkin and Marsha
        ii. Brody and Lorraine
        iii. Pauline and Lorraine
    b. Spring Harbor and Lake Mendota Drive
    c. Lake Mendota Dr and Capital

What improvements need to be made to University Avenue in order to make that street more safe, efficient, and matching in neighborhood character? What land uses should line University Avenue? What should those uses look like?

1. Not a clear right of way for bike path users and side street bicyclists
2. Bike turning off of University Avenue into neighborhood is hard to see other bikes
    a. Yield/stop signs might be helpful on bike path
3. Put utilities underground

4. Center lane should be reconstructed
5. Neighborhood Association has a policy on University Avenue

6. Would too many improvements "out" how great the neighborhood is?
7. It is important to think of ways to take traffic from the Erdman Property and PSC
    a. Accelerating lanes on University
8. How Whitney Way interacts with University should be studied
9. Light at Flambeau should be studied
10. It should be more like Mineral Point Road with wide bus lanes
11. University Avenue doesn't do anything well, except scare people
12. Bike lanes, slower traffic, lined with local businesses would move University Avenue away from being a ugly highway towards a local neighborhood street

Neighborhood Public Forum
October 24, 2005

Comments Posted by the Public on the Draft Recommendations

1. Existing businesses, such as Midas, are an important service on the corridor and for the community. #3)
2. Chapters 5, 1, 2) It would be great to get more daily/weekly services, e.g. – hairstylists, pharmacy, groceries, and restaurants.
3. 84% white population, encourage more neighborhood diversity.
4. What does enhanced opp mean? (#2)
5. Item 4-24—disallow installation of sump pumps that are intended to continuously "de-water" a basement that was dug too deep into springs.
6. When business/commercial like Erdman Property builds seven stories high, will residential neighborhoods still be stuck at one story? If skyline becomes more urban, can we build up too? (#1)
7. We do not need an additional retail outlet which will increase traffic problems when entering and exiting University Avenue! (#2)
8. Try to maintain "small shop" flavor similar to Monroe Street, with good walking accessibility. (#1)
9. Building height should be the actual structure height. Currently the height is determined by base height at the road gutter. If sloped, lot could result in 60 -70 feet high homes.
10. Be sure to shield any residential lighting in area to maintain quiet manner to the neighborhood.
11. Chapters 10, 1, 5) add street light at Norman Way and University Avenue.
12. Chapter 10, 4) add runoff issues Baker and Capital (Baker to University)
13. Chapter 8, 4) Does this mean identifying signs?
14. City needs to be more sensitive to owners of historical homes in neighborhood – bad results in Capital Avenue sidewalk issue – not listening to people in Wesley Peter's home – installing retaining wall on their land.

<u>Transportation</u>

1. Need enforcement of speed on Capital Avenue between University and Old Middleton and also on Old Middleton – cars are often going 40+ in 25 mph zones. Never seen any enforcement in the area! Also cars frequently are blowing through stop sign at Capital and Old Middleton.
2. Encourage a bike shop to open in the area
3. Continuous bike path on north side from Whitney Way to Allen – (next to University Avenue)
4. Bike path from Spring Harbor to Capital
5. When is Spring Ct going to be rehabilitated? The road is like a road in Afghanistan. No drainage of surface water, road covered with puddles of water. Cars park every which away. No sidewalks, children running into streets under cover of bushes
6. Prevent possible increased car traffic on Lake Mendota Drive with increased traffic on University Ave with speed bumps like near Seminole Hwy and the Arboretum, especially if Lake Mendota Drive improves.
7. No tax increase – yeah right.

8. No curb/gutter and sidewalks on Lake Mendota Drive.

9. Make it easier for bike traffic to cross University.
10. Chapter 3, 5, 16—I feel a kilometer rail station would be the single most important element that would bring the most pedestrian traffic, commercial revenue and city access to Spring Harbor residents.
11. Retrofitting sidewalks is the financial burden of the property owner as far as current city policy goes. Retrofitting sidewalks on University Avenue should not be the entire financial burden of the business owners in the neighborhood plan; otherwise, we may drive small businesses out of business. The city in all fairness should change the policy and assume the cost of retrofitting.(1)
12. How about planting crab apple trees along the streets?
13. The City promised to plant trees on the 1600 block of Capital after sidewalk construction! Without the trees the corner of Capital and University has a very commercial, urban feel to it that it didn't have before. Instead of beautiful Maple trees, we now have ugly street signs!!! (1)
14. The 1600 block of Capital just had sidewalks installed. We pleaded a lot with the City to do one side of the street only, with sidewalk construction into the street bed and with the cost shared by neighbors on both sides of the street. If would have ultimately cost property owners less money and would have cost the street only nine trees- completely disregarded our wishes. Instead we lost 35+ trees and suffered extensive grading. As a two of three result of the wider viewscape, cars are traveling faster than ever. The City has an obligation to calm traffic, especially since the two CDA housing units on Capital ensure that children will always live on the street. (Sidewalks do not save children who run into the street to retrieve balls). We would like to see our street converted to a 20mph zone and for Madison police to enforce that limit! (1)

University Avenue Corridor (1)

1. Lighting needs to be fully shielded and minimized to avoid glare problems with vision and ability to sleep in neighborhood. (2)
2. I like signage diversity. The houses in this area are diverse, the people, etc. (1)
3. University Avenue is the noisiest and ugliest feature of the neighborhood. Noise – reduction and medians with plantings would be a huge benefit.
4. We need the center (left) turn lanes on University Avenue. Where would the medians be located? Would they replace the center turn lanes?
5. This is one of the most important parts of the entire plan! Safety, noise, sidewalks, commercial development – city scape and traffic control.
6. Add "Allen Blvd" to the end of the list of crosswalks to be improved. (# 1,4)
7. When exiting from Spring Harbor, left turns onto University Avenue should be prohibited. It's dangerous.
8. Would like to see trees in medians along University, and increased length of signal lights at Spring Harbor.
9. Noise barriers on bridge east of Whitney Way, view of the golf course.
10. Noise barriers - residential areas and University Avenue.
11. Will heavy industry be allowed in the triangle? What noise levels will be allowed?
12. Access to Marshall PK via city owned land Thorstrand Rd.

Park/Open Space

1. Convert the existing Lake Courts to park status to protect parks from development pressure, and provide better access ad use by neighborhood.
2. I am concerned about the stormwater runoff into Lake Mendota. Is it possible to crate a stormwater basin (holding basin) in Spring Harbor Park – such as where the old riverbed exists?
3. In regard to creating an oak savannah in Spring Harbor Park, there is already a mature Shagbark Hickory Grove in the park. Care should be taken not to disturb this 100 year old grove of Hickories.
4. Do shoreline restoration at public areas, consider application for state grants to plan, and implement restoration. Use plan to address stormwater quieting.
5. There should be more that just a "TOT lot" in the Trillum area, there should be a more extensive recreational park there.
6. Community education so residents don't contribute to pollution of lake.
7. Most direct solution to Merrill Springs – shutoff city well. Why should SHN suffer to provide water to the whole city.
8. Provide "challenge" structures for middle/high school youth – perhaps in Kettle Pond Park. (1)
9. A retention pond should be built at Spring Harbor in Spring Harbor Park for stormwater outflow. (1)
10. Indian Hills Park could host a community gardens/greenhouse. Even folks with big gardens don't always have space inside to start plants.
11. Work with UW Lakeshore Preserve for comprehensive approach and restoration.

Land Use

1. I am concerned about new construction and often the lack of permeable surfaces to absorb water…too much cement. (3)
2. Most important issue for business development – avoid "strip Mall" look – put parking somewhere not highly visible, have business entrances fronting on sidewalk. (2)
3. Encourage increased involvement of SHNA, board in ensuring approved building permits are consistent with the neighborhood character.
4. This relates to the give-and-take process when commercial/business like Erdman Property gets tall – say seven stories. Is there a mechanism for residential areas like Indian Hills to consider viewscapes and house heights rise as well? Can residential housing respond to increasingly urban feel? (1)
5. Height/density limitations should be put on the "Taco Bell" parcel (#1) if designation is changed to mix use. (2)
6. Make alder aware of all variances/Conditional Use Permits that occur or are requested within the neighborhood. The alder should make the SHNA and SHNA president aware of such changes.
7. I would suggest ample underground parking to accommodate future employees because of street parking.

APPENDIX C: PAST PLANS

Lakeshore Courts Right of Way Maintenance Agreement 119

Spring Harbor Neighborhood Plan for University Avenue 123

City of Madison Design Guidelines for Urban Design District #6 125

Lakeshore Courts Right of Way Maintenance

Issue	Agency	Schedule	Notes
No parking on Lakeshore Courts	Police	As appropriate for enforcement	
No blocking the length of the Courts	Police	As appropriate for enforcement	
No private property on public right of way, including the shoreline and lake frontage	Real Estate	Periodic inspections.	
Dinghy storage for the Baker Av. sailboat-mooring field should be allowed	Parks	No new mooring permits will be issue.	The three existing permits will be grandfathered.
City to continue maintenance of the lakeshore courts	Streets Engineering	Snowplowing, pavement maintenance, drainage structures and utility work, as necessary.	Snow will be plowed as follows: Clifford Court - 141 feet Epworth Court - 160 feet Upham Court - 301 feet Laurel Crest Court - 182 feet Measurements are taken from the Centerline of Lake Mendota Drive
Shoreline maintenance	Engineering	As necessary	Based on a review by Engineering in August, 2000, only Clifford and Epworth Courts had some shoreline erosion.
With expert guidance (e.g. arborist, landscape architects), open view of the lake for public users while considering each courts's characteristics and preserving large specimen trees.	Parks	To be determined	See attached design plan developed by the Parks Division. This work could be undertaken in the winter of 2000 - 2001
Consideration of the privacy and security of adjacent properties.	Parks	To be determined	See attached design plan developed by the Parks Division. This work could be undertaken in the winter of 2000 - 2001
Quality continuing maintenance of the properties (not too heavy) as contrasted with periodic drastic changes.)	Parks	To be determined	See attached design plan developed by the Parks Division. This work could be undertaken in the winter of 2000 - 2001
Consider specific needs for different courts.	Parks	To be determined	See attached design plan developed by the Parks Division. This work could be undertaken in the winter of 2000 - 2001
Restore stonework including drainage ditch on Capitol Av.	Engineering	To be reviewed.	
Clear demarcation of property boundary on the minor courts (Laurel Crest, Upham, Epworth and Clifford) mark the ROW edge with 2 posts on each side, one post at the lakeshore bank and another near the road.	Engineering	2000	Installation of 4 right of way posts, on each court. The posts will be pressure treated lumber with a R/W designation.
No signs to announce public access	Traffic Engineering		Assume that the existing street signs remain.
The properties are not to be considered mini-parks			The courts are right of way and not parks.

From: Si Widstrand
To: Larry Nelson
Date: 9/18/00 11:22AM
Subject: Vegetation Plan for Lakeshore Courts off Lake Mendota Drive

I've looked at this area a couple times. Most of the street-ends look like rights-of-way that terminate with an open view of the lake. With a minimal amount of work I believe they can all be managed this way, without any "park-like" improvements. I offer the following assessment of each:

Clifford Court 30' wide

Rows of trees line the r-o-w about 18 feet apart. Beyond the gravel driveways, the lawn areas are apparently mowed by adjacent neighbors. The lakeshore is open so there is a view of the lake from Lake Mendota Drive. Over time a minimal amount of trimming of shrubs along both edges may be necessary to keep the center opening clear.

Epworth Court 30 ' wide

Most of the court has a 15' opening down the center, but there is only a 5' visible opening near the lakeshore. The juniper shrubs on the east side at the lake and the shrubs and herbaceous groundcover on the west side could be trimmed back to widen the opening. In general, the trees, lilacs and other plants along both sides should periodically be trimmed to 14' overhead clearance and 10-15' opening at ground level. The center opening should also be mowed periodically, either by neighbors ar Streets crews. The street sign is set back (probably to avoid snow plowing conflicts), and honeysuckle shrubs near the sign should be trimmed back to make it more visible. The pier to the east, or boats along pier, may be on the r-o-w.

Capital Avenue 66' wide

The center 25' is open. Ditches do not drain very well, and have some giant ragweed, but also have native plants that may be favored by neighbors - white snakeroot, black-eyed susan, zigzag goldenrod and asters.

At the shoreline, a resprouting stump and 1" alder should be removed before they block the view of the lake. Otherwise, periodic mowing, and tree and shrub pruning will be needed to keep the center open.

Upham Court 35' wide

There appear to be encroaching fences on the east side, and property lines are not obvious. Some clearing has been done in the center 15' which should be kept clear by a combination of trimming, removal and future tree trimming. Shrubs currently need pruning along the west side near the middle and on the east side near the lake. Where unwanted trees and shrubs are totally removed, stumps should be treated with herbicides to prevent resprouting (this is standard practice for the Streets Division west side crew on rights-of way). Periodic mowing should be done to keep the central 15' open to the shoreline riprap.

At the shoreline, the large bur oak and a few other large trees should be protected. Other trees and shrubs should be removed so they do not grow into the oak and shade out its lower branches, to let more sunlight reach the groundcover vegetation, and to keep the 15' center lane mostly open to the lake. Trees to keep on the lakeshore include the large oak, a large cottonwood to the east, a basswood to the west, a willow at the shoreline, and two 8-10" ash trees which are not currently interfering with the oak. Trees to remove include several 6-8" ash, a 2" norway maple, some honeysuckle and buckthorn, and the grape which is damaging the good trees. Hidden underneath the grape, the shoreline is actually eroded behind

the rocks and should be filled with gravel.

Laurel Crest 35' wide

This looks the least like a r-o-w and the most like private property, but several things could be done to make it look more like the others.

Plant trees in a row along the eastern side to better define the center lane, like the other courts. Trim shrubs along both sides and mow to maintain a consistent 15' lane down the center. Remove less-desirable trees at the lakeshore to keep an open lane to lake.

Property lines are not obvious here, so marking them should be a first step. It appears that one or both abutting houses are very close to the line. Depending on property line location, honeysuckle shrub clumps on the east should be cleared/trimmed or trees and shrubs on the west side should be cleared/trimmed to create an open lane 15' wide. If abutting property owners want more screening, they may replant on their property or in the edges of the r-o-w, outside of the open center lane.

At the lakeshore, remove the less desirable shrubs and saplings at the lakeshore to preserve the best trees, to let more sunlight reach the groundcover, and provide visibility to the lake. Keep the large basswood and a 10" ash to the west and the big willow to the east (on private property). Remove the buckthorn, mulberry and grape, which will allow shade-suppressed day lilies and native white snakeroot to spread into ground that is now bare due to excessive shade.

Baker Avenue 30' wide

There is a good tree line on both sides. The center lane is open to the lake, but honeysuckle and multiflora rose on the east edge at the lakeshore should be removed. This will need periodic mowing (currently done by neighbors) and tree/shrub trimming.

CC: James Morgan

SPRING HARBOR NEIGHBORHOOD ASSOCIATION PLAN FOR UNIVERSITY AVENUE

University Avenue is a major artery leading into Madison. The cluster of commercial development along University Avenue, starting at Capital Avenue, constitutes a gateway into the city, and as such, should provide a positive invitation to enjoy the overall beauty of the City of Madison.

In an effort to improve this gateway and enhance the neighborhood, and in accord with the expectations of an urban design district, the Spring Harbor Neighborhood Association has developed principles for judging proposals for new commercial land use or redevelopment along University Avenue from Thorstrand Road to Whitney Way. The neighborhood association will review development proposals, judging them on their merits, using these principles.

The neighborhood association was moved to articulate objectives for commercial use along University Avenue as a result of several ill-fitting, strip-type development proposals in our neighborhood. The designation of the University Avenue corridor as an urban design district has encouraged us to make our concerns explicit. The association wishes to promote more neighborhood-friendly businesses such as Brennan's, Spring Harbor Auto Clinic, the Shish Cafe and Klinke Cleaners.

Ever increasing traffic splits our neighborhood and begins to create a no-man's land along University Avenue that is the exclusive domain of automobiles on the move. Our expectation and hope is that any redevelopment that takes place will enhance and protect the neighborhood character rather than cater principally to transient customers on their way to and from elsewhere. This is particularly important for people living near University Avenue. We recognize that the physical condition of University Avenue is in a state of flux and will likely remain so until plans are completed for its reconstruction.

The neighborhood association's objectives are:

1. encourage neighborhood-oriented businesses

2. encourage development that provides a sense of neighborhood

3. protect use, value and enjoyment of property particularly when there is:
   a. proximity of housing to a major thoroughfare
   b. housing immediately adjacent to a commercial building

4. discourage ill-fitting businesses such as commuter-oriented businesses or out-of character strip developments

5. improve overall appearance of commercial buildings and streetscape using:
   a. natural and traditional materials such as wood, stone, and brick for buildings, signage, and inanimate landscape elements

b. landscape plantings

6. promote pedestrian and bicycle safety:
   a. safe and convenient pedestrian and bicycle passage along University Avenue
   b. safe access between University Avenue and each adjacent residential area
   c. bus shelters at reasonable intervals for customers of Madison Metro

7. address environmental and aesthetic concerns:
   a. appropriate scale of buildings and building elements
   b. design
   c. traffic
   d. light spillage
   e. hours of operation
   f. noise
   g. smells
   h. litter/vermin

In addition to proposing these objectives for commercial development, the Spring Harbor Neighborhood Association will take a strong interest in any rebuilding or reconfiguration of our streets themselves. Our goals for streets and streetscape improvements are:

A. existing intra-neighborhood traffic routes should be maintained
B. development of a traffic plan that is compatible with the neighborhood
C. active participation by the neighborhood association, frontage businesses and property owners in planning for University Avenue improvements
D. reduced traffic noise spillage into the neighborhood
E. burial of overhead utility lines on University Avenue
F. out-of-area commuters encouraged to use alternate routes and forms of transportation
G. safe vehicle access between University Avenue and each adjacent residential area

Agenda Item No.
Copy Mailed to Alderpersons

City of Madison, Wisconsin

A SUBSTITUTE ORDINANCE
creating Section 33.02(12) of the Madison General Ordinances entitled "Urban Design District No. 6"

Presented October 15, 1996
Referred Plan Comm, Urban Design Comm.
Comptroller
Rereferred 12-3

Reported Back 12-17

EXHIBIT J

Adopted POF
Rules Susp. Tabled
Public Hrg.

* * * *

Mayor Signed
Published

* * * *

APPROVAL OF FISCAL NOTE BY THE COMPTROLLER'S OFFICE IS NEEDED
Approved by:

Comptroller's Office

* * * *

SUBSTITUTE ORDINANCE NO.
ID NO. 20327

Drafted by: Roger Allen
Assistant City Attorney

Date: December 10, 1996

Fiscal Note: Referral to Comptroller is for fiscal note.

SPONSOR(S): Ald. Holtzman, MacCubbin

The Common Council of the City of Madison do ordain as follows:

Subsection (12) entitled "Urban Design District No. 6" of Section 33.02 entitled "Urban Design Commission" of the Madison General Ordinances is hereby created to read as follows:

"(12) Urban Design District No. 6

(a) Statement of Purpose. Urban Design District No. 6 is hereby established to improve the appearance of a major transportation corridor west of the Capital Square which constitutes a major entrance to the City of Madison, to preserve and enhance the property values in the District, and to avoid a substantial depreciation of the property values in the District. Design requirements and guidelines are herein established for those public and private improvements to be undertaken in these corridors that are visible from the roadways.

(b) Property Included in the District. The District shall include property having any frontage on University Avenue between Farley Avenue and Allen Boulevard, except for those properties which are located in the Village of Shorewood Hills, the City of Middleton, or have design standards and review procedures approved by the Urban Design Commission. If any portion of a zoning lot is in the District, the entire lot is within the District. A map of the District is available from the Department of Planning and Development.

(c) Design Review Required. All development in the District (including, but not limited to, new buildings or structures, additions to existing buildings or structures, major exterior alterations of existing buildings or structures, painting of existing unpainted exterior surfaces, and street graphics and screening done in conjunction with new buildings or structures or additions to existing buildings or structures), except residential buildings containing eight (8) or fewer dwelling units, shall require approval of the Urban Design Commission and shall be designed, erected, and maintained in compliance with this ordinance, all applicable federal and other state laws, and the Building Code, Zoning Ordinance and other applicable codes of the City of Madison not in conflict with this ordinance. Approval of the Urban Design Commission under this subsection shall not be required for an awning unless it is part of other development requiring approval under this subsection. The applicable regulations of other codes shall continue to apply with full force and effect to all properties in the District. However, if this ordinance conflicts with other City regulations, the regulations which are more restrictive or which impose higher standards or requirements shall govern.

(d) Basis for Design Review. In reviewing plans for development in the district, the Urban Design Commission shall consider the following requirements and guidelines as may be appropriate. The development shall meet the requirements and conform as much as possible to the guidelines. The overall design of each development shall be of high quality.

1. Public Rights-of-Way.
   a. Requirements. Public rights-of-way shall be landscaped with appropriate trees and shrubs in accordance with planting plans prepared by the City Forester, after consultation with the Urban Design Commission.
   b. Guidelines.
      i. The appearance of the public rights-of-way is of importance in view of the mixed land use patterns which characterize the designated transportation corridors. The treatment of these rights-of-way should achieve a degree of visual continuity.
      ii. When appropriate and where the right-of-way width is sufficient, the use of earth berms should be considered to reduce traffic noise in residential areas.
2. Off-Street Parking and Loading Areas.
   a. Requirements.
      i. Parking lot landscape plans shall be developed in accordance with the revised New Approach to Parking Lot Landscaping adopted by the Common Council by Substitute Resolution No. 37,196, copies of which are on file with the City Clerk and are available in the Department of Planning and Development.
      ii. The quantity of parking and service areas as well as the tree islands on the interior of new parking areas shall conform to the provisions of Chapter 28 of the Madison General Ordinances. No new parking space shall be more than seventy (70) feet from a canopy tree of at least 2-1/2 - 3-inch caliper.
   b. Guidelines.

i. Whenever possible, parking areas shall be located to the side or to the rear of buildings rather than in the front.
ii. Whenever possible, landscaped earth berms should be used to screen the view of parking areas.
iii. The use of chain link or other metallic fences is discouraged where visible from roadways. When used, chain link fencing should be vinyl-coated in a color harmonious with the building exterior.
iv. Off-street parking and loading areas should be integrated into the overall site development. Their relationship to the building they serve and to the street should receive careful attention in preparing the site plan for the property.

3. Street Graphics. The mixed land use patterns that characterize substantial portions of the district contribute to a proliferation of business and product identification graphics.
   a. Requirements.
      i. Street graphics in the District shall conform to all provisions of Chapter 31 of the Madison General Ordinances.
      ii. Street graphics shall be integrated with the architecture of the building.
      iii. No street graphic nor part of any street graphic shall move, flash, sparkle, rotate or change its message or its illumination more than once an hour.
   b. Guidelines.
      i. A street graphic should identify the activity without imposing upon the view of residents, businesses or activities of the District.
      ii. A street graphic should be appropriate to the type of activity and clientele at which its message is directed.
      iii. Street graphics should be designed so as to be legible to the intended viewer in relation to the surrounding circumstances.
      iv. Street graphics should avoid covering or impinging upon landscape features or significant structures.
      v. Internally illuminated street graphics should use light letters on a dark background.

4. Building Design.
   a. Requirements.
      i. Exterior building materials shall be low maintenance and harmonious with those used on other buildings in the area.
      ii. Mechanical elements mounted on the roof or on ground pads shall be screened from views from adjacent properties and roadways in a manner consistent with requirements of public utilities.
   b. Guidelines. These guidelines are intended to be general in nature and by no means limit designs of exceptional merit.
      i. The architecture of new infill buildings, additions to existing buildings and major exterior remodelings should be compatible with but not necessarily similar to that of existing adjacent buildings.

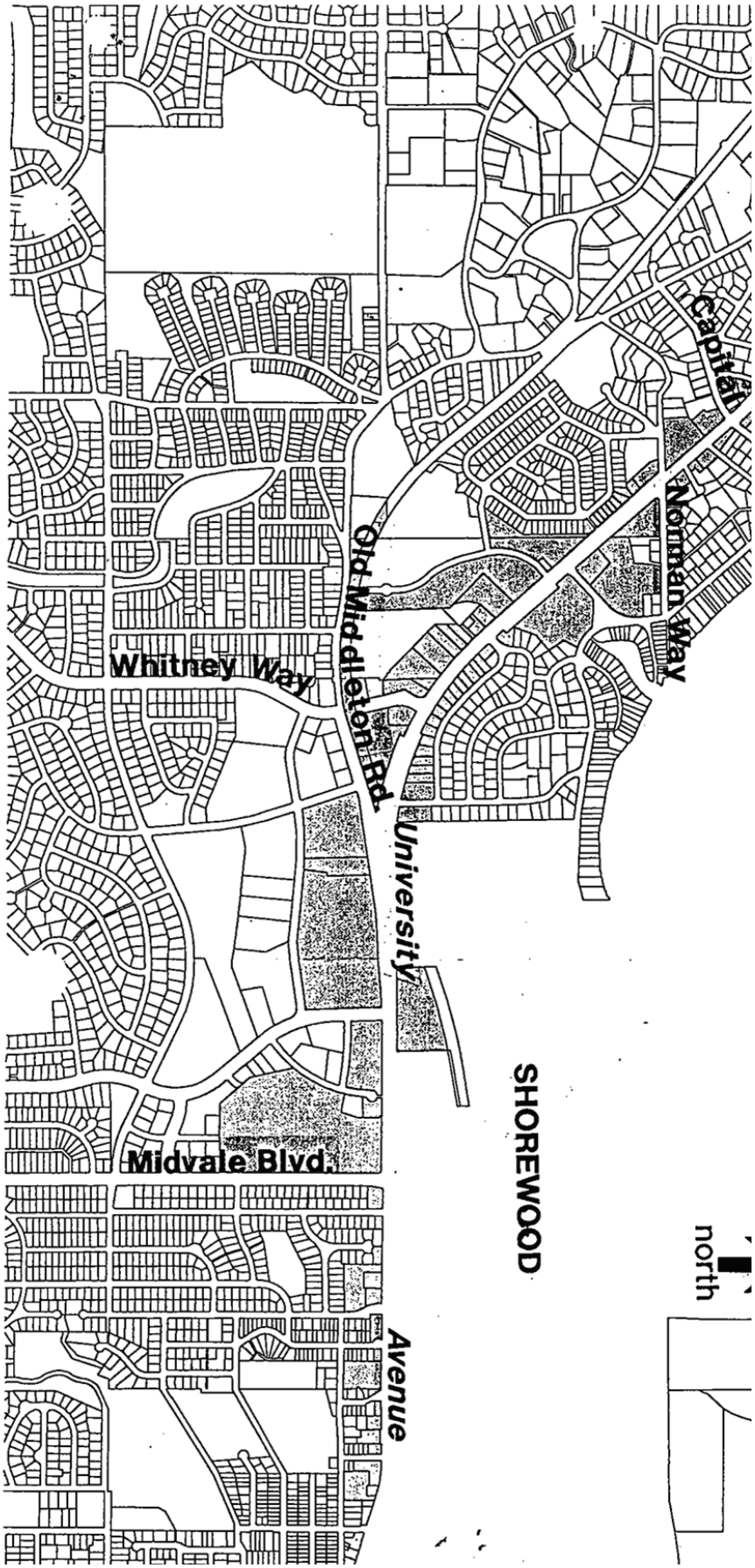
ii. Large, unbroken exterior facades should be avoided.
iii. All building elevations are of importance and should be carefully designed. When visible from roadways or adjoining properties, roof surfaces should be considered as part of the overall design.

5. Lighting.
   a. Requirements.
      i. The functions of exterior lighting on private property shall be to illuminate building facades, especially those bearing business identification signs; to illuminate pedestrian walks and spaces; and to illuminate parking and service areas.
      ii. The choice of equipment, design, quantity, and placement of on-site lighting shall relate to these functions.
      iii. Lighting shall be adequate, but not excessive.
      iv. The height and number of lighting standards shall be appropriate to the building and its function and to the neighborhood.
      v. Off-street parking area lighting shall be so arranged as to conform with applicable sections of Sections 10.08 and 10.085 of the Madison General Ordinances.
   b. Guidelines.
      i. Building Facades. Architectural lighting should be free from glare and of a type to complement the existing development in the district.
      ii. Building and Grounds Security. Security lighting should provide necessary levels of illumination to insure safety of the property and its residents, while not reflecting direct rays of light into adjacent property.

6. Landscaping.
   a. Requirements.
      i. Landscaping shall be used for functional as well as decorative purposes, including framing desirable views, screening unattractive features and views along the roadway, screening different uses from each other, and complementing the architecture of the building.
      ii. In new developments, the quality of existing vegetation shall be assessed and integrated into the site planning and landscape design, when appropriate.
   b. Guidelines.
      i. Landscape plans should include a selection of plants which will provide interest and color during the entire year.
      ii. Plant material should be hardy to this region and should be of sufficient size to have immediate visual impact. Canopy trees should be at least 2-1/2 - 3-inch caliper when planted.
      iii. Plant material should be well-maintained, especially during the year following their installation when any dead plant should be replaced during the next planting season.
      iv. All planting beds should be edged and properly mulched.

e) Utility Service. It shall be a goal of this District to eliminate overhead wiring within the District. The undergrounding of utility wires should be considered in all

street improvement projects undertaken within the district. To this end, the City of Madison and owners of property within the District, working with the Madison Gas & Electric Company, Wisconsin Bell, and cable television licensees, shall, in all major new developments and major additions, including street lighting and traffic signals, make provisions for underground service. Whenever possible, this shall be accomplished during building development and construction. When it is not possible, certification to the fact that provisions have been made for the future placement of service underground, signed by representatives of each utility company, licensee or service provider, shall appear on plans submitted to the Urban Design Commission for review."


Capital
Norman Way
Old Middleton Rd.
Whitney Way
University
SHOREWOOD
Midvale Blvd.
Avenue
north

Madison Comprehensive Land Use Codes
Community Mixed-Use and Employment

Community Mixed-Use (CMU)
Community Mixed-Use districts are the recommended locations for a relatively high density mix of residential, retail, office, institutional and civic uses in a compact urban setting. Compared to Neighborhood Mixed-Use districts, Community Mixed-Use districts are typically larger, may extend several blocks in each direction, and are intended to include a much wider range of non-residential activities.

Location and Design Characteristics
Community Mixed-Use areas should be located adjacent to Medium and High Density Residential areas whenever possible. As an alternative, when adjacent to Low Density Residential areas, the mixed-use district should be large enough to include a significant amount of relatively high-density housing within the defined district. Community Mixed-Use districts should also be located along existing or planned high-capacity public transit routes, and a transit stop should be located at, or very close to, all activity center focal points within the district. Because of their location along transportation corridors, it is recommended that many of the City's aging strip commercial centers and suburban-style shopping centers be considered for eventual redevelopment as Mixed-Use districts. Community Mixed-Use areas may also be located adjacent to Employment areas whenever possible, in order to provide employment centers with easy access to the amenities and advantages that nearby residential, commercial, mixed use, institutional, park and open space offer.

Community Mixed-Use areas should include at least one activity center focal point which is developed at relatively high densities and focused on a specific use or cluster of uses, such as a mixed-use or commercial core area, an urban plaza or square, a civic use, or a dense residential development. Community Mixed-Use areas should be consistent with the design standards for mixed-use areas recommended in City plans, and should provide a pedestrian-oriented .urban. environment generally characterized by:
Well-designed buildings placed close to the sidewalk and street.
Parking located primarily behind the buildings or underground. On-street parking is recommended where sufficient right-of-way is available.
Buildings more than one story in height, with maximum building height compatible with the size of the district and surrounding structures and land uses. Specific height standards may be recommended in an adopted neighborhood or special area plan.
Pedestrian-friendly design amenities, such as decorative paving and lighting along sidewalks and paths, plazas, benches, landscaping.

Whenever possible, Community Mixed-Use districts should be designed to incorporate some or all of the Transit-Oriented Development standards outlined in the Comprehensive Plan.

Recommended Land Uses
- Commercial buildings and employment, retail and service uses serving both adjacent neighborhoods and wider community markets. Detailed neighborhood or special area plans may provide more-specific recommendations on allowed types of non-residential uses.
- Housing types generally similar to Medium-Density Residential districts, provided the building scale is appropriate to the district and the adjacent neighborhood.
- Mixed-use buildings.

- Non-commercial residential support uses similar to Medium-Density Residential districts.

Recommended Development Intensity
Generally, buildings should be at least two stories in height. Specific height standards should be established in neighborhood or special area plans and should be compatible with the scale and intensity of the district as a whole and the context of the surrounding neighborhood.

The maximum development intensity (floor area ratio) for commercial uses should be established in a detailed neighborhood or special area plan.
No fixed limits on the gross square footage of commercial buildings or establishments, but the types and sizes of commercial uses appropriate in the district may be defined in an adopted neighborhood or special area plan.

Net residential densities within a Community Mixed-Use district generally should not exceed 60 dwelling units per acre, but a neighborhood or special area plan may recommend small areas within the district for a higher maximum density if the development is compatible with the scale and character of the neighborhood.

Employment (E)
Employment districts (as distinct from the Commercial districts) are recommended as 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. Although primarily used to identify relatively large, multi-establishment employment districts, such as the University of Wisconsin Research Park, the designation may also be applied to an individual property, such as a hospital, for example.

Location and Design Characteristics
Employment districts typically require good transportation access and should be located on or near major arterial or collector roadways and served by high-capacity transit routes. This is especially important for districts with large numbers of employees. Districts should provide a variety of flexible sites for small, local or start-up businesses, as well as sites for large national or regional enterprises.

Employment districts should be designed to encourage multi-modal travel and convenient circulation to supporting uses located within the district. This would include multiple access points to help disperse traffic, and a complete system of streets, sidewalks and pedestrian and bicycle paths to provide circulation within the district and connections to the surrounding roadway and bicycle route system. Whenever possible, Employment districts should be located close to other Commercial or Mixed-Use districts that provide restaurants, lodging and other services, particularly when these are not available within the district. Location close to residential areas is also recommended.

Whenever possible, Employment districts should be designed to compact urban activity centers rather than low-density suburban-style development, particularly in newly developing areas where the pattern of development is not yet established. Design and development standards are recommended that would help to make developments within existing districts more attractive, engaging and accessible places.

Recommended Land Uses

- Corporate and business offices.
- Research facilities and laboratories.
- Hospitals, medical clinics and similar uses.
- Complementary uses primarily serving district employees and users, such as business services, conference centers, child care, restaurants, convenience retail, and hotels and motels.

Recommended Development Intensity

No fixed limits on size of establishment or development intensity, but all uses should be compatible with the density and scale of surrounding development. More specific recommendations may be included in applicable neighborhood or special area plans, and also will be established by applicable zoning regulations. The recommended intensity of development will vary greatly depending on location.