

**University of Wisconsin-Madison
Campus Master Plan**

Village of Shorewood Hills Meeting

Meeting Notes - February 21, 2005: 7:00 pm
UW Credit Union, Room 140, 3500 University Avenue

Presenting: Gary Brown, Alan Fish, Gwen Drury (Facilities Planning and Management)

Attending: approximately 50 residents and interested parties from the Village of Shorewood Hills

Agenda: This meeting presented draft concepts of the overall campus master plan to residents of the Village of Shorewood Hills Neighborhood Association for their initial review and input. Below are comments and questions recorded at that meeting. Items shown below in *italics* are comments by FP&M staff for clarification.

- 1) You said that the campus butted up against Shorewood Hills. Actually, it overlaps, doesn't it?

Yes, the Village boundary runs just about right through the middle of the UW Hospital to Highland Avenue and then west to University Bay Drive, just north of the Waisman Center. The campus boundary can be confusing. The Regents approve the official campus boundary, but that doesn't mean that we own everything within that boundary. For instance, the official campus boundary includes the V.A. Hospital and Forest Products Laboratory and both are Federal properties. The campus boundary clearly includes two municipalities: the City of Madison and the Village of Shorewood Hills.

- 2) Why don't you try to straighten out the boundaries on the south and the east?

The campus boundary on the south and east side of the campus have been established by the Board of Regents based on our future planning needs. In the south campus area, we are supportive of the private housing redevelopment that helps keep students out of the local residential neighborhoods. There is really no need to "straighten" out the boundaries in this area.

- 3) How can we be assured that the University is going to keep the Lakeshore Preserve undeveloped? Is there going to be any mechanism to make sure this is going to be inviolate?

The mechanism that will be in place is a master plan, created by the Campus Natural Areas Committee, to cover the area that they have now recommended be called the Lakeshore Nature Preserve. The other part of this mechanism is committed people. Since there is now a named area, a master plan and an entity committed to that plan, prospects look very good for the Lakeshore Nature Preserve. We are also including the preservation of these areas within the overall campus master plan and are committed to that concept entirely.

- 4) I thought that the northern boundary along the lake, north of picnic point was deed-restricted (Frautschi Point).

There are several parcels in the Campus Natural Areas that have deed restrictions on them as far as development is concerned. Frautschi Point, as well as the land known as Wally Bauman Woods, have deed restrictions related to development. Not all of the property though is restricted in this way.

- 5) I understand that the building they're putting behind the Vet school and the one in Lot 62 have no parking planned.

The new Veterinary Diagnostic Lab will be behind the Vet school and does not include a significant

amount of parking. It does have some parking for their use and visitors. However, the Large and Small Animal Hospital proposed for Lot 62 may include parking underground. It will also have visitor parking near the building. The focus in these areas is on drop-off spaces for animal-patients. We are currently considering placing a parking structure next door, where the Biotron currently stands.

- 6) I've heard that there are some plans for condominiums around Frautschi Point, (actually Eagle Heights area).

At one point, there was a very preliminary discussion about the Wisconsin Alumni Association possibly developing an alumni-focused retirement condo project within the Eagle Heights boundary. This site proposal met a lot of resistance and has been ruled out.

- 7) Where at Eagle Heights would this project go?

The site that was proposed was an area just to the west of Lake Mendota Drive, south of Eagle Heights Drive.

- 8) It seems that that would be a perfect place to put all of the trash and recycling stuff...in that dumpy area.

We have looked at this as a potential site for physical plant services to develop a "grounds yard". University Apartments/University Housing already uses this site for storage of miscellaneous items.

- 9) You were making some comments about clearing the area along the lake, so that you'd have better views of the lake. Also consider the view from the lake toward the campus. Some areas shouldn't be cleared so that you can't see what's behind it from the lake.

We mainly intend to clear non-native species like Buckthorn and Honeysuckle, that have over-run many of these areas. Your point about attending to the view from the lake or from Picnic Point toward the campus is well taken.

- 10) I'm really quite concerned about how cavalier this group is by saying that this is a "lovely area" will keep it lovely. She recommends designating the protected area in a legal way. We don't need to re-invent the wheel. She thinks the new boathouse really took away one of the best views on campus. She thinks this is an example of what can happen in the future.

In addition to learning that the Lakeshore Nature Preserve has its own master plan, the knowledge that we are creating Design Guidelines for the campus, for the first time in its history will make the speaker happy. Not only will the campus master plan lay out particular view sheds that are to be maintained, enhanced or created, there will be an expectation that each individual project will fit into its surroundings and enhance the greater whole.

- 11) One of the nice things about University Hospital is the lovely views for patients and employees. New buildings block the view. Also, the rebuilding of the Lakeshore Path was supposed to prevent erosion, and she doesn't think it touched the areas where there is erosion.

We are very cognizant of the views from the hospital and try to preserve them as much as possible in our new building developments. In most cases, patient room views take priority. We are continuing to look at the erosion problems along the Lakeshore Path and will continue to enhance stormwater control to help mitigate the problems.

- 12) When they put the hospital there it was OK, but we keep putting more research buildings all around there. Shouldn't we have thought ahead and put these research buildings out in the Research Park?

The research buildings that are being co-located with the hospital are there in order to place the

research close to the clinical application. It's not a matter of needing a footprint for a new research building; it's a matter of needing a direct connection between medical research and clinical application. This is the new mandate from the National Institutes of Health: increase the flow of knowledge from research bench to patient bedside and back, to speed to process of discovery. In fact, if you look back at the original plans for the overall hospital development, it included space for additional growth into the areas that the new buildings are being developed.

- 13) Along with the planning along the Lakeshore Path, what do you plan to do with the old Willows Beach?

The Willow Beach area is still part of the Lakeshore Nature Preserve and will remain so in the master plan. Recently the crew teams were using temporary facilities in this area until their new boat house is opened. They will move out and the area will be turned back into a natural area feature. We are looking at relocating the storage of canoes and other small boats from along the lakeshore to a more centralized area at Willow Beach.

- 14) There's no parking at Willows Beach. How are people going to get to Willows Beach? I've never found a spot when I try to park out there.

Actually, there are (or will be again) parking at Willow Beach for users of the beach and the boat landing we plan for this area. Users may be required to purchase a half-day permit or short-term parking may be limited to 2 or 3 hours at a time. It is hard to keep students out of the parking lot though if it is a 3 hour limit.

- 15) No more parking.

We are planning to maintain our current capacity of roughly 13,000 spaces across campus. No less and no more.

- 16) How about sinking the traffic underground?

This idea was put forward in the 1996 master plan, but has since been ruled out due to prohibitive expense. Our campus has all of our utilities under ground, which is great because you don't see all sorts of utility poles and wires around campus. It does complicate things, however, when we propose to dig – especially for large expanses like roadways.

- 17) In Europe, I think Berlin, has escalators up to the overpasses.

Interesting concept. Not sure we will implement such on the campus as escalators are not typically very accessible.

- 18) Can you please go back to the graphic on Observatory Drive? Does it say that it's now a 12' lane and it will go down to a 10' lane?

Yes. The long, straight part of Observatory Drive, from Babcock Drive to Walnut Street, is going to be torn up this summer in order to install new utility lines for the Co-Generation Plant. When the road is re-built, the lanes will be 2 feet narrower. Narrower traffic lanes have the effect of influencing drivers to slow down. The narrower lanes will also allow for bikes lanes to be added on the sides. Many street trees will be added, also influencing slower driving and adding shade for cyclists and pedestrians.

- 19) You're giving them a 15' lane. A white line down the road isn't a bike lane. I went to school here. Couldn't you put a separated bike path? Only the hard core, organized bikers seem to think that a bike lane on the street is actually safer. Locust Drive in Shorewood Hills was predicted to be just as they are predicting Observatory Drive will be, but in fact it's exactly the opposite. (They can see that by Shorewood Police traffic tickets on Locust...the cars fly because the streets are so wide.)

We have found that actually on street bike lanes are safer than off street separated bike paths and continue to follow this recommendation from local transportation experts.

- 20) There had been talk about closing Observatory Drive from the Union up to Bascom Hall. Are you considering that?

No. But, we might have to tweak the lane sizes a bit at the hairpin turn behind Helen C. White Hall, in order to allow bus travel in both directions in this area.

- 21) Are you talking about putting a bus down Henry Mall?

We may have southbound bus traffic on Henry Mall in order to provide a better linkage across to the Engineering campus. (Our current draft of the master plan does not show bus traffic on Henry Mall.)

- 22) The express bus route misses the middle of the campus.

We are working closely with Madison Metro to define the campus bus routes. The nice thing about bus routes is they can be easily changed, especially is they are not working in their current configuration.

- 23) How about smaller buses?

We are considering many bus alternatives including smaller capacity but more frequent buses. We are even looking at electric buses.

- 24) You're talking about putting buses down Henry Mall. If your goal is really to get people from one end of campus to the other, why not just have an express service go down Campus Drive?

We are considering all options for various bus route services. As noted above, changing direction and coverage of routes on campus seems to be fairly easy.

- 25) The other part is just putting buses on Campus Drive so you can get from east campus to west campus.

- 26) Just to point out that the Henry Mall is a historic district.

Yes, indeed it is an historic district on a variety of levels. We are in the process of completing a grant-funded study of the "Cultural Landscape" of the University. Henry Mall is part of that study as well and will provide recommendations for maintenance and long term management.

- 27) Part of the problem is that there is so much pedestrian traffic up near the Natatorium. Have they ever considered making Observatory Drive or Linden Drive one way?

We are not currently considering making Observatory or Linden one way. However, we are working on improving the landscape for pedestrians and cyclists, both on Observatory and on Linden, even as it continues west across Willow Creek. Increased options for pedestrians and cyclists should spread out their numbers and allow them to proceed more predictably from a driver's point of view.

- 28) The rail stop near the Veteran's Hospital...have they ever thought about putting a parking ramp there at a stop?

There are 3 potential rail stops: one near UW Hospital, one near Union South and one near the Kohl Center. There will be structured parking as part of the Union South redevelopment project. We

have looked at the option of providing a parking ramp near the rail corridor (and even over the rail corridor). It unfortunately doesn't work from an engineering stand point as far as getting up to the ramp and in and out of the ramp without increasing the traffic problems at the intersection of University Avenue.

- 29) The density will be going up in Doctors' Park in the next 10 years. It's private property.

We do know that Doctor's Park is private property and that the Village is looking at increasing density there. We show it on our Plan map as a "Joint Planning Area," which means that we hope to be "at the table" when decisions are being made about this area.

- 30) What exactly do you mean by a trolley? Surely, you don't want tracks where you have cyclists.

The Mayor's proposal for an in-street trolley or street car system may or may not have tracks. We've heard from other cities that it really isn't a problem for cyclists as long as they know where the tracks are and can easily avoid them. The system may not have tracks and be all rubber tired vehicles. No decision has been made at this point.

- 31) Where would you put McClimon Field?

Where Lot 60 is now to provide more of a "green" land use activity along the shoreline instead of a huge paved parking lot.

- 32) Why can't they build a ramp attached to the WARF building, and also to the Forest Products building? It doesn't block anybody's view.

The Forest Products Lab property belongs to the Federal government, though it is within the campus boundary. Much of the property around WARF does belong to the Federal government, under the USDA. We hope to do joint planning with them as well.

- 33) Would the Engineers race something down the parking ramp now that they won't have Lot 60? We had a lot of fun.

We have been working with the Engineering Department to relocate their "race track" to somewhere off campus.

- 34) On one of your earlier meetings, you mentioned that there is a question of ownership as to who owns the University Bay recreation fields. Can you talk more about that? You mentioned that the City could build something on their part. Are all of the Bay Fields considered part of the University?

All of the recreation fields east of University Bay Drive are owned by the Board of Regents and considered University property. They are within the City municipal boundaries however, and not within the Village of Shorewood Hills. The Waisman Center and west half of the UW Hospital are within the Village.

- 35) The line runs east-west just north of Waisman Center, near the marshland.

The municipal boundary runs down the center of the UW Hospital and goes north to Highland Avenue, running west to University Bay Drive, just north of Waisman.

- 36) How tall would the new dorm be in the Lakeshore area?

Our new Design Guidelines will specify that the new residence halls in the Lakeshore area should be of similar height and massing to those that are already there. Most likely they will be no taller than 3 or 4 stories high.

37) Just sort of wondering what kind of student population are you planning for?

We are not expecting a change in our enrollment targets. They should remain the same, around 40,000 students, for the foreseeable future.

38) What about faculty and staff?

We don't foresee significant growth in the numbers of faculty on campus, but there might be growth in academic staff researchers, as our grant-funded research enterprise continues its success.

39) That seems like an awful lot of construction on the campus for a very little change in the human population.

The proposed construction is meant to decompress and upgrade currently sub-par facilities, so that we can continue to attract top researchers and scholars in the future.

40) This I take it is like 15-20 years. Then, where do you go? That's not a lot of time. You seem to be cramped all up in that area. Then, where do you go?

This plan considers a 20-30 year horizon, and sets out a guideline for development during that time. As we know, things change over time so the plan needs to be flexible as well. We will monitor our progress as we go, making adjustments if needed, and will initiate another master plan review in another 10 years or so to make sure we are on course. We'll be able to make much better decisions with the information we will collect as things change over time. Our current plan has a significant amount of potential growth to allow for changes over time. We are also trying to make our existing and all new buildings as flexible as possible to respond to programmatic change easily as time marches on.

41) But, for example, you moved a lot of the teaching classrooms for the medical school out near the hospital, but a lot of the wet labs are still back over by 1300 University Ave.

As we continue to move the medical school out to the west campus, the wet labs will also move. The new Interdisciplinary Research Complex will provide the space for new wet labs.

42) Where is the dorm going to go? The new dorm? So that's kind of where the Indian mounds are?

The new residence halls will go in the Lakeshore area, helping to form new "quads" with the existing halls along the lake. We will be taking down the Food Research Lab that is there now, when those folks move into the new Microbial Sciences building that's currently under construction. This will create new green space for the quad. We have reviewed closely where the current existing Native American mounds are located and will do further study as we plan for the new residence halls. All current indications suggest that we will not be near the existing mound features.

43) Are there plans for Lot 34?

Eventually, we would like to be able to remove it, but we can only consider doing so once we have built the replacement parking. We hope to put a few levels of underground parking at the southwest corner of Charter and Linden, and this should provide enough capacity that we could return the Lot 34 area to green space. We are also considering adding one more residence hall to the historic Tripp/Adams complex, to complete a quad area there.

44) Lighting. External lighting. I think in the past you've said you're going to try to do "Dark Sky" guidelines lighting.

We are gradually replacing our existing exterior lighting around campus, and our new standards do adhere to "Dark Sky" lighting standards. New projects will follow these Design Guidelines from the

start.

- 45) Do you have a design guideline for noise? There are places on campus that are really bad...not just near the Village of Shorewood Hills. You're going to have the same kind of requirements for airflow in those new science buildings.

Yes, we will have a Design Guideline for noise that will be in line with State and local building standards.

- 46) Maybe this is off of the campus. Can you explain what's going on west of the Kohl Center? If this is off the subject, I'll be glad to drop it.

We are currently working on a security project in front of the Kohl Center providing a secure perimeter around the building to prevent terrorist attacks. Most of this work is being paid for out of Homeland Security funds.

- 47) Why did you pick Ogg Hall? You just don't like it or something?

The State of Wisconsin and University Housing did a study of Ogg Hall, to determine how best to renovate it. At the end of the study, it became clear that Ogg was built in a way that would be far too costly to renovate. It has very small square footage for student rooms, it only has lounges on every other floor, and its floor-to-ceiling heights are low. In other words, the bones of the building were not suitable for future program needs. Renovation would not just be a cosmetic or aesthetic upgrade. It would cost much more to adapt it properly for future use than it would to knock it down, recycle the materials, turn the footprint into green space and build a new residence hall elsewhere to replace it.

- 48) Which is the oldest of the southeast halls?

Chadbourne Hall is the oldest southeast residence hall built in 1959. It is followed by Sellery in 1963, Witte in 1964, Ogg in 1965 and Merit House in 1986.

- 49) University Bay Drive...how long will you have parking along University Bay Drive? And what are your projections for the increase in traffic associated with new Lot 76? It seems like it will be pretty easy for people to make a left turn out of Lot 76 and head up University Bay Drive.

The parking along University Bay Drive is temporary and may be discontinued this fall, when Lot 76 opens. We anticipate no increase in traffic associated with Lot 76, however we are committed to monitoring traffic counts along with the Village to be sure.

- 50) With the current University Hospital, the Children's Hospital, Pharmacy, etc., do you work with the fire department on that? It seems that the density is so much that it could cause problems with firefighting access.

The fire department reviews all of our building project plans so that they can ascertain fire fighting routes in advance and point out problems before projects are built. The hospital is all covered by the City of Madison Fire Department and backed up by the Village of Shorewood Hills' Fire Department.

- 51) Since the construction is going on, you've put parking by permit on the soccer field side of the street. Shouldn't the Village be getting the money that's being charged? It didn't used to be paid parking.

This parking is temporary. The soccer field side of the street is within the campus boundary, is actually in the city of Madison and is maintained by the University rather than the Village.

- 52) You also formulated another small permit parking lot next to the Nielson Tennis Stadium. (on the west side of the building)...will that disappear? There is now parking by permit there. People can't park there any more. How can they possibly like it, when people come in and complain with every hour change? I think the reason they did that is because people from the hospital were plugging the meters without leaving.

The parking on the west side of the Tennis Stadium will remain with some parking meters and some permit parking. We found that tennis stadium users were not using the meters as much as others were and tried to open it up more for permit parking rather than others from the hospital who were plugging the meters.

- 53) Is there any consideration of making the Walnut Street area have an entrance from Campus Drive onto campus?

We hope that when the City redevelops Campus Drive, they will consider a campus entrance at Walnut Street. However, due to the amount of money that has gone into the East Washington Avenue redevelopment project recently, it is likely that there won't be funds for a Campus Drive redevelopment for close to 15 years or so. We will continue to pursue this concept with the City as funds become available.

- 54) The road that goes past Pharmacy and makes an abrupt semi-circle to go around Walnut...it's a terrible place for pedestrian accidents. I've seen many accidents there. Is there any way to redesign that?

We have actually redesigned this intersection, at the rounded corner, to be more of a typical T-type intersection. This should improve the general safety of the area for both vehicles, bicyclists and pedestrians.

- 55) What about opening up Linden on over to Walnut?

We do plan to enhance this area as a bike and pedestrian-friendly route and possible add a vehicle bridge as well for future transit use. No decisions have been made at this point.

- 56) Will that mean taking out the Bur Oaks? The ones left?

We intend to protect the big trees and note that they will also enhance the pedestrian/cyclist experience in that corridor. We have worked hard during the CoGen project to save these old trees and intend to do so in the future. We've even planted a couple new burr oaks to take their place when the old ones come down.