

University of Wisconsin-Madison Campus Master Plan

Sunset Village Community Association Meeting

Meeting Notes – February 22, 2005; 7:00 to 9:00 PM

Public Library, Sequoya Branch, Midvale Avenue

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

Attending: approx. 25 residents & interested parties from the Sunset Village Community Association

Agenda: This meeting presented draft concepts of the overall campus master plan to residents of the Sunset Village Community 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) What's the future of the Eagle Heights apartment area?

The Campus Master Plan doesn't outline any changes to the Eagle Heights area, aside from improved bus service. A 12 year long renovation project has recently been completed in that complex, and University Housing is creating their own master plan as well.

- 2) How will you make sure that the whole campus doesn't seem to be continuously under construction?

We will try to schedule those projects that will disrupt travel around campus so that they happen during the summer if possible, since the campus population is so much smaller then.

- 3) How do you plan on taking down Van Hise?

We have already begun a practice of recycling the materials from the buildings we remove and Van Hise will be no exception. People have asked whether we intend to implode any of the buildings we take down. Implosion, though a fast way to bring down a building, doesn't allow efficient, effective recycling. Our policy is to recycle as much of the building material as possible.

- 4) How much influence does the University have on those border areas/commercial areas near the University? The building being built on the site of the former Burger King goes straight up.

This Campus Master Plan will create Design Guidelines for the campus for the first time in our history. Once we have those in place, we will be able to share them with our commercial and residential neighbors. We hope that our neighbors will see the intent of the "design neighborhood" they are near, and will respond with buildings that match the spirit of the given area, while keeping their designs quite distinct from those of the overall campus.

- 5) How are you able to really plan for spending money on growth when it seems like the legislature keeps trying to balance the state budget by taking funds away from the university?

The UW-Madison is fortunate in that our longstanding reputation for making important contributions to the state, the nation and the world has attracted some very generous friends and supporters. Much of the building that is outlined in this plan will be funded through gifts and grants, rather than through tax dollars. Once built, these facilities expand our capacity to attract more grants and make even more powerful contributions to the economy of the state.

- 6) I'm concerned about the lead content of the water system. How are we cleaning up the water we drink?

Domestic (potable) water supply lines across campus are being upgraded and replaced to help assure that drinking water on campus is safe. Many of the old lake water supply lines, that have provided service to some of our older buildings' restrooms are no longer in use.

- 7) You said before that you are rethinking the parking spots and that in the future you might build parking ramps. Do you have any idea where you might put them?

Our goal is to maintain the roughly 13,000 parking spaces that we currently have. We are definitely planning to remove many of our inefficient, surface lots and consolidate the spaces into structured ramps; by doing so, we could gain back some 60 acres of land that we already own. This land can become new green space or a new building site. Either use would be a higher and better use of the land than a surface parking lot. We would site some new ramps on the west end of campus, to replace the large Lot 60 surface lot near Health Sciences area of campus. We are also considering a large, underground ramp at the corner of Charter and Linden, beneath a new structure that will replace what is currently the Bardeen Labs.

- 8) Are you thinking about putting University and Johnson underground at all?

This idea was considered with the last master plan, and has been ruled out due to prohibitive expense. The major expense would be moving the considerable network of utilities that currently runs beneath those roads and maintaining the many important bus transit stops along both corridors.

- 9) With the criteria that you were identifying, what's the reason that Van Vleck isn't being taken down?

Part of this planning process involved surveying all of our existing structures and deciding whether they currently work for our mission and purposes or not. The Mathematicians in Van Vleck reported being very happy with the functioning of the building. Though many of the buildings that we intend to remove feature aesthetics that don't match our new Design Guidelines, we need to be clear that we are not planning any building demolitions based on aesthetics alone. If the building is working well, it will stay, as in the case of Van Vleck. The area around the footprint of Van Vleck is likely to be redesigned to make it more attractive and student-friendly.

- 10) They used to have a bus route through Shorewood Hills. Will this be brought back?

We continue to work with Madison Metro to identify needed service expansion areas, including the Village of Shorewood Hills. Shorewood Hills will need to support the decision financially to make this a reality.

- 11) I ride the bus on campus every day, and I know that there are several city lines of buses that are on campus, but they're very underused by students. If they did use them, it would take some of the pressure off of the campus bus. Some of the students just don't pick up their bus passes, so they will grab the 80 bus instead of others that pass right through campus. Maybe give out the bus passes in the dorms....In the short term, a solution might be for the campus to work with the city so that the bus drivers don't demand the ID and bus pass from the students, so that drivers don't throw people off the bus if they are taking too long to come up with their passes.

We have hired a full-time Transportation Planner – Rob Kennedy – and will be working on designing a more user-friendly bus system on campus. We will be sure that he hears this feedback.

- 12) Which of the two rail systems is the University most interested in and why?

This Master Plan is being designed to accommodate and benefit from both the commuter light rail being proposed by the County and the trolley system being proposed by the City. We are interested in being at the table for either or both.

- 13) I wonder if you know how many handicapped students you have and I wonder if you have any way to take handicapped students into consideration during this process? The walkways are beautiful, but the bus system needs to be user friendly.

The McBurney Center for Disability Resources has statistics on those disabled students who have chosen to identify themselves as such. We will be redesigning both walkways and the bus system to be more accessible and more user-friendly.

- 14) You didn't mention how often the buses are going to run. Every 5, 10 or 30 minutes?

We hope to improve the "headway" time of the campus buses to 4-5 minutes.

- 15) In the earlier part of the Sunset Village meeting, we'd talked about people parking in our neighborhoods to catch the bus and ride in to the campus to work. Are you working on any other park & ride situations?

We will be investigating creating additional Park & Ride areas both on the west and northeast sides of Madison. We will also be creating a new bike path that will run east/west along the rail corridor. This bike path will provide a connection to the proposed commuter light rail system, which could allow more distant commuters to take advantage of the improved bike system on campus, and leave their cars at home.

- 16) How is it guaranteed for the future that the green space & recreation fields will stay open? Is there anything legal or at the Federal level?

There are no legal or Federal requirements that assure the green spaces and recreation spaces will stay open. The Campus Natural Areas committee recently proposed to the Campus Planning Committee that we rename the wooded areas along the lakeshore, the "Lakeshore Nature Preserve." This proposal and its official acceptance reflect the attitudes and intentions of campus citizens and the administration toward these unique spaces on our campus. The Campus Master Plan is the single determining factor in guiding development on campus and helps to protect the open and green spaces from development. Changes in those development patterns would not be approved without considerable public input and review.

- 17) But it might change in 20 years.

The next Master Plan will need to re-commit ourselves to the values that we have committed to in the past and are very clearly laying out now.

- 18) Is the University Square building still going to have the cinema in it?

Whether a cinema will be part of the new development is unclear at this time. It is important to remember that University Square is being developed by a private developer, and that the University will be buying what is essentially a condo interest in the property. We will be buying only the space that we will occupy. It is up to the private developer if they decide to include a movie theatre in their new retail space.

- 19) Do you have any comments about what's going on at Charmany or the Research Park?

The Campus Master Plan doesn't involve planning the Research Parks; they are under the stewardship of a separate entity. However, we will be looking at the transportation systems between the Research Parks and the main campus, since many people commute back and forth between them

during their work days.

- 20) Does the Kegonsa Research campus come into play in this at all?

See the answer to the previous question. The Kegonsa station is run by the campus but is not included in this planning effort other than for transportation planning.

- 21) You talked about raising or lowering roads. How did it come to be that Campus Drive is elevated?

A specific history was not reviewed, but I would suspect that the existing railroad line had some effect on the placement and design of Campus Drive.

- 22) It's kind of crazy to have a little race track (Campus Drive) in the middle of Madison.

Campus Drive does take the cross-town vehicular pressure off of the more residential & small business, pedestrian oriented, area on Old University Avenue. However, there are things that we would like to see changed about it. We hope to work with the City to construct another bike/pedestrian overpass further west, to complement the Alicia Ashman Bridge that currently exists, to help reduce the number of people who routinely climb through holes cut in the chain link fence and risk their lives trying to dart across the freeway to get to campus. Additional trees in the median on the approach to campus would also signal a change to drivers that they are leaving a freeway situation and will be passing through a much slower area accommodating thousands of pedestrians. We also hope that when the City can obtain funds to redevelop Campus Drive, that they will work with us to provide an exit ramp into the Walnut Street area of the campus.

- 23) How is the University working with the City on traffic flow, especially around the Hospital? Streets around there are residential and were never intended for that kind of traffic volume.

The University and the City are both working on improving public transit alternatives to single-occupant vehicles. The University has an aggressive Traffic Demand Management program, and though we are already considered a national leader in this area, we are working to improve even further. Residents of these communities can help by encouraging each other to walk or bike to work as well. A big part of the answer to this question involves the kind of cultural expectations we all create about commuting.

Ended at 9:00 pm (Library closed)

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