

AGENDA FOR THE VILLAGE OF SHOREWOOD HILLS PLAN COMMISSION

Date and Time: Tuesday, October 13, 2020 – 7:00 P.M.

Location: Virtual Meeting via Zoom

To register to speak on an agenda item, send an email to info@shorewood-hills.org before 8:00 am on October 13, 2020 detailing which item is of interest. Your comments may be limited to 3 minutes. Written comments can be sent to info@shorewood-hills.org before 8:00 am on October 13, 2020.

The Commission meeting will be livestreamed on the Village's Facebook page [[@VillageOfShorewoodHills](#)] for passive viewing only. Alternatively, you can listen to the meeting live by dialing 1-312-626-6799 US (Chicago). Meeting ID: [842 8459 9300](#) / Passcode: #

1. Call to Order
2. Note compliance with open meeting law
3. Status report on 2021 Village Comprehensive Plan and process for Village Committee review of draft chapters.
4. Public Hearing on an amendment to the Zoning code to increase roof height maximums for flat, shed and mansard roofs from 22' to 28'
 - a. Call public hearing to order
 - b. Explanation of code change
 - c. Public invited to speak
 - d. Close public hearing
5. Consider recommendation on an ordinance making revisions to the Village zoning code to increase the roof height maximums for flat, shed and mansard roofs in residential districts
6. Regarding the planned 2022 University Ave reconstruction project, recommendation determining a Public Purpose and Necessity and adopting a Transportation Project Plat Numbers: 5992-11-30 – 4.01 thru 5992-11-30 – 4.03, University Avenue – Shorewood Blvd to University Bay Dr for the acquisitions per the Plat of Land Interests required. Located in part of the NE 1/4 of the NW 1/4 and the NW 1/4 of the NE 1/4 of Section 21, T7N, R9E, in the Village of Shorewood Hills and the City of Madison.
7. Consider possible dates for joint meeting with Village Board to hold public hearing on Garden Homes Neighborhood plan week of November 30
8. Minutes: August 12, 2020
9. Review and set future meeting dates (all at 7 PM):
 - a. Tue., Nov. 10, 2020;
 - b. Tue., Dec. 15, 2020;
 - c. Tue., Jan. 12, 2021; and
 - d. Tue., Feb. 9, 2021.
10. Adjourn

PLEASE TAKE NOTICE, that any person who has a qualifying disability as defined by the Americans with Disability Act that requires the meeting or materials at the meeting to be in an accessible location or format, should contact the Municipal Clerk, 810 Shorewood Boulevard, or phone 267-2680, during regular business hours at least 48 hours before the meeting so that reasonable arrangements can be made to accommodate each request.

It is possible that members of, and possibly a quorum of members of other governmental bodies of the Village of Shorewood Hills who are not members of the above committee may be in attendance at the above stated meeting to gather information. However, no formal action will be taken by any governmental body at the above meeting other than the committee identified in the caption of this notice.

Memorandum

TO: Village Board of Trustees, Shorewood Hills Plan Commission
Village Committee Chairs

FROM: Dave Benforado, Village President; Karl Frantz, Village Administrator

DATE: September 29, 2020

RE: **Village Comprehensive Plan process update and timeline;
request for Committee Chairs to schedule Committee meetings to
review draft Chapters.**

This is an update on the Village Comprehensive Plan process. Needless to say, this is a demanding undertaking made even harder given the current public health pandemic.

In late 2019, the Village hired MSA to assist us in revising the 2009 Village Comprehensive Plan (https://www.shorewood-hills.org/vertical/sites/%7B00D5AF3F-ADFE-4173-AF3A-FC0C1A78DA4B%7D/uploads/comp_plan_final_091215.pdf). MSA's Matt Frater provided an update to the Plan Commission in mid-July on MSA's work to date (https://www.shorewood-hills.org/vertical/sites/%7B00D5AF3F-ADFE-4173-AF3A-FC0C1A78DA4B%7D/uploads/Comprehensive_Plan_Update_Memo_07-10-2020_Shorewood_Hills.pdf). We are on task and aim to conclude this undertaking by the end of the second quarter of 2021.

For background, the 2009 Village Comprehensive Plan has shown to be a very useful resource and tool for the Village Board, Committees and interested parties. The origin of the statutory requirement for municipalities to adopt a Comprehensive Plan is Wisconsin's "Smart Growth" legislation signed into law in 1999. State statute 66.1001 (<https://docs.legis.wisconsin.gov/statutes/statutes/66/x/1001>). Pursuant to that law, a Comprehensive Plan is "a guide to the physical, social, and economic development" of the Village. It has a 20-year planning horizon, and needs to be updated at least every 10 years. The Statute spells out in detail the nine necessary elements of a municipality's Comprehensive Plan to comply with state law:

- (a) Issues and Opportunities;
- (b) Housing;
- (c) Transportation;
- (d) Utilities and Community Facilities;
- (e) Agricultural, Natural and Cultural Resources;
- (f) Economic Development;
- (g) Intergovernmental Cooperation;
- (h) Land Use; and
- (i) Implementation.

These above subject headings mirror the Chapter headings in the Village 2009 Comprehensive Plan and will mirror the Chapter headings in the Village 2021 Comprehensive Plan, with one exception. The "Issues and Opportunities" element, instead of being a stand alone Chapter, will be baked into each separate Chapter.

Below is a timeline for review of draft chapters from MSA. After each Chapter heading, please note the Committees listed that are asked to pay particular attention

to reviewing that particular draft Chapter. Committees are asked to provide feedback, comments, broad level suggested changes (e.g., what issues were missed, what issues do not belong), deletions or additions, all in the way of meeting minutes or a memo to the Plan Commission to inform the Commission as it reviews those draft Chapters. Committees are welcome to provide comments on other Chapters as well.

Committee Chairs, please work with Village staff to schedule a Committee meeting in the requisite date range so that the draft Chapters can be shared with Committee members in advance of that meeting, and then plan to send written feedback to the Plan Commission by the date provided below.

Here's the October to February timeline:

- **Oct. 7, 2020:** Karl Frantz will forward the first five draft chapters from MSA to Plan Commission members and all Committee Chairs:

- **Introduction:** All Committees.
- **Ag, Natural and Cultural Resources:** Parks, Recreation, Waterfront.
- **Utilities/Community Facilities:** All Committees.
- **Economic Development:** Finance, Plan Commission, Social Justice.
- **Transportation:** Public Works.

Committee Chairs, please schedule a Committee meeting to review the chapters noted above sometime in October after Oct. 7, and provide written Committee feedback to Karl by no later than Nov. 4 (Karl will in turn circulate those comments to the Plan Commission). Before you schedule the committee meeting, please crosscheck the Village calendar for conflicts: www.shorewood-hills.org/calender

- **Oct. 13, 2020:** Plan Commission meeting to review Comp Plan process.

- **Nov. 10, 2020:** Plan Commission meeting exclusively on Comp Plan (review and provide feedback to MSA regarding the first five draft chapters).

- **Dec. 15, 2020:** Plan Commission meeting on Comp Plan (if needed to conclude review of first five draft chapters).

- **Jan. 6, 2021:** Karl Frantz will forward the remaining three draft chapters from MSA to Plan Commission and all Committee Chairs:

- **Housing:** Plan Commission, Social Justice.
- **Intergovernmental Framework:** Plan Commission.
- **Land Use:** Plan Commission.

Committee Chairs, please schedule a Committee meeting to review the Chapters noted above sometime in January after Jan. 6, and provide written feedback to Karl by no later than Feb. 2 (he will in turn circulate those comments to the Plan Commission). Before you schedule the committee meeting, please crosscheck the Village calendar for conflicts: www.shorewood-hills.org/calender

- **Jan. 12, 2021:** Plan Commission meeting on Comp Plan (if needed to conclude review of first five draft chapters).

- **Feb. 9, 2021:** Plan Commission meeting exclusively on Comp Plan (to review and provide feedback to MSA regarding the remaining three draft chapters), and additional meetings if need be.

The remaining timeline is as follows: MSA is still planning two virtual Open House meetings, one on October 27 at 6:30 p.m. and the other sometime in

February/March. The review process will continue through the March to May or perhaps June 2021 period, including Plan Commission review of the complete draft Plan, a public review period, a Plan Commission public hearing, a Plan Commission recommendation to the Village Board, followed by Village Board review and passage of an ordinance adopting the Plan.

cc: Matt Frater, MSA



Memo

To: Village of Shorewood Hills Plan Commission
From: Matt Frater, Planner
Subject: Comprehensive Plan Update
Date: October 9, 2020

Plan Commissioners;

At the November 10 Meeting of the Plan Commission, we will discuss the first four chapters of the Comprehensive Plan update. These chapters are:

- » Agricultural, Natural, & Cultural Resources
- » Utilities & Community Facilities
- » Economic Development
- » Transportation

We are submitting these chapters now so you have ample time to review before our discussion, as well as to provide time for other Village Committees to review and provide input. These chapters represent streamlining of information, updated data, and revisited goals. The prior plan contained one goal for each plan element, with policies under each (and occasionally recommendations). In reviewing other Village documents, as well as in speaking with residents, we found it beneficial to move from a goal/objective/recommendation structure to goals, policies, and actions (GPAs). These GPAs are driven from both qualitative and quantitative input, and we hope they will ease implementation and inform community conversations. GPAs are attached as Word documents, as we anticipate thorough reviews and edits.

Moving forward, we have also scheduled a virtual open house prior to the November Commission meeting. At this open house, we will be soliciting public feedback that will serve to assist in guiding discussion and edits, as well as soliciting input toward goal prioritization. The date and time of the meeting is:

October 27th
6:30 - 7:30p
Zoom Registration Link: tinyurl.com/SHPlanMeeting

Though your attendance isn't required as we will discuss at the next Commission meeting, it would be beneficial to share this information with your friends, family, and neighbors. Prior to this meeting, we will also be releasing the 2nd survey and mapping tool. The meeting registration and survey links will be pushed through Village channels the week before the open house.

I have included an updated version of the Comprehensive Plan Update checklist that details completed milestones as well as percent of work complete on upcoming tasks. Please feel welcome to reach out at any time with questions.

COMPREHENSIVE PLAN UPDATE CHECKLIST				
Outreach Milestone	In Progress?	Percent Complete	Completed	Notes:
Survey 1		100%	Y	Survey complete and integrated into plan.
Focus Groups		90%	Y	Conversations completed, two follow up conversations scheduled.
Survey 2		60%		To be released the week of October 19th.
Virtual Open House (1 of 2)		50%		Scheduled for October 27th.
Plan Commission Meeting - Element Review		50%		Review at November 10th meeting.
Plan Commission Meeting - Element Review		25%		Chapter data and text updated, requires 2nd round survey data.
Virtual Open House (2 of 2)				
Plan Commission Meeting - Full Draft Plan Review				
Public Review Period				
Plan Commission - Public Hearing & Recommendation				
Village Board Plan Adoption				



INTRODUCTION



THE COMPREHENSIVE PLAN

WHY PLAN?

The purpose of this plan is to establish a shared vision for Shorewood Hills that will guide future actions and decisions. This guidance improves the Village's ability to work cohesively and consistently over time.

PURPOSE & INTENT

The Comprehensive Plan is a resource for managing growth and change. It is designed to be a working document used by Village officials to direct community decisions, to assist with capital and operational budgeting, and as a tool to focus and stimulate private housing and business investment.

A Comprehensive Plan functions as an umbrella document that considers most issues affected by Village government, and it is to be used in coordination with other documents and ordinances. The plan refers to other plans and studies that address specific topics in greater detail.

The plan is implemented through the use of ordinances, especially the zoning ordinance. This plan is intended to help the Plan Commission and Village Board apply those ordinances - in fact, State statutes require that certain decisions must be consistent with this Plan.

PLAN MAINTENANCE

The plan represents the Village's best effort to address current issues and anticipate future needs, but it can and should be amended as conditions warrant reconsideration of policies. The plan can and should be amended from time to time to adjust to changing conditions, and should be fully updated with new data every 10 years.

PLAN ORGANIZATION

This Plan is organized into 9 chapters - each containing two main sections: background information on the specific plan element, and major goals as well as policies and actions to achieve those goals.

WISCONSIN'S COMPREHENSIVE PLANNING LEGISLATION

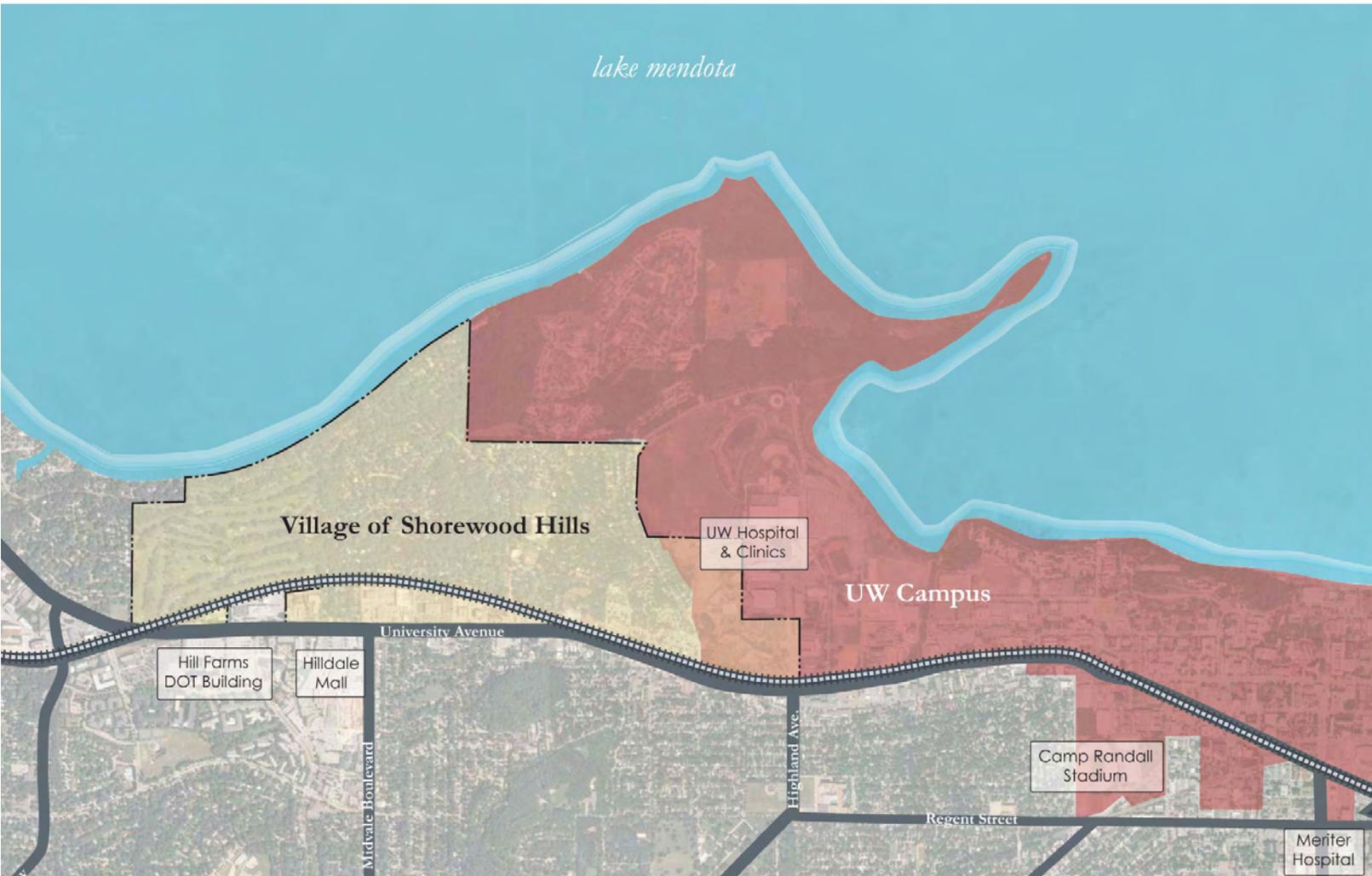
Wisconsin's Comprehensive Planning legislation [§66.1001 Wis. Stats.] was adopted in October of 1999. The law requires that, after January 1, 2010, if a local government unit enacts or amends any of the following ordinances, the ordinance must be consistent with that local governmental unit's comprehensive plan:

- Official maps
- Local subdivision regulations
- General zoning ordinances
- Shoreland/wetland zoning ordinance

Wis. Stat. 66.1001 does not mandate specific land use policies communities must adopt, rather it requires that certain topics, or elements, must be addressed in each plan, and the procedures for plan creation, adoption, and amendments.



COMMUNITY CONTEXT



LOCATION

Located along the shores of Lake Mendota, Shorewood Hills is bordered by the City of Madison, as well as the the University of Wisconsin - Madison campus. A small community nestled in the larger west side of the City, the Village's location provides unparalleled access to amenities of the region: park and forest systems, shopping and dining, off-street trail access directly to downtown, and access to facilities of a world-class healthcare, research, and educational institution at the University of Wisconsin-Madison.

COMMUNITY CHARACTER

The Village has a strong and unique character that is apparent immediately upon entering - and is upheld by dedicated volunteers that form both official and unofficial Village Committee structures and sponsor many of the community's most loved events. The many residents actively volunteering their time toward making the Village a better place to live sets the Village apart in the region, and is one of the reasons for the strong sense of community. Those who live in the Village describe it as beautiful, comfortable, friendly, welcoming, and neighborly - heavily influenced by community events and interaction.

VILLAGE HISTORY

VILLAGE HISTORICAL BACKGROUND

The Village of Shorewood Hills has been an important entity in the development of the west side of the Madison area. Beginning as a series of separate real estate plats in the World War I era, incorporation as a Village in 1927 combined both plats. These plats were largely the vision of John C. McKenna, and his first developments in the Madison area - he later went on to develop other areas on both the east and west sides of Madison.

When first formed, the Village of Shorewood Hills was a remote and distinct area from the city of Madison. After World War II, the city grew out to meet and later surround the Village, but Shorewood Hills has remained a separate, yet deeply connected municipality.

Originally agricultural land, a Milwaukee and Mississippi Railroad extension through the area in 1856 eased development west of Madison. The first plat in the now Village, College Hills, was established in 1912 on land from the Jacob Breitenbach farm. Named for its location west of the University of Wisconsin-Madison, homes originally catered to university professors. The second development of College Hills was established in 1915 on land from part of the Lewis Post farm. Though delayed by World War I, McKenna began a new series of plats between Lake Mendota and University Avenue, shortly thereafter which he called Shorewood.

The streets for both College Hills and Shorewood were laid out by the noted landscape architect O.C. Simonds, and were designed to emphasize the natural beauty of the area. In post World War I construction, Shorewood and College Hills both grew significantly, and by the time of incorporation in 1927 there were 52 houses and 205 residents. At this time, Madison was still centrally located on the isthmus with unincorporated areas separating both municipalities.

VILLAGE ARCHITECTURE

Primarily a community of single-family homes, the Village is largely characterized by its architectural diversity. In contrast to many Madison neighborhoods, Shorewood Hills developed over a very long period of time, with 3 distinct periods of construction consisting of: post World War I, post-Depression (late 1930s), and post World War II. During each distinct period, homes were designed reflecting the architectural styles of the time, most architect-designed, and many by well-known Madison figures.

Although initially consisting solely of McKenna's residential plats, Shorewood Hills has expanded through annexation twice. These include the 1932 annexation of Black Hawk Country Club, a thriving golf club just west of Shorewood Hills, and the 1957 annexation of Garden Homes and University Avenue commercial corridor.

VILLAGE EDUCATION

The Shorewood Hills School and the Village have always been administratively separate, though there have always been strong ties between the school and community. Initially, the village school was part of a school district in the Town of Madison offering K-8 classes, and students went to Madison high schools. As the Village and surrounding area grew, the school grew with it - requiring addition and renovation. The first part of the school was constructed in 1939, and additions to this building were made in 1950, 1962, and 1990. In 1962, the Shorewood Hills Elementary School was integrated into the Madison School District.

Today, the Village of Shorewood Hills remains a highly desirable residential area. Its proximity to the University of Wisconsin-Madison, UW Hospital, and the City of Madison make it extremely convenient for residents, and the Village has higher average home costs than any other municipality in the County, consistent with this demand.

VILLAGE CHARACTER

VILLAGE CHARACTER

The Village's character and its unusual layout is a response to its unique natural setting. Accented by woods, rolling hills, and a dramatic shoreline from which the Village takes its name, portions of the Village's "organic" street-plan were laid out by the noted landscape architect O.C. Simonds, whose work is reminiscent of the work of some of the most famous planners of the late 19th and early 20th Centuries. Simonds' contemporaries include Fredrick Law Olmstead, Raymond Unwin, Clarence Stein, John Nolen and other planners of the Picturesque tradition, which favors rough and wild scenery over a manicured and polished landscape. The Village is also home to Frank Lloyd Wright's First Unitarian Church – one of the Wisconsin architect's most celebrated works.

Many homes that build the character of the Village were designed during the 1940s and 1950s by a local architect named William Kaeser, a longtime resident. The Village encourages design and development that further the Village's sense of place, and recognizes that character can be eroded incrementally through the loss of historic structures and the introduction of new structures that do not complement the Village's intimate surroundings.

The Village seeks an environment where homeowners are free to express individual design options, but within a common framework that emphasizes a common sense of shared sensitivity toward the impact of individual design decisions on overall neighborhood character and resident enjoyment.



VILLAGE SNAPSHOT

COMPARISON WITH SURROUNDING AREAS

Three Dane County municipalities – the City of Madison, the Village of Maple Bluff, and the City of Middleton – are compared to the Village of Shorewood Hills in different areas of this plan due to proximity and size. Comparisons are also made at various times to both the County and the State, and are used solely as points of reference. The table below is an introductory comparison of selected demographic between these municipalities, Dane County, and the State of Wisconsin.

In short, Shorewood Hills averages in household income, educational attainment, and housing values are much higher than County averages. And while the City of Madison and Dane County have a younger median age due in part to the significant University of Wisconsin – Madison student population, the Village has seen a decrease in median age as new rental housing has been added over the past decade. The Village also is home to more family households and households with children than other studied jurisdictions, consistent with access, safety, and sense of community described through this plan that causes families to seek out residence in the Village.

REGIONAL COMPARISON

	Shorewood Hills	Maple Bluff	Middleton	Madison	Dane County	Wisconsin
Population (2018)	2,214	1,422	19,235	252,086	539,843	5,778,394
Median Age	41.6	51.0	39.2	30.8	34.9	39.3
Avg. Household Size	2.52	2.40	2.16	2.17	2.33	2.43
Bachelors or Higher	88%	71%	60%	58%	51%	30%
Median Household Income	\$125,893	\$185,000	\$100,608	\$88,743	\$94,813	\$75,313
Owner-Occupancy	72%	89%	53%	47%	58%	66%
Renter-Occupied	28%	11%	47%	53%	42%	34%
Median Home Value	\$645,600	\$494,000	\$326,100	\$234,100	\$252,300	\$173,600
Median Contract Rent	\$1,496	-	\$883	\$957	\$881	\$682
Elderly Households	33%	38%	23%	19%	24%	30%
Households w/ Children	31%	24%	28%	22%	26%	27%
% White, Non-Hispanic	83%	92%	82%	73%	79%	81%

Sources: 2018 American Community Survey 5-Year Estimates

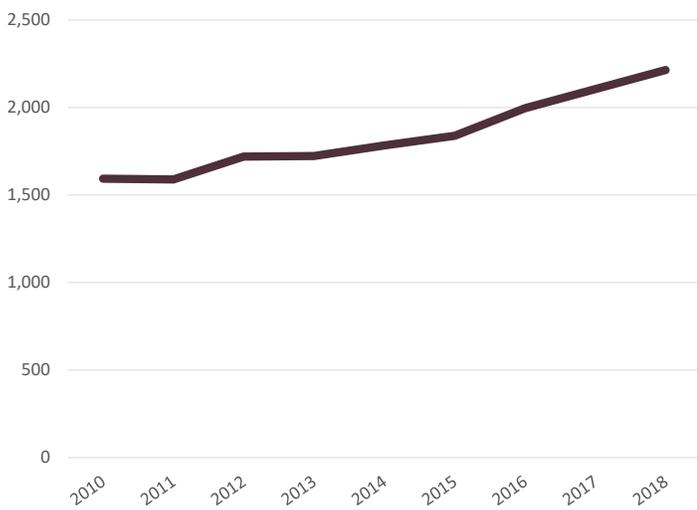
VILLAGE SNAPSHOT

EDUCATIONAL ATTAINMENT

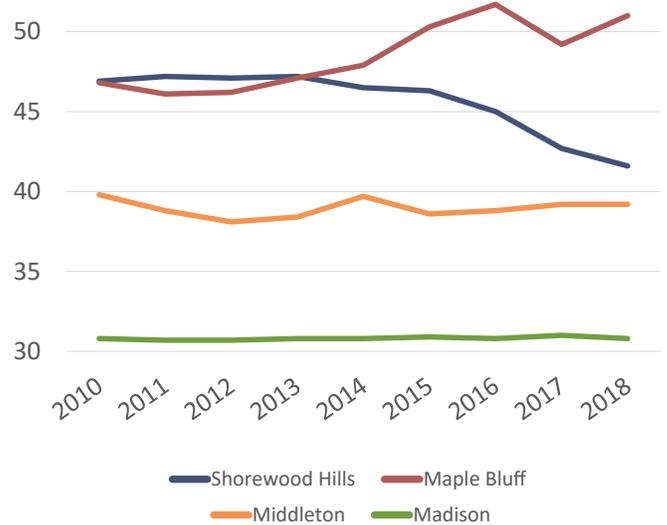
Nearly 9 out of 10 residents over 25 (88%) have at least a Bachelors Degree.



POPULATION



MEDIAN AGE

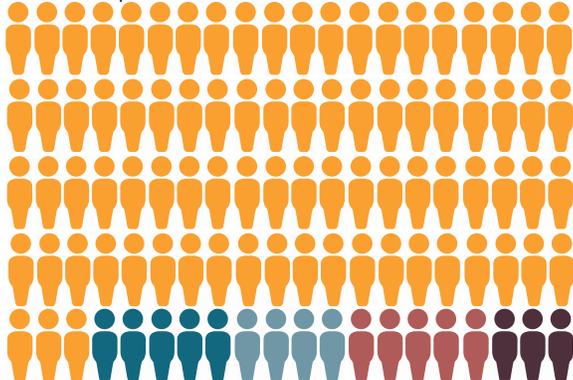


HOUSEHOLD INCOME DISTRIBUTION

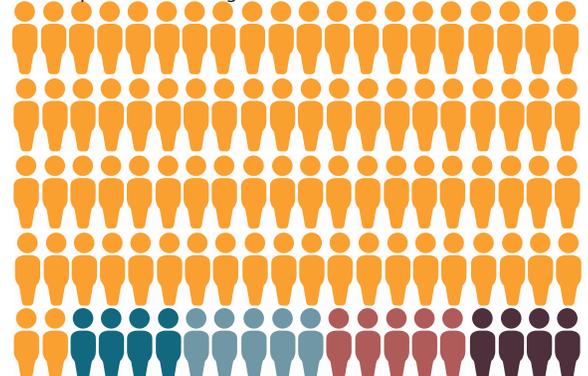


RACE AND ETHNICITY TRENDS

2018 Total Population



2018 Population Under Age 18

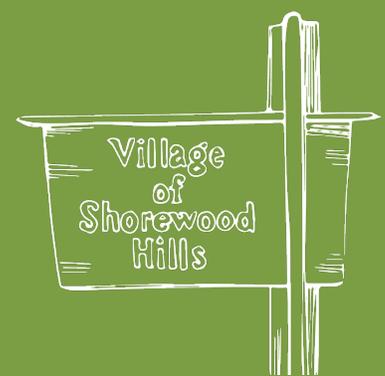


- White
- Black
- Hispanic or Latino
- Asian
- Other

Sources: 2018 American Community Survey 5-Year Estimates

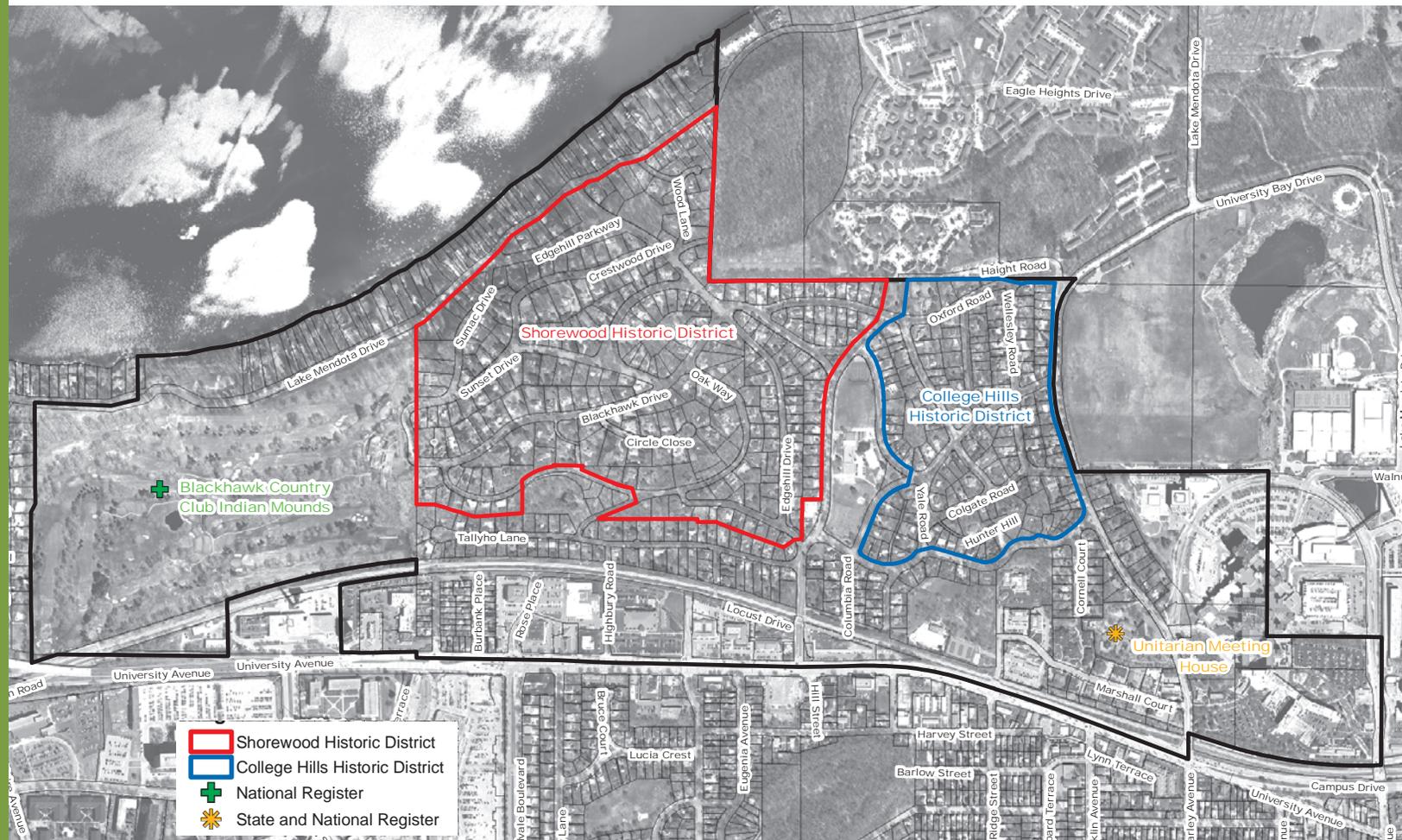


AGRICULTURAL, NATURAL & CULTURAL RESOURCES



HISTORIC RESOURCE MAP

MAP: HISTORIC RESOURCES



CULTURAL BACKGROUND

Much of the information throughout this section has been summarized from The Village of Shorewood Hills Intensive Survey Report, which studied the Village’s architectural heritage to determine eligibility and boundaries for potential historic districts. The report included a great deal of original research, as well as extensive citations from a previously written history of the Village by Professor Thomas Brock, which was published in 1999.

The community encourages the preservation of the Village’s many historic structures that reflect both the Village’s history, as well as the major architectural

movements of the region and country. Many of these structures are found within the Village’s original plats: College Hills and Shorewood, which are registered National Historic Districts.

The Village strongly encourages the restoration and sensitive remodeling of historic structures in a manner consistent with the Department of Interior’s Standards for Historic Preservation.

The Village also encourages property owners to make full use State historic preservation tax credits for certified restoration and rehabilitation of designated historic properties, particularly in these areas.

HISTORIC RESOURCES

HISTORIC RESOURCE INVENTORY

Shorewood Hills contains a remarkable collection of early to mid 20th Century residential architecture, including one of the most photographed houses of worship in the United States - the Frank Lloyd Wright designed Unitarian Meeting House.

The Village is widely known for its collection of post-Victorian homes, with a legacy owed much to the work of Frank Lloyd Wright. Two of his most famous works, Pew House and First Unitarian Meeting House, are both located within the Village. The Pew House is a prototype for Wright's Usonian designs, which pioneered prefabricated construction and was constructed in 1940. The Unitarian Meeting house was constructed by Marshall Erdman between August 1949 and August 1951, and has since been expanded in both 1964 and 2008.

Many residences throughout the Village are also designed in Wright's Prairie Style. Some of these are designs of Wright followers such as George Elmslie. Other noted architects featured in Village homes include Frank Riley, William Kaeser, Herb Fritz, the firm of Law, Law, and Potter, and the firm of Beatty and Strang. Other architects and firms that have designed multiple homes in Shorewood Hills include Balch and Lippert, Henry T. Dysland, Flad and Moulton, and Edward Tough. Many of these firms still exist today: Law, Law and Potter became Potter Lawson; Beatty and Strang became Strang; and Flad and Moulton became Flad, all active architectural firms locally and nationally.

Shorewood Hills also has an impressive collection of houses designed in more conventional period styles, as well as several excellent examples of unique adaptations of these styles - perhaps the most common of these throughout the Village being English Tudor.

A large number of Craftsman and Bungalow style houses are also located throughout the Village, as well as many International style homes constructed in the 1940s and 1950s. Collectively these styles serve as a chronicle of the evolution of American architecture.

HISTORIC PRESERVATION INCENTIVES

State Income Tax Credits

The State of Wisconsin offers a 25% state income tax credit toward the costs of residential historic restoration projects in designated districts. To qualify, a property must be located in a state or national district; the project must meet historic preservation standards; and the costs of restoration must exceed \$10,000.

A tax credit is a stronger incentive than tax deduction, in that the credited amount is deducted directly from the individual's state income tax bill (not taxable income) on a dollar for dollar basis. For instance, a \$40,000 project would qualify for a direct \$10,000 tax credit that can be taken over a period of up to 15 years.

Preservation Easements

Preservation easements involve the purchase or donation of the right to demolish or radically alter a historic residence. Generally, the easement holder – a preservation or land trust – has the legal authority to approve or prevent major exterior alterations to the affected property. Donations of easements to qualified non-profit preservation trusts usually qualify as charitable contributions for tax purposes. The most common use of preservation easements are for properties listed (either individually or as part of a designated historic district) on the State or National registers of historic places.



HISTORIC RESOURCES

HISTORIC DISTRICTS & PRESERVATION

The Shorewood Hills Intensive Survey Report (2000) noted 508 resources of architectural interest in the Village. The two largest concentrations of historic resources were afterward recognized as State and National Historic Districts: Shorewood and College Hills (p. 10). Both districts are exclusively residential, and include large sections of the original Village plats. The report also mentioned a third collection of buildings, including the Veterans Hospital Complex, as potentially being eligible for listing on the National Register of Historic Places. The only individual structure listed on the State and National Registers is the First Unitarian Meeting House.

The Village does not have a historic district ordinance, and in the absence of an ordinance largely defers to property owners in regards to alterations. Owners of any property or structure, even within a designated District, are allowed to remodel or alter structures within as long as the alteration meets all other Village ordinances. Listing in the National Register brings financial incentives for preservation through previously mentioned tax credits - but protections are not a feature of the program. Generally, protections can be best handled through an ordinance as described above, though this process also involves the creation of a design review committee to oversee exterior renovations properties within a District.



An alternative method of review involves the use of a conditional use process to control demolition and the replacement of structures within historic districts. This is done by designating select historic areas as historic district overlay zones in the zoning ordinance, and then applying requirements for preservation on top of the base regulations already in place for the district. This process keeps the review of demolition permits directly under the purview of Plan Commission.

Under this process, demolition could be allowed as a conditional use only if certain standards for the preservation of overall neighborhood character are met. The conditional use standards would relate to how the proposed demolition and replacement use “fits” within established neighborhoods character - including potential requirements to preserve natural features or stands of mature trees.

While the Village and its residents strongly wish to preserve current character of the community, overly restrictive architectural reviews of residential property (aside from lake-shore properties) has not traditionally been an outstanding issue in the community. Any additions or new construction as a result of demolition must meet existing Village ordinances, and should occur at scale appropriate to their surroundings. Personal decisions such as color and architectural style are left to the discretion of the property owner.



NATURAL RESOURCES

WATER RESOURCES

The Village's most notable water resource is Lake Mendota. Lake Mendota continues to be negatively impacted by runoff within the greater watershed, which has resulted in increased incidence of non-point source pollution. Non-point source pollution is difficult to control, since it is not a result of a single source, and instead results from general runoff which can be contaminated by things like fertilizer and oil.

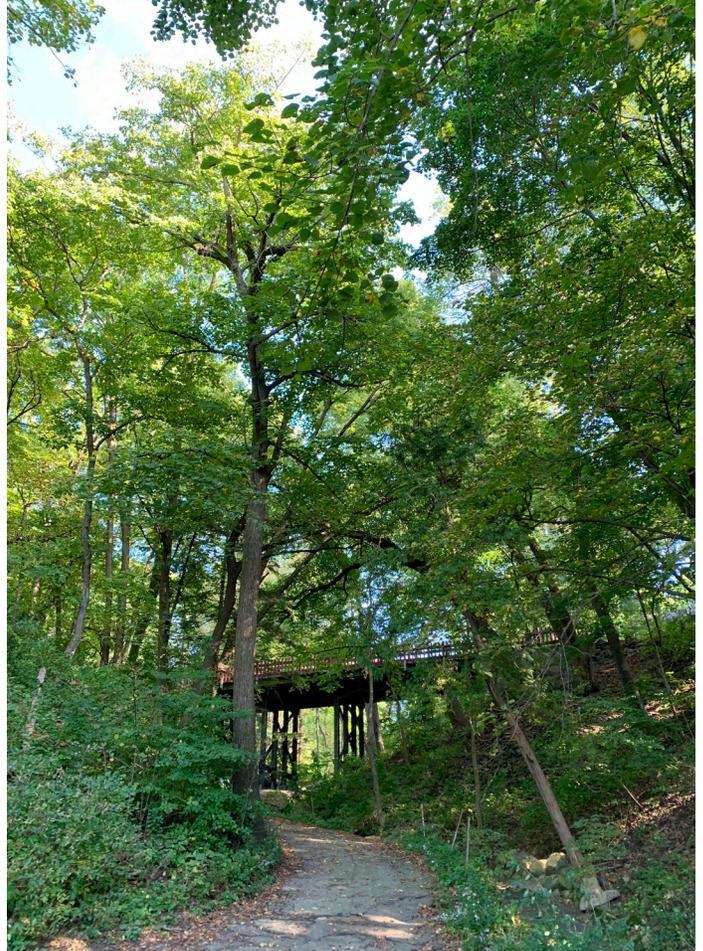
Problems relating to the lake are regional issues. Flooding, pollution, and rising lake levels are shared problems, and have been well studied in recent years - especially in regards to lake levels and flooding. Without cooperation from all communities in the watershed, local mitigation efforts aimed at reducing runoff will be limited. However, the Village's efforts toward sound stormwater management practices are necessary to confront the problem at a local level.

A study of lake levels was authorized by Dane County in 2018 from a task force including experts from the University of Wisconsin, Dane County Land & Water Resources, the DNR, and others. The final recommendations directly address dam management, ways to increase flow through the chain, and stormwater/infiltration issues of concern. On a local level, the Village will continue to coordinate with relevant governments to make sure its perspective on Lake Mendota water quality and water levels is heard.

Given the severity and multi-faceted nature of stormwater and flooding problems, the Village utilizes both engineering and planning-based approaches including detention and rain gardens in key areas. The Village's stringent stormwater ordinance requires properties to make improvements in stormwater management as they are redeveloped. The Village also created an Ad Hoc Stormwater Committee in 2018 that examined causes of the 2018 flood, as well as provided recommendations of actions to prevent future catastrophic flooding events from impacting the community.

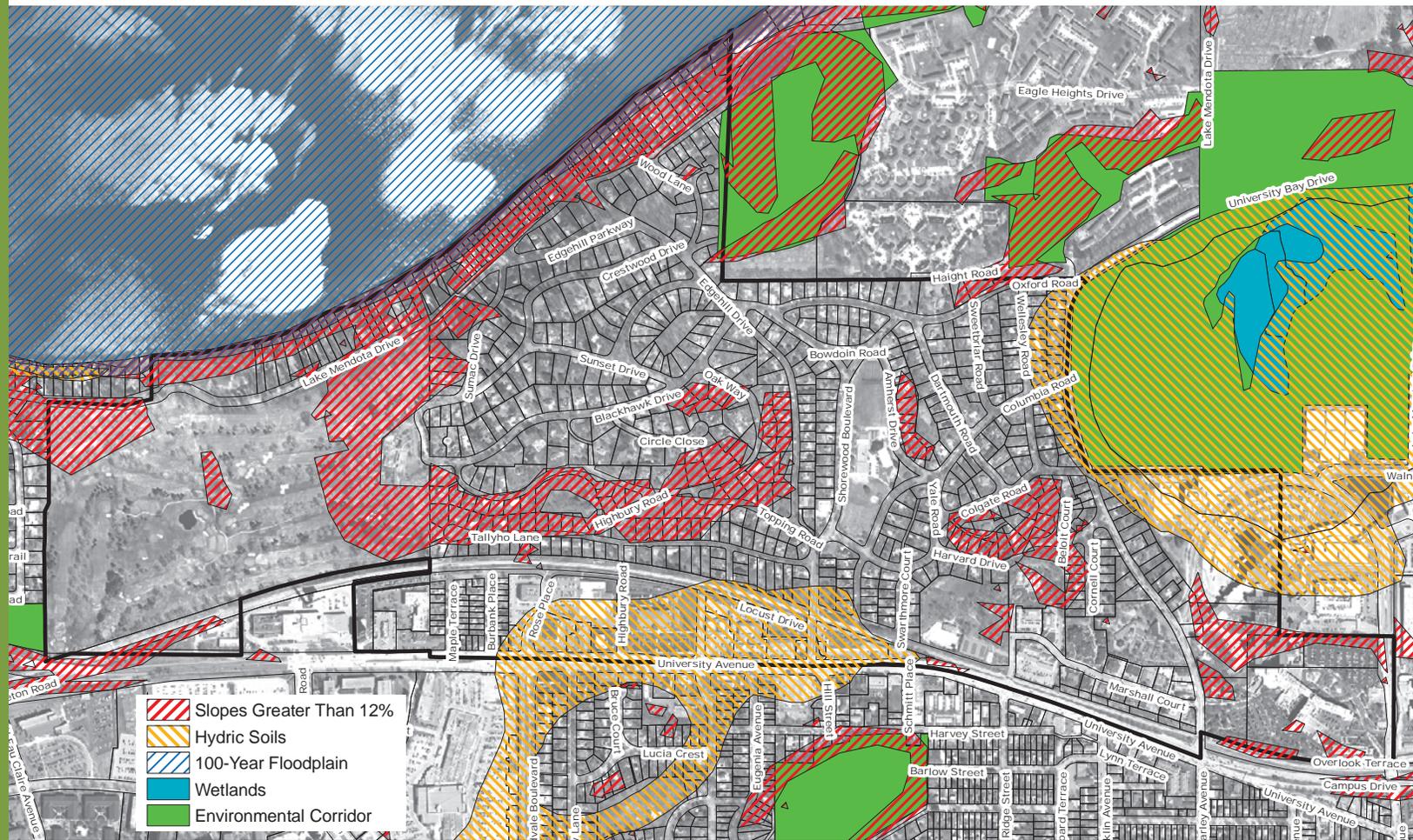
ENVIRONMENTAL POCKETS

Although the Village contains no officially recognized environmental corridors or large conservancy areas, substantial stands of mature trees exist throughout the community, connecting pockets of largely undisturbed woodlands that are interspersed throughout the community. The largest of these is the 1.3-acre Tessa and Hans Reese Woods located near Davis Quarry Park. An overgrown Oak Savannah, this site was donated to the Village in 1972, and serves as an example of types of natural land cover that once blanketed the Village. Other natural areas include the partially restored "Chuck Koval Park" between Wood Lane and Edgehill Drive, a large part of John C. McKenna Park, and the east side of Post Farm Park. These areas are abundant in wildlife - a common sight throughout the Village.



WETLANDS & FLOODPLAINS

MAP: NATURAL LANDSCAPE



WETLANDS, FLOODPLAINS, & SOILS

The map above highlights natural landscape features of the Village and surrounding area, including steep slopes, hydric soils, environmental corridors, wetlands, and floodplains. Steep slopes are subject to increased erosion, especially when disturbed with construction or earth-moving, and should be carefully monitored if such activities occur. Steep slopes also can lead to increased runoff in significant weather events.

Hydric soils are associated with high groundwater levels during at least part of the year, and can result in additional expense for building construction in some

instances. Hydric soils in the Village are mainly found along University Avenue between Rose Place and Schmitt Place, as well as east of Wellesley Road.

Per the Wisconsin DNR wetland inventory, there are no wetlands in the Village. Because of the generally steep grades along Lake Monona, there are also no floodplain areas in the Village. Environmental Corridors are designated by the Regional Planning Commission and generally follow stream corridors, large parks, wetland boundaries, or connect large natural areas. There are no official environmental corridors in the Village, but there are several in the surrounding area, especially on the University campus.

ARCHAEOLOGICAL & AGRICULTURAL RESOURCES

AGRICULTURAL RESOURCES

As with many areas outside of Madison's isthmus, land in Shorewood Hills was largely farmed before it was developed. Major farms that were later developed include the Thomas Isom farm (VA & UW hospitals), the Jacob Breitenbach farm (the College Hills plat), the Lewis Post farm (Post Farm park and adjacent housing), the David Stephens farm and quarry (the Shorewood plat), and the Alfred Merrill farm (Blackhawk Country Club). Though no commercial farmland remains, the Village's Community Garden provides 59 annual (20' x 20') plots and 23 perennial (10' x 10') plots for family-scale agriculture. Water, compost, and wood chips are provided on-site. The gardens are overseen by committee, which is charged with assigning plots and maintenance. Another community garden area is located just outside of the Village on University of Wisconsin property across from the Eagle Heights residences, available to University employees and students.



ARCHAEOLOGICAL RESOURCES

Most of the Village's archaeological resources are traced to Native American settlement along the lakeshore. These include several effigy mounds located on the grounds of the Blackhawk Country Club, and are listed on the National Register of Historic Places. The most famous of these is the Goose Mound that overlooks Lake Mendota.

VILLAGE SUSTAINABILITY EFFORTS - NATURAL RESOURCES & THE ENVIRONMENT

Many sustainability efforts have been undertaken in the history of the Village that directly address natural resources and environmental protection. The list is lengthy, and highlights the importance of these issues in the community. Notable agricultural and natural resource initiatives include:

- The Village's Stormwater Management Ordinance
- Establishment of the Stormwater Utility
- Membership in Madison Area Municipal Storm Water Partnership
- Installation of water conveyance facilities
- Installation and maintenance of rain gardens for water infiltration
- Curb engineering to manage rainwater
- Permeable pavement trials
- Membership in Yahara WINS program
- Street sweeping program
- Leaf and brush pickup program
- Salt use reduction policy
- Establishment of Parks Committee
- Maintaining a tree inventory
- The Village's Tree Ordinance
- Recognized Tree City
- Native tree sale program
- Invasive species removal program
- Invasive Species Ordinance
- Lakefront setback for development
- CUP requirements for all lake properties
- Recognized Bird City
- Allows chickens and beekeeping

Agricultural, Natural, & Cultural Resources – 2040 Plan

Voices from the Community:

Shorewood Hills is widely loved by residents for its natural and cultural resources – and in many cases this is one of the main reasons that residents move to the community. When asked to describe aspects of the Village in one word in the community survey, some of the top responses included “community”, “beautiful”, “green”, “trees”, and “quaint” – all references to these natural and cultural amenities unique within the surrounding area.

The 2020 Community Survey and Map asked residents several questions about improvements they would like to see – and things they felt most important to keep. Some of the top responses include:

- *Ways to make the lakefront more accessible*
- *More places for residents to gather together in parks & open spaces*
- *Fourth of July and Food Trucks in the Park are treasured events in the way they can bring neighbors together*

Other insights from focus group participants included:

- *Importance of rain gardens & “natural” feel throughout the Village with native plantings and trees*
- *Upkeep to existing walking and bike paths through the community*
- *Trees & Forester are a community asset that can be expanded/leveraged*

Top Issues & Opportunities

- Flooding & Flood Mitigation
- Access to Natural Areas
- Maintaining Sense of Community
- Redevelopment and Maintenance of Existing Homes

Goals, Policies, & Actions

Goal 1: Preserve and protect the cultural and historic character of the Village.

- **Policy 1:** Continue to encourage preservation of historic and architecturally significant buildings that contribute to the character of the Village.
- **Policy 2:** Increase public awareness of and community pride in cultural and historic resources, utilizing events to introduce new residents to Village community life.
- **Policy 3:** Preserve and create events that contribute to and reinforce the identity of the Village.
 - **Action 1:** Biannually review zoning ordinance, relevant districts, and permit requirements to ensure balance between desired preservation and review requirements are maintained.
 - **Action 2:** Establish and maintain marketing materials that connect residents to available sources of funding that incentivize historic rehabilitation and preservation in the Village’s historic districts.

- **Action 3:** Continue to support major community events that serve as a source of pride in the community (e.g. 4th of July), and continue to support new events that bring residents together (e.g. food trucks)

Goal 2: Balance conservation and increased access to natural resource amenities.

- Policy 4: Preserve and create new outdoor spaces that act as a focal point for resident interaction.
- Policy 5: Preserve and protect key environmental corridors, native vegetation, tree canopy, and wildlife species consistent with the Sustainability Plan
 - Action 4: Study lake access improvements at McKenna Park, and budget for regular upkeep to trails and access points to ensure all residents can utilize this vital resource.
 - Action 5: Annually inspect access points to natural areas, and re-prioritize maintenance investment to ensure all areas receive levels of investment that encourage continued use.
 - Action 6: Explore the use of conservation easements to protect Village-owned (and adjacent) natural areas in perpetuity.

Goal 3: Protect the natural environment to the greatest extent feasible, as it is deeply tied to character of and attachment to the Village.

- Policy 6: Continue to proactively and exhaustively address flooding, stormwater, and runoff issues facing the Village.
- Policy 7: Site development and infrastructure improvements will have the least possible impact on the natural environment.
- Policy 8: Continue to partner with other regional governments and entities on key restoration initiatives that protect the natural environment (e.g. Willow Creek watershed, etc.)
- Policy 9: Encourage landscaping practices on public and private property that help to filter and infiltrate rainwater.
 - Action 7: Partner with the City of Madison, Dane County, and other organizations to proactively address flood mitigation, runoff in the watershed, and other key water issues affecting the Village.
 - Action 8: Adopt measures and ordinances consistent with the Village's Sustainability Plan that further the policies of this chapter (e.g. tree protection ordinance, establishing urban forestry utility, etc.).
 - Action 9: Minimize impervious surfaces and maximize on-site stormwater infiltration and detention in development and site review.



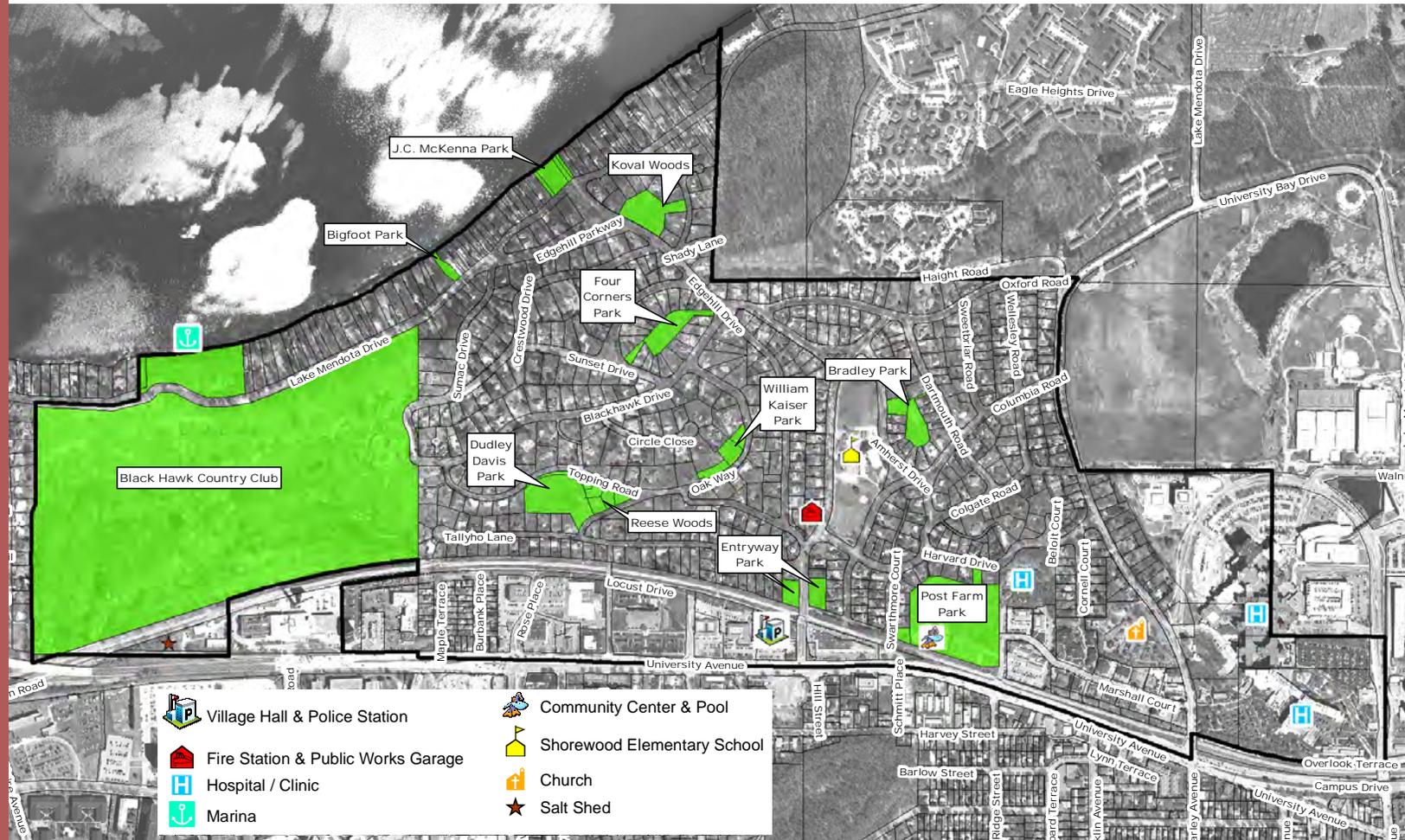
 Shorewood Hills
Village Hall
810 Shorewood Boulevard

UTILITIES & COMMUNITY FACILITIES



COMMUNITY FACILITIES MAP

MAP: COMMUNITY FACILITIES



UTILITIES & COMMUNITY FACILITIES BACKGROUND

The Village of Shorewood Hills provides a full range of urban services to residents and businesses. Some services, like water and wastewater treatment, are provided in conjunction with other entities such as the City of Madison and Madison Metropolitan Sewerage District. Others such as police are independent, but cooperate and coordinate with adjoining jurisdictions. There are also facilities and services - the Village's parks, pool, and garbage collection, that are maintained for the convenience and enjoyment of residents. One of the things that sets the Village of Shorewood Hills apart from larger communities is the consistently high level of services.

SHOREWOOD HILLS SCHOOL

Constructed in 1925, the Shorewood Hills School has been a part of the Madison Metropolitan School District since 1962. A K-5 institution that draws pupils from the Village and the City of Madison (including Eagle Heights/University Houses), the school is frequently noted as one of the centers of Village involvement. Many families move to the Village due to access to the school - and current (2019) enrollment is 471 students. Village residents have access to the school property, including fields, basketball and tennis courts, playground, and a Village-maintained ice rink. The property also includes Heiden Haus, which is raising funds in 2020 for an expansion to be used as an expanded shelter and warming house.

VILLAGE FACILITIES & SERVICES

BLACKHAWK COUNTRY CLUB

The Village owns a 94-acre parcel, which it leases it to Blackhawk Country Club to operate an 18-hole golf course and clubhouse. The Village purchased the lands in 1944, and has leased the land back to the Country Club since that time. The current lease was renegotiated in 2015 and runs through 2045. Though leased to the Club, the Village uses the grounds for annual Village celebrations including the Fourth of July fireworks. The Village and its various organizations may use the clubhouse for social functions up to 24 times per year, and residents have full use of the Club grounds for winter recreation from December 1 - April 1 every year.



LIBRARY ACCESS

Though the Village does not have a library, the Dane County Bookmobile makes weekly stops at Shorewood Elementary. The two closest City of Madison libraries are the Sequoia branch, about 1.5 miles to the south at Midvale Boulevard and Tokay Boulevard, and the Monroe Street branch, about 1.1 miles southeast of the University Bay Drive/University Avenue intersection.

VILLAGE HALL

Village Hall and the police station operate out of 810 Shorewood Boulevard, on one of the major entrances to the Village. The building was updated in 2008-2009 for Village use, including converting the former bank drive-through to a police garage. Village administration operates out of this location, as does the full Village police department.

BOATHOUSE & MARINA

The Boathouse is located in McKenna Park, and includes rack storage as well as a pavillion for recreational use. The Village operates a conoe/kayak share program for residents that utilizes the boathouse for storage. The Shorewood Hills Marina is located north of Blackhawk Country Club, and includes mooring buoys, boat storage, and seasonal rental lockers.

PUBLIC WORKS, FIRE, & EMS

Shorewood Hills operates a public works garage across Shorewood Boulevard from Heiden Haus and the Shorewood Hills School. Operations run from this building include street maintenance, brush and leaf collection, sewer and water, pool maintenance, and care of all Village facilities. Since 2013, the Village has contracted with the City of Madison for all EMS and Fire services, including Fire Department inspections, building plan reviews, and ambulance services.

CHILDCARE

There are two childcare facilities in the Village - Lodgic Kids Camp is available to all residents, and the Waisman Center is available for children of UW-affiliated families.

HEALTHCARE FACILITIES

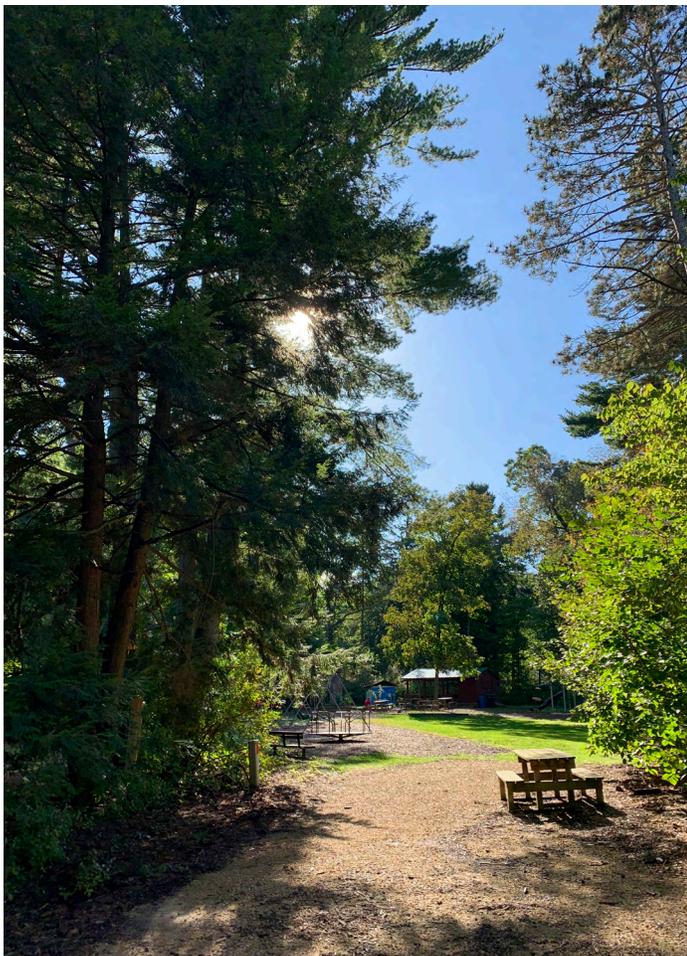
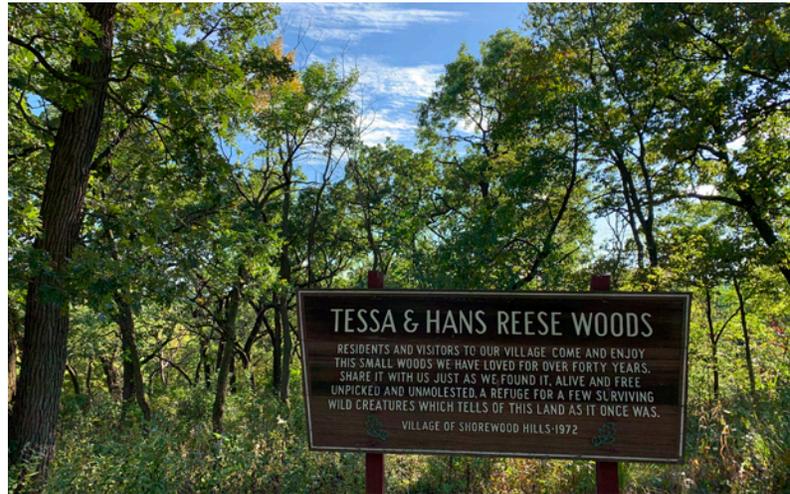
The Village is home to world-renown scientific research and medical facilities operated by the University of Wisconsin - Madison. Facilities located within the Village include UW Health Clinics, the American Family Children's Hospital, portions of UW Hospital, and a portion of the Veteran's Administration Hospital.

PARKS

VILLAGE PARKS

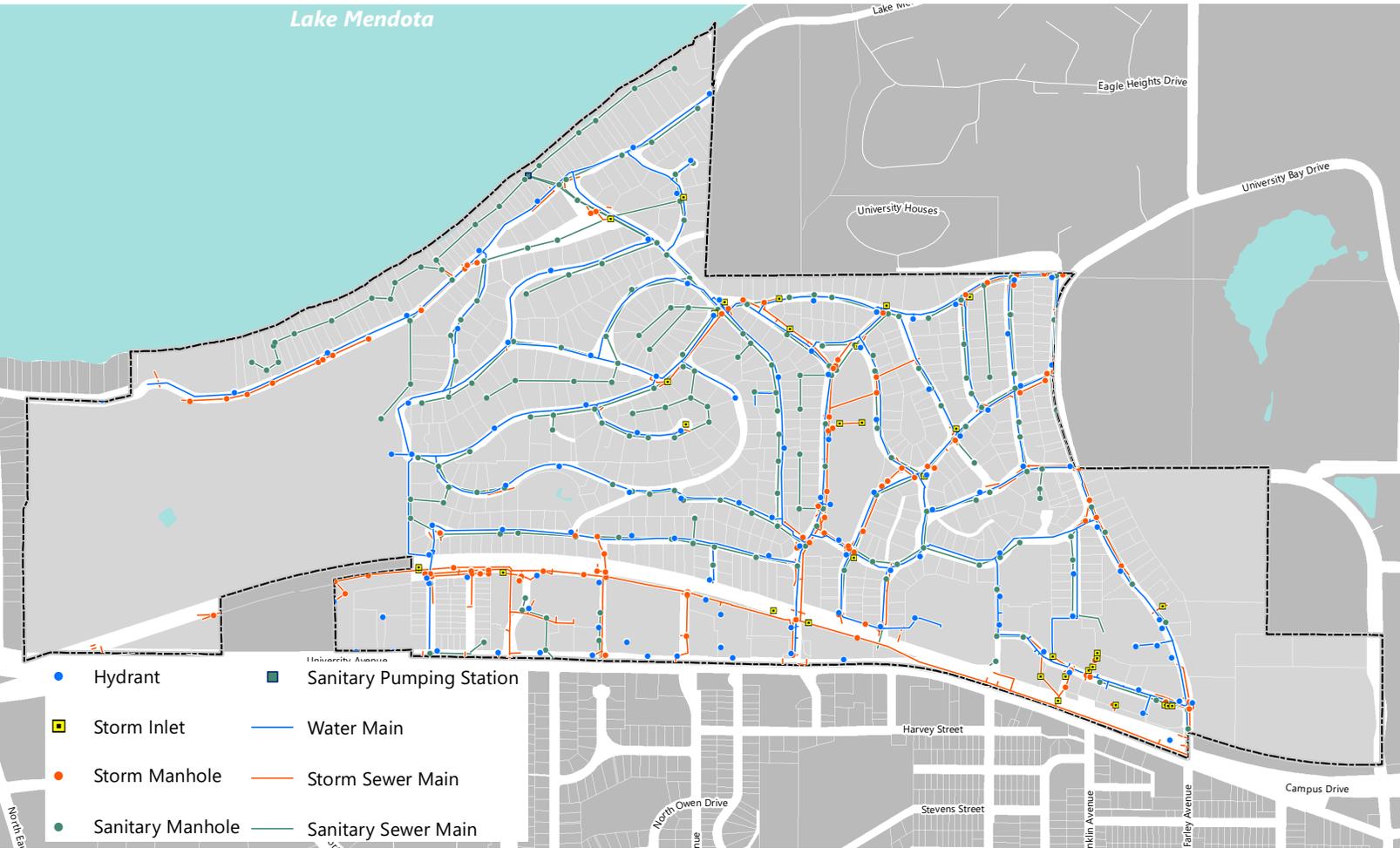
In addition to the greenspace surrounding Shorewood Elementary, the Village operates several of its own parks, which are the site of other Village facilities including the marina, boathouse, tennis courts, and the public swimming pool. A community center exists in the second story of the pool facility in Post Farm Park, though access and upkeep issues have been frequently cited by residents as areas for improvement.

Park activities are overseen by the Recreation Committee, which serves in an advisory capacity to the Village Board. As a standing committee, there is continual conversation on preserving and expanding recreational opportunities. The Village also operates year-round recreation programs staffed by volunteers.



Parks & Open Space	Acres	Amenities
Blackhawk Country Club	94.1	Golf, Clubhouse, Marina, Sledding
Post Farm Park	7.8	Pool, Community Center, Community Garden, Tennis, Volleyball
Quarry - Dudley Davis Park	2.5	
Koval Woods	1.7	Natural Area
Four Corners Park	1.4	Shelter, Restrooms, Playground
Reese Woods	1.3	Natural Area
Bradley Park	1.3	Sled Hill
Entryway Park	1.1	
William Kaiser Park	1.0	
J.C. McKenna Park	1.0	Boathouse, Restrooms
Bigfoot Park	0.3	

MAP: COMMUNITY UTILITIES



UTILITIES

The Village obtains its water supply through the City of Madison - with residents north of the railway corridor being served by the Village water utility, and residents south being served directly by the City of Madison. Electric and natural gas are provided to the Village by MG&E.

SANITARY SEWER

Mains run throughout the Village, and are generally replaced with road reconstruction. All Village sewage runs to one of two Madison Metropolitan Sewerage District interceptors on University Avenue, and there is one Village operated lift station, located at McKenna Park.

WASTE DISPOSAL

The Village contracts with Pellitteri Waste systems for all residential refuse and recycling pickup.

INTERNET ACCESS

The Village has excellent high-speed internet access, with provider options including Spectrum & AT&T. Though there are no cell phone towers within the Village, expanding 5G service may necessitate future cell installation.

STORMWATER

FLOODING HISTORY & SOLUTIONS

Portions of the Village have been subject to periodic flooding for many years. The problem has been especially acute in the University Avenue corridor from Midvale Boulevard to Willow Creek on the UW Campus. Low-lying areas in this corridor are natural collection points for stormwater runoff, occasionally rendering the University Avenue corridor impassible after major storms. The most recent flooding event devastated the Village on August 20, 2018, and caused extensive damage, most notably in Garden Homes, the University Avenue corridor, and low-lying areas north of the rail corridor. The response to this event resulted in the formation of a Village Ad Hoc Stormwater Committee which is researching and modeling recommendations.

In the Garden Homes neighborhood, nearly half of the homes required demolition after the event. The Village recently adopted the Garden Homes Neighborhood Plan, which thoroughly explored redevelopment options while considering environmental and economic constraints.

The Village has a stormwater management ordinance, which regulates stormwater management on both commercial and residential properties. The purpose of the ordinance is to reduce stormwater runoff, sediment transfer, and nutrient loading within the regional watershed. In 2007 the Village also created a stormwater utility to make improvements to stormwater management within the Village and assess fees to carry out those improvements.

It is possible that continued redevelopment of commercial properties along University Avenue has the potential to reduce stormwater runoff as new regulations and recommendations are coupled with development. However, significant reduction of the stormwater issues in the area will not be achieved without reduction in runoff and additional detention facilities at up-gradient locations outside of the Village.

Major investment into infrastructure will need to be undertaken in coordination with the City of Madison. One of the key upcoming projects is the University Avenue reconstruction, which is planned for 2022. Other projects under consideration by the Ad Hoc Stormwater Committee include additional protection berms, a new stormwater conduit, and new detention areas. Other recommendations are still being formed and modeled - but this remains a top priority of the community and is the largest concern of residents. The Village is now enrolled in the National Flood Insurance program, and residents can purchase flood insurance through NFIP, though long-term solutions will need to be implemented in coordination with the City of Madison and Dane County.



Utilities & Community Facilities – 2040 Plan

Voices from the Community:

There are many community services and facilities that are well-loved by residents, notably the park system and the Village pool. However, many respondents and conversations in interviews noted that the Village can better utilize its existing spaces, whether that be making them more accessible to residents of differing levels of ability, centralizing locations, or capitalizing on proximity to other resources (e.g. the PW Garage & Shorewood School's field/green).

When asked whether the Village should spend more tax dollars to improve the quality of amenities across a variety of areas, the four of the top five responses came from within this element of the comprehensive plan – Stormwater Management (58% of respondents), Parks (41%), Library Access (28%), and Recreation Programming (28%).

The 2020 Community Survey and Map asked residents several questions about improvements they would like to see – and things they felt most important to keep. Some of the top responses include:

- *Off-Leash Dog Park (Many survey responses in favor, though some in opposition)*
- *Improvements to existing Village Park Facilities and Park Buildings*
- *Increased Investment in Municipal Buildings (Pool Building/Community Center, Public Works Garage, Boathouse)*
- *Stormwater Facility Solutions are a Consistent Issue*

Other insights from focus group participants included:

- *Opportunities to Re-think Village Buildings to better center Interaction*
- *Shorewood School is for many the center of community life*
- *Focus on year-round facilities to keep resident engagement in all seasons*

Top Issues & Opportunities

- Investment in Municipal Buildings
- Long-Term Future of Parks & Park Buildings
- Increasing Sense of Community
- Stormwater and Flood Prevention

Goals, Policies, & Actions

Goal 1: Maintain the high quality and efficiency of utilities and services.

- **Policy 1:** Integrate sustainability goals into Village services.
- **Policy 2:** Continue to leverage development projects to improve utility infrastructure.
- **Policy 3:** Encourage residents and businesses to improve the efficiency of their personal utilities and services.
- **Policy 4:** Continue to maintain a strong relationship with the Madison Metropolitan School District regarding future development in the Village, as well as future use of the Shorewood School site and facilities.

- Action 1: Institute a municipal composting program, contracting with companies that specialize in working with local food producers, if possible.
- Action 2: Encourage and incentivize on-site composting of both food and green/leaf waste on resident properties, and consider subsidizing costs for purchase of compost bins for residents.
- Action 3: Bury existing utilities, where feasible, as development and reconstruction occurs.
- Action 4: Distribute and promote available incentives, energy audits, and other programs offered through Focus on Energy and MG&E to assist individuals and businesses with energy efficiency and renewable energy measures.
- Action 5: Encourage the private use of solar energy systems, partnering with programs such as the City of Madison's MadiSun Group Buy program for discounts and incentives.

Goal 2: Continue to proactively address stormwater management challenges.

- **Policy 5:** Improve the quality of surface water runoff by continuing to implement stormwater best management practices.
- **Policy 6:** Encourage residential and commercial properties to implement additional onsite stormwater management techniques to reduce the impacts of stormwater discharge (e.g. rain gardens, rain barrels, green roofs, bioretention basins, etc.).
- **Policy 7:** Continue to explore transition of winter road maintenance practices to a brine/total liquid application system to reduce the amount of sodium chloride entering the environment.
- **Policy 8:** Maintain the Ad Hoc Stormwater Committee to serve in an advisory capacity to the Village Board.
 - Action 6: Continue to partner with the City of Madison in studying and addressing stormwater challenges along the University Avenue corridor.
 - Action 7: Follow recommendations of the Ad Hoc Stormwater Committee in addressing major challenges and concerns.

Goal 3: Maintain high quality buildings that serve residents and actively build community.

- **Policy 10:** Improve or redevelop Village facilities to meet a wide range of needs of residents.
- **Policy 11:** Prioritize the incorporation of green building technologies, energy saving measures, and renewable energy generation into all new or remodeled Village-owned buildings.
- **Policy 12:** Community spaces will be integrated into all central Village buildings, with different amenities that serve all community members.
 - Action 8: Create a full Village Facilities study to determine future needs and prioritize investment.
 - Action 9: Integrate LED lighting, solar energy, and other green technologies into all plans for municipal building replacement.

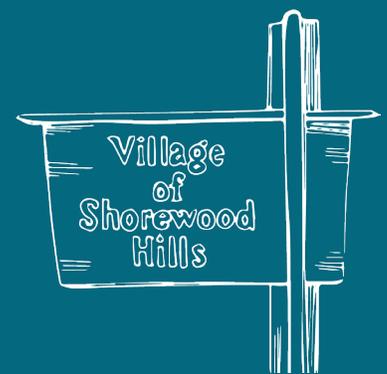
- Action 10: Conduct a study to more centrally locate the Community Center, perhaps in conjunction with redevelopment/renovation of the public works garage.
- Action: Purchase 100% of municipal energy through renewable energy sources.

Goal 4: Maintain a high quality park and trail system accessible to all residents.

- **Policy 13:** Develop and maintain park facilities that meet a wide range of needs for residents.
- **Policy 14:** Preserve and improve water-related recreational opportunities and facilities.
- **Policy 15:** Purchase land adjacent to Village-owned parks and open spaces whenever possible to expand and protect these resources.
 - Action 11: Conduct a Comprehensive Outdoor Recreation Planning study for the park and open space system as a whole, utilizing the plan to guide facilities improvements and establish grant eligibility.
 - Action 12: Conduct a study to redevelop/renovate the McKenna Park boathouse and shelter to serve as key community asset and gathering space for residents.
 - Action 13: Develop a full Park Plan for Post Farm Park, including a planning process for pool building updates and renovations.



TRANSPORTATION & MOBILITY



TRANSPORTATION

BACKGROUND

The primary street used for Village access is Shorewood Boulevard, which is also the community's main entrance. Shorewood Boulevard bisects the community east to west, and serves as the only direct connection between University Avenue on the south and Lake Mendota Drive (via Edgehill Drive) on the north. University Bay Drive serves as an alternative; however this route is far less convenient for traffic whose destination isn't the UW Campus. The University of Wisconsin has committed to "no net increase" in parking at UW Hospital as they eliminate surface parking and move towards structured parking - which should limit any potential traffic increases in the area. The Village itself uses a number of strategies to control traffic and speeds within its jurisdiction. The speed limit on all residential streets in the Village is 20 miles per hour, many of the "Y" shaped intersections in the Village have been modified by squaring off curves to slow down traffic, and the Village has added speed humps in key areas such as Shorewood Boulevard and Edgehill Drive.

University Avenue, which serves the entire west side of Madison, is the Village's only arterial street. It forms the southern edge of the Village and provides direct access to downtown Madison. As part of the State's trunk highway system, it carries approximately 50,000 vehicles per day. One of the most heavily trafficked streets in the region, University Avenue is the main transportation spine for a large portion of the metropolitan area. This is reflected in the intensity of development along the corridor. The City of Madison's Comprehensive Plan anticipates that the corridor will continue to increase in density, with the entirety of the Madison side of the corridor classified as Community Mixed Use (2-6 story) or Regional Mixed Use (2-12 story) in their future land use classifications.

MODE OF TRANSPORTATION TO WORK

	Shorewood Hills	Maple Bluff	City of Middleton	City of Madison	Dane County	WI
Drive Alone	59.2%	80.9%	77.7%	64.2%	73.4%	81.1%
Carpool	2.6%	4.1%	6.3%	7.1%	7.5%	7.9%
Public Transportation	6.5%	3.4%	5.6%	9.3%	5.2%	1.8%
Walk	11.1%	2.2%	2.5%	9.4%	5.6%	3.1%
Other Means	0.0%	0.0%	0.1%	0.6%	0.4%	0.6%
Work at Home	9.4%	6.5%	5.3%	4.2%	4.7%	3.9%
Average Travel Time to Work	16.4 min	20.6 min	18.8 min	19.4 min	21 min	22 min

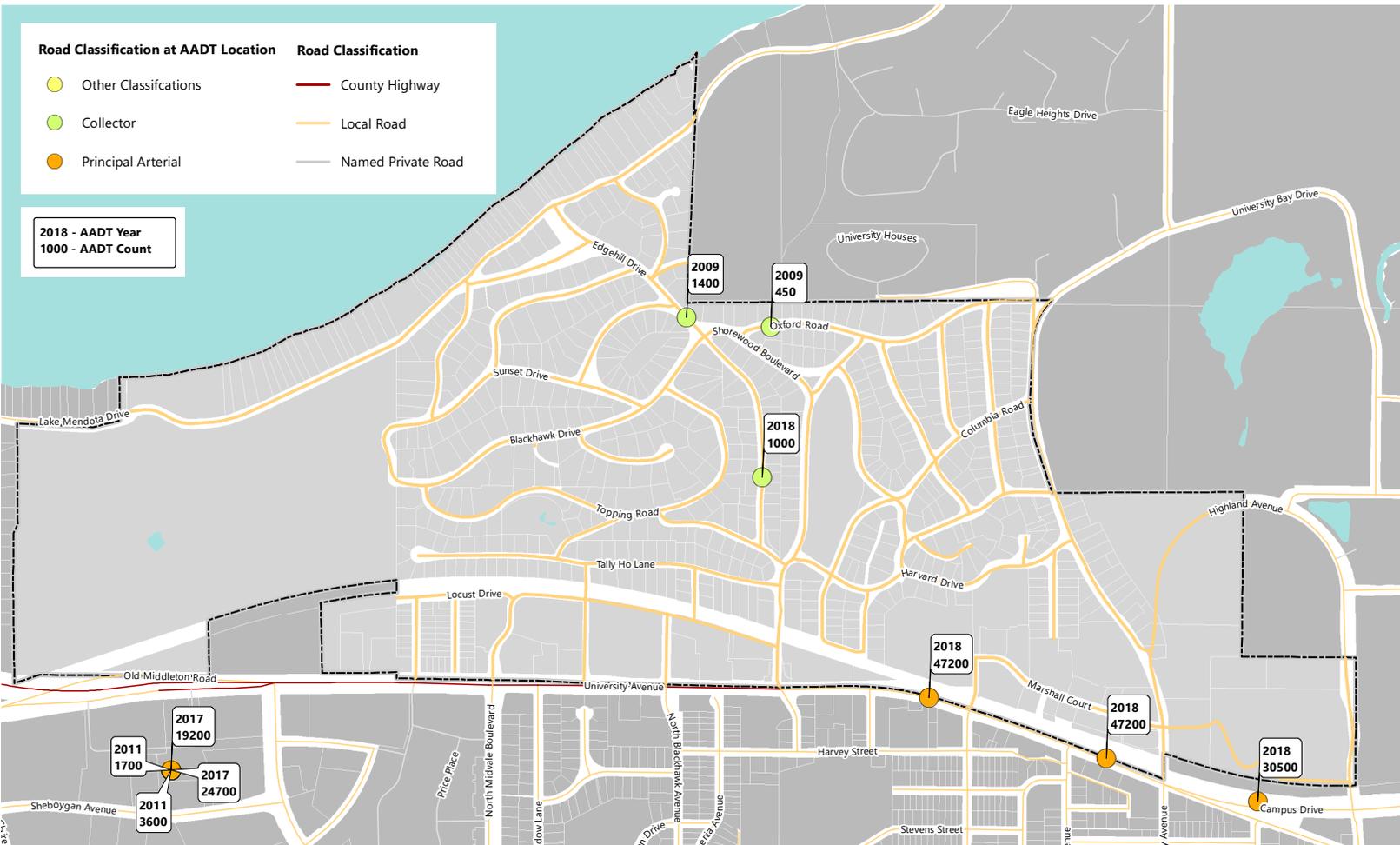
Sources: 2018 American Community Survey 5-Year Estimates

COMMUTING PATTERNS

While nearly 60% of Village commuters drive alone to their workplace, alternate modes of commuting are an important part of the working lives of many residents. The Village has higher rates of walking to work, a larger share of public transit commuters than other studied municipalities aside from than the City of Madison, and shortest average resident commute time. Though the Village is well connected by many modes of transportation, these patterns reinforce the connections the Village has with the University and highlights the accessibility.

ROAD NETWORK

MAP: ROAD NETWORK & TRAFFIC



ROAD NETWORK

The Village's Public Works Committees is charged with making recommendations for local street improvements within the Village. These are typically carried out on a yearly basis using the Department of Transportation's WISLR system, which rates pavement condition.

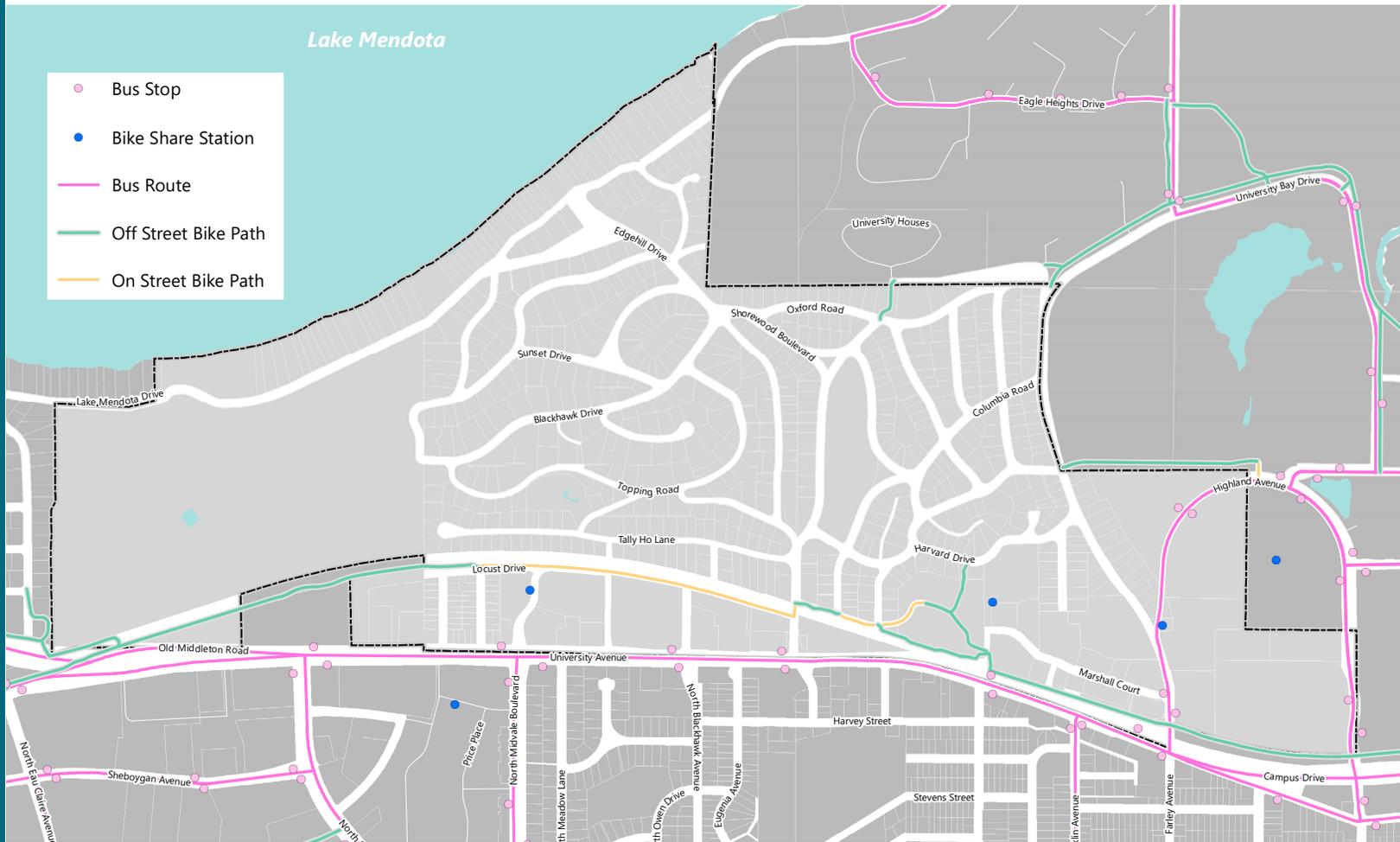
The majority of roads east of Shorewood Boulevard have recently been reconstructed, with remaining roads and roads to the west of Shorewood Boulevard to be prioritized in coming years. All road reconstructions include stormwater management components.

The major upcoming road project that will impact the Village is the reconstruction of University Avenue from Shorewood Boulevard to University Bay Drive, currently planned for 2022. The Village is participating with the City of Madison on design and construction. A major component of the project is widening terraces and sidewalks, increased accessibility to bus stops for Village residents, and general improvements to improve pedestrian safety in the corridor.

The reconstruction will also update storm sewer structures, and there is potential for increased capacity/large diameter storm pipes.

BIKE & TRANSIT NETWORK

MAP: BICYCLE & TRANSIT NETWORK



TRANSIT NETWORK

The Village is served by 13 bus routes that run along University Avenue. Bus routes provide access to the UW campus, Downtown Madison, Middleton, and other major destinations within the metropolitan area. Direct bus service into the interior of the Village was discontinued in 1988. Some residents have cited this as an impediment toward commuting via public transit.

The City of Madison has an accepted application to the Federal Transit Administration's Small Starts program for an east-west bus rapid transit route, which will bring significant changes to transit speeds and potentially ridership. There are planned stations at Midvale, Shorewood Boulevard, and University Bay Drive. Construction is expected to start in 2023, with a targeted line opening date by the end of 2024.

BIKE NETWORK

Dedicated bike paths and lanes largely border the edges of the Village, providing east-west connections that link up with larger continuous trails and paths in other municipalities. Interior neighborhoods are largely without dedicated sharrows, lanes, or paths. As these neighborhoods are more lightly trafficked, there is less need to clearly delineate roadway for different modes of transportation.

The Village celebrated the opening of the final completed link in the Blackhawk Path bike trail extension in 2019, which completes an uninterrupted route from the Town of Springfield to the University of Wisconsin - Madison campus, and is a key component of a major bicycle commuting network into the isthmus.

SIDEWALK NETWORK

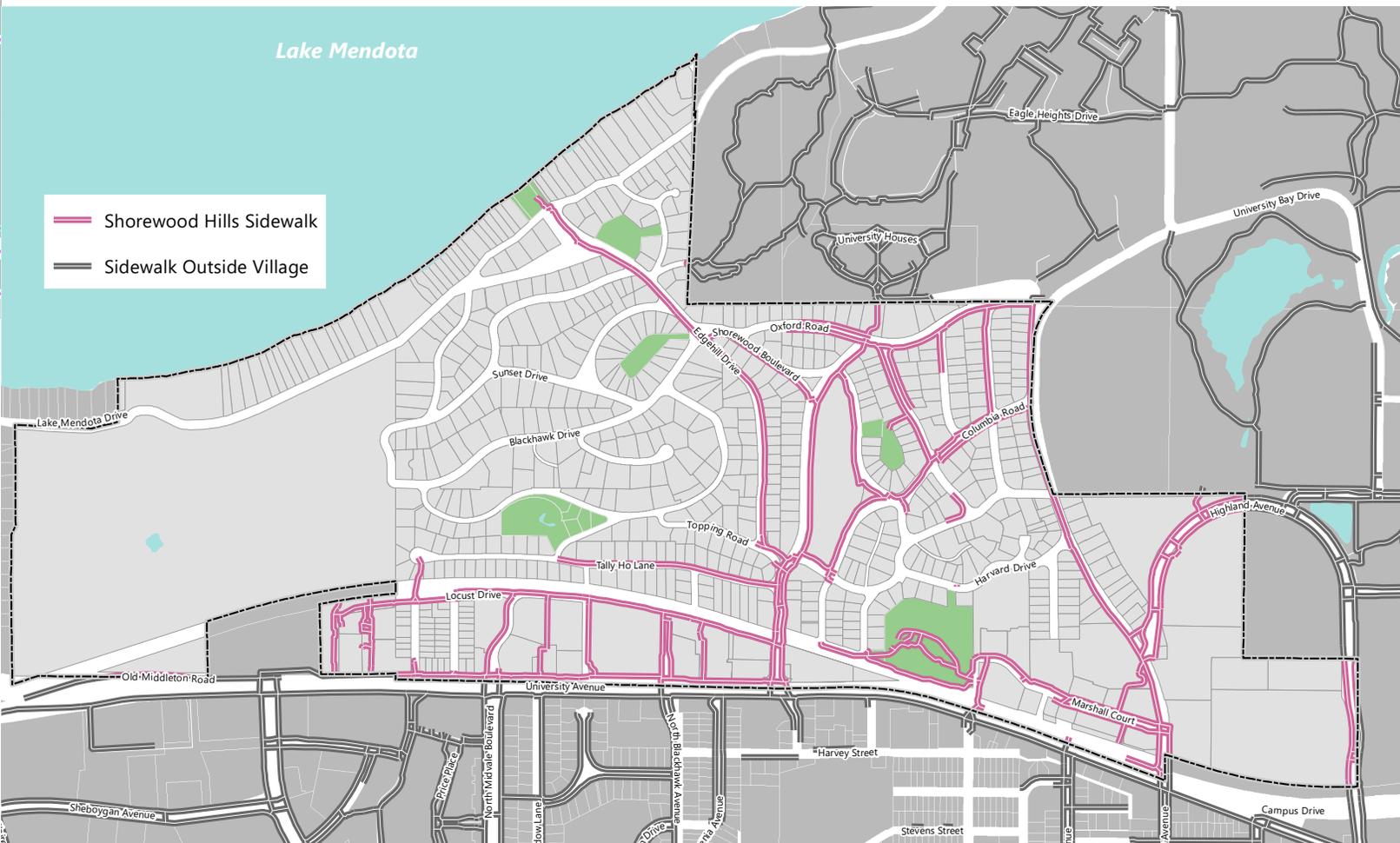
SIDEWALK NETWORK

The sidewalk system in Shorewood Hills is a loose patchwork of connections. The most intact network of sidewalks is located in the original College Hills plat, although the network is disjointed even there. High-traffic locations by Shorewood Elementary, University Avenue, Locust Street, and Shorewood Boulevard all have sidewalks.

The Village also has several attractive triangle parks located at key intersections in the local sidewalk and road network. These parks contribute greatly to the Garden-Suburb character of the Village, adding physical definition to several key pedestrian crossings and slowing traffic.

Though the lack of sidewalks in some areas reinforces the feeling of being immersed within a natural environment, there are benefits to complete sidewalk systems. Among other benefits, they encourage greater levels of active pedestrian use, better connect residents to destinations, increase safety and accessibility for children and seniors, increase viability of winter walking, reduce conflict with vehicles, and can promote social interactions between residents.

MAP: SIDEWALK NETWORK



ECONOMIC DEVELOPMENT PROGRAMS

TAX INCREMENT FINANCING

The total assessed valuation of Village property currently stands at approximately \$570 million (2018). Tax Increment Financing (TIF) – where increases in property tax collections within a specified district are used to make infrastructure improvements that spur development is one of the most powerful tools that municipalities have. Since the late 1980s, the Village has used tax increment financing to fund public improvements and new private investment along the University Avenue corridor to attract and boost commercial development. The Village’s original Tax Increment District (TID), established in 1987, helped fund various improvements in the area of the former Wisconsin Brick and Block Company on the

near east side of the Village – an area now known as University Station. The original TID was retired in 1995.

In 1993 a second TID was established to fund public improvements within an area extending from Shorewood Boulevard on the east to just beyond Maple Terrace on the west. The district included the Village’s University Avenue frontage along that stretch and extended to the north side of the Wisconsin-Southern right-of-way. Increment generated by the district were used to finance various stormwater management and circulation improvements. The TID was closed at the end of 2006 – 15 years earlier than state statute required – returning \$43 million in increment to the property tax rolls.

In 2008 the Village created TID #3 in the Doctor’s Park area of the Village. This TID was created as a mixed-use TID, which has a maximum 20-year lifespan. The TID was created to fund street and infrastructure improvements to Marshall Court, University Avenue, and University Bay Drive, to be able to accommodate redevelopment of the corridor. The TID plan also budgeted funds for a bicycle path just north of the railroad tracks to connect the “missing link” between Shorewood Boulevard and the UW’s path that ends at University Bay Drive, among other projects.

The Village has since utilized two TIDs in the Pyare area to assist in redevelopment of the Pyare office building site. Tax Increment Districts 3-5 are currently open, though there is only one redevelopment opportunity remaining within the districts.



Economic Development – 2040 Plan

Voices from the Community:

There have been major changes along the University Avenue corridor in the past decade, but residents largely believe the Village has worked with property owners to redevelop in a context-sensitive way. They are hopeful that the Village will continue to be able to maintain conditions for redevelopment that is high-quality, adds new amenities, and adds to public improvements and resident quality of life (such as walking, biking, and stormwater management enhancements).

Aside from businesses that exist in the Village itself, the proximity to Hilldale and access to other amenities is outstanding – and residents feel they are able to easily access all their needs.

The 2020 Community Survey and Map asked residents several questions about improvements they would like to see – and things they felt most important to keep. Some of the top responses include:

- *Village is Centrally Located to Businesses*
- *Business Corridor Offers a Variety of Options*
- *Desire for Local Restaurant Options*

Other insights from focus group participants included:

- *Variety of businesses is positive, even if not all residents are patrons*
- *Change can be difficult, and even well-loved redevelopments may initially be opposed*

Top Issues & Opportunities

- Context Sensitive Development
- Impact of Surface Parking
- Locally Focused Businesses
- Public Improvements Needed with Redevelopment

Goals, Policies, & Actions

Goal 1: Expand and diversify businesses that meet the needs of all residents through accessible and context sensitive redevelopment.

- **Policy 1:** In reviewing development proposals, seek to maintain a balance between the interests of the Village and the interests of the developer.
- **Policy 2:** TIF-assisted developments will be held to the highest standards of site planning, design, materials, efficiency, and sustainability, and should support multiple of the following criteria:
 - Increases tax base without adding additional service cost
 - Conducts an energy study and integrate significant sustainability features
 - Provides access to amenities not currently found in the Village, including new types of employment and services
 - Adds affordable or workforce housing units
 - Supports local businesses

- Provides public amenities, such as pocket parks or other green space
- **Policy 3:** New commercial spaces will contain locally-owned, neighborhood-serving businesses as a majority of commercial space.
- **Policy 4:** Prioritize mixed-use development that can maximize development potential, support pedestrian and bike facilities, and introduce new residents to the Village.
 - Action 1: Encourage green spaces and sustainability features in new development.
 - Action 2: Continue to encourage public investments as a component of all new development.
 - Action 3: Require connections to walking, biking and transit that can help reduce the need for parking spaces in new developments.

Goal 2: Enable and empower local businesses to expand sustainability initiatives.

- **Policy 4:** When the Village begins a residential composting program, allow businesses to opt in to the composting initiative.
- **Policy 5:** Ensure businesses and commercial buildings are able to easily install sustainability features (e.g. solar panels) with minimal or expedited Village review.



ECONOMIC DEVELOPMENT



ECONOMIC PROFILE

INTRODUCTION

When implemented properly, economic development creates jobs, raises income levels, diversifies the economy, and improves resident quality of life - while simultaneously protecting the environment. There are many dimensions to economic development. One important dimension is the employment opportunities for and incomes of a community's residents. Another is the formation, attraction, and expansion of businesses and enterprises that create local wealth and increase amenities for residents of the community.

The economic development element of a Comprehensive Plan explores the relationship between economic activity and land use. Through the vision, goals, and objectives of this element, the Village establishes guidelines for making decisions about where economic activity is best suited to occur, what types of economic activity are acceptable within the community, what constraints should be imposed on economic activity for the benefit of the community, and how the community should be involved in promoting development of appropriate types of economic activity.

TYPES OF ECONOMIC ACTIVITY DESIRED

Public participation in the creation of the this Plan revealed a desire for more locally-owned, community-serving businesses within the Village. This primarily means businesses that are geared toward more of a local rather than a regional market.

The vast majority of residents feel as if they have convenient access to shops and businesses that serve their daily needs (86% of survey respondents), and community conversations frequently cited access to local businesses as one of the key amenities of the community. Many of the types of new business identified by residents reflect this reality - there is good to great access for daily needs, but additional services such as local restaurants, brewpubs, and bookstores are desired amenities. New economic development through redevelopment is primarily limited to areas surrounding the University Avenue corridor, and are discussed in the Land Use section of this plan.

EXISTING ECONOMIC PROFILE

The University Avenue corridor has been a catalyst for Village business development since its annexation in 1957, serving as the main economic and employment corridor in the Village. Redevelopment in the corridor is continuing, and the Village has seen significant development along the corridor in the past decade. Each round of redevelopment has generally corresponded with an increase in development intensity. Although this has shifted urban forms along University Avenue, the street's status as a major transportation corridor has positioned it to serve both regional and local needs, and is well sited to serve future economic growth of the community.

EDUCATIONAL ATTAINMENT & INCOME

Educational attainment for residents of Shorewood Hills speaks to the capabilities of the community to adapt to and manage change. The Village is by far the most highly educated municipality in the State: nearly 90% of residents over the age of 25 have a Bachelors degree or higher, 11 percentage points higher than the next closest municipality, and nearly 5 times the median of all communities. The Village also has over six times the state percentage of residents with a graduate or professional degree.

Educational attainment is a predictor of income, and this holds true in the Village. Resident median household income is higher than both State and County levels - and at over \$125,000, this represents the second highest median household income in Dane County and the fifth highest in the entire State. In Middleton, Madison, Dane County, and the State as a whole, the most common household income range is between \$50,000 and \$74,999, and for Shorewood Hills the most common household income range is \$200,000 or greater.

LABOR FORCE CHARACTERISTICS

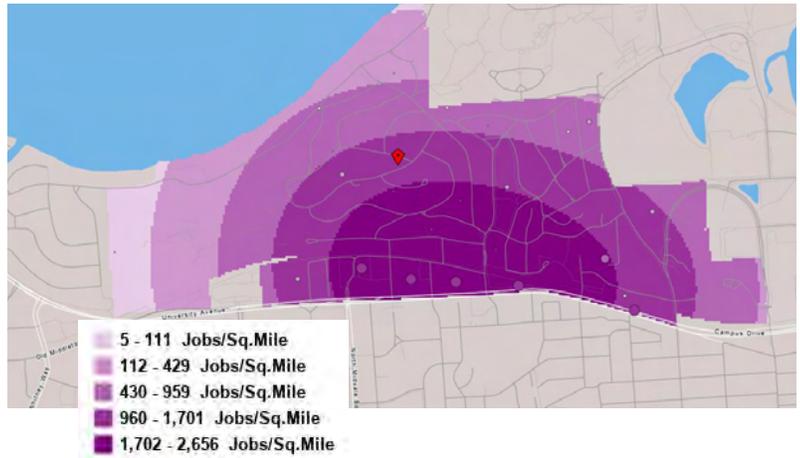
Sixty-six percent of Village residents are active participants in the labor force as of 2018, with the vast majority (79%) employed in educational, health, or professional related occupations. This is directly influenced by the University of Wisconsin - Madison campus and healthcare facilities adjacent to the Village.

ECONOMIC INDICATORS

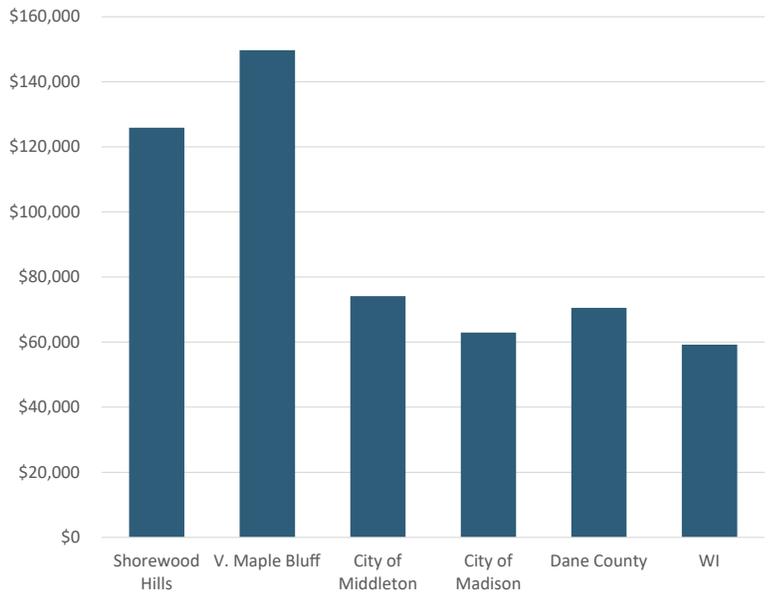
RESIDENT OCCUPATIONAL CHARACTERISTICS

Occupational Group	Percent
Educational, health, and social services	53.74%
Professional, scientific, management, and administrative	15.15%
Finance, insurance, real estate, rental & leasing	5.26%
Public administration	4.81%
Information	4.10%
Retail trade	4.01%
Arts, entertainment, recreation, lodging, food services	3.92%
Manufacturing	2.85%
Other services (except public administration)	2.14%
Transportation, warehousing, and utilities	1.69%
Construction	1.16%
Wholesale trade	0.62%
Agriculture, forestry, fishing, hunting, and mining	0.53%

EMPLOYMENT CONCENTRATION



MEDIAN HOUSEHOLD INCOME



RESIDENT EDUCATIONAL ATTAINMENT

Educational Attainment	Shorewood Hills	V. Maple Bluff	City of Middleton	City of Madison	Dane County	WI
Less than 9th grade	0.00%	0.30%	0.70%	2.10%	1.70%	2.80%
9-12 grade, no diploma	0.30%	1.60%	1.70%	2.50%	2.70%	5.30%
High school grad.	4.10%	9.10%	14.10%	14.00%	17.90%	30.90%
Some college, no degree	6.60%	13.20%	15.20%	15.30%	17.20%	20.70%
Associate degree	0.70%	5.10%	8.00%	8.10%	9.80%	10.70%
Bachelor's degree	22.90%	32.10%	33.80%	32.60%	30.40%	19.40%
Grad. or Prof. degree	65.40%	38.60%	26.50%	25.30%	20.30%	10.10%
% HS grad. or higher	99.70%	98.20%	97.60%	95.30%	95.60%	91.90%
% BA degree or higher	88.30%	70.80%	66.20%	57.90%	50.70%	29.50%

Sources: American Community Survey 5-Year Estimates

ECONOMIC INDICATORS

PROPERTY VALUES

The Wisconsin Department of Revenue maintains a database of assessed property values for every taxing jurisdiction in the state - a valuable resource for analyzing local economies. The total assessed value is an indicator of the balance of development within a municipality, and, therefore, how much property tax burden each sector has. The per-capita rate of property assessment suggests that a lower tax rate is possible to provide the same amount of services. The table below shows both the dollar amount of assessments for the Village by property class and the percentage of each property class for the Village and other municipalities.

COMPARISON OF PROPERTY VALUE DISTRIBUTION BY USE

Property Class	Shorewood Hills		V. Maple Bluff	City of Middleton	City of Madison	Dane County
	Dollar Value	Percent				
Residential	\$441,822,800	77.46%	98.27%	57.99%	62.56%	68.26%
Commercial	\$128,539,100	22.54%	1.73%	39.21%	36.39%	28.38%
Manufacturing	\$0	0.00%	0.00%	2.78%	0.97%	1.62%
Agricultural	\$0	0.00%	0.00%	0.00%	0.00%	0.16%
Undeveloped	\$0	0.00%	0.00%	0.00%	0.00%	0.11%
Ag. Forest	\$0	0.00%	0.00%	0.00%	0.01%	0.18%
Forest	\$0	0.00%	0.00%	0.00%	0.00%	0.09%
Other	\$0	0.00%	0.00%	0.02%	0.06%	1.21%
Total	\$570,361,900	100%	100%	100%	100%	100%
Per Capita	\$257,616		\$265,448	\$175,979	\$106,483	\$113,699

Source: WI Department of Revenue, 2018

The Village has a very high per-capita assessed value, indicating economic strength in the community. As a general rule, it can be beneficial to residents to have higher percentages of commercial property development on the tax rolls to share the overall property tax burden. Shorewood Hills is somewhat unusual in that it has a very high percentage of residential property value but still has a low tax rate in comparison to other regional municipalities. This anomaly is mainly due to the Village's high residential property values, which allow the Village to maintain a low overall mill rate while still collecting enough taxes to fund the high level of services that residents have come to expect.

To the extent that the Village can continue to encourage redevelopment of underutilized commercial properties along University Avenue to higher-density, more valuable land uses, it will be able to keep the mill rate low for its residents. While there are limited sites for redevelopment remaining in the corridor over a 20-year time horizon, there is still the potential that as Bus Rapid Transit and other improvements move forward demand for higher-density residential and commercial uses will continue to drive development opportunities in key areas.

EMPLOYMENT TRENDS

CONTAMINATED SITES

Sites with known or suspected environmental contamination are called “brownfields” - and are tracked for remediation by the Wisconsin Department of Natural Resources. The DNR’s Bureau of Remediation and Redevelopment Tracking System (BRRTS) shows thirteen sites within the Village that have had environmental contamination in the past, though only 2 are “open”. These sites, 3330 University Avenue and 2801 Marshall Court, have involved only minor DNR activities and do not pose an immediate hazard to persons or property. Due to the small number of sites and their activity status, this designation is not expected to be a barrier to economic development or redevelopment.

EMPLOYMENT TRENDS AND FORECASTS

Employment forecasts at the Village level are not available from the Census or State of Wisconsin - and due to limited redevelopment areas would not be a reliable estimate of increase in jobs by sector. Countywide figures are available through the Wisconsin Department of Workforce Development (DWD), and can serve as a small indication of potential resident employment sectors. Countywide figures indicate that employment growth is expected in:

- Professional and Business Services (18%)
- Leisure and Hospitality (16%)
- Information (13%)
- Education and Healthcare (10%)

These employment projections indicate employment stability or potential growth in Village and Village-adjacent areas. The proximity of two major hospitals and a UW Health clinic means that the Village may be well-situated to take advantage of the growth in the health care sector. Management, education, and finance employment are also projected to increase, which may offer new opportunities to Village residents and the potential for increased wages.

DANE COUNTY EMPLOYMENT PROJECTIONS

Dane County Industries	Projected Change 2016-2026	Percent Change
Professional and Business Services	9,894	17.7%
Leisure and Hospitality	7,568	15.7%
Information	2,230	13.1%
Education and Health Services	11,619	10.3%
Self-Employed & Unpaid Family Workers	2,375	10.1%
Natural Resources and Mining	601	9.8%
Construction	1,865	9.4%
Other Services (Except Government)	1,908	6.7%
Financial Services	1,716	6.4%
Trade, Transportation, and Utilities	3,665	4.7%
Public Administration	775	2.0%
Manufacturing	570	1.0%
Total All Industries	44,786	8.8%

Source: WI Department of Workforce Development



ECONOMIC DEVELOPMENT PROGRAMS

TAX INCREMENT FINANCING

The total assessed valuation of Village property currently stands at approximately \$570 million (2018). Tax Increment Financing (TIF) – where increases in property tax collections within a specified district are used to fund improvements that spur development is one of the most powerful tools that municipalities have. Since the late 1980s, the Village has used tax increment financing to fund public improvements and new private investment along the University Avenue corridor to attract and boost commercial development. The Village’s original Tax Increment District (TID), established in 1987, helped fund various improvements in the area of the former Wisconsin Brick and Block Company on the near east side of the Village,

an area now known as University Station. The original TID was retired in 1995.

In 1993 a second TID was established to fund public improvements within an area extending from Shorewood Boulevard on the east to just beyond Maple Terrace on the west. The district included the Village’s University Avenue frontage along that stretch and extended to the north side of the Wisconsin-Southern right-of-way. Increment generated by the district was used to finance various stormwater management and circulation improvements. The TID was closed at the end of 2006 – 15 years earlier than state statute required – returning \$43 million in increment to the property tax rolls.

In 2008 the Village created TID #3 in the Doctor’s Park area of the Village. This TID was created as a mixed-use TID, which has a maximum 20-year lifespan. The TID was created to fund street and infrastructure improvements to Marshall Court, University Avenue, and University Bay Drive, to be able to accommodate redevelopment of the corridor. The TID plan also budgeted funds for a bicycle path just north of the railroad tracks to connect the “missing link” between Shorewood Boulevard and the UW’s path that ends at University Bay Drive, among other projects.

The Village has since utilized two TIDs in the Pyare area to assist in redevelopment of the Pyare office building site. Tax Increment Districts 3-5 are currently open, though there is only one redevelopment opportunity remaining within the districts.



Transportation & Mobility – 2040 Plan

Voices from the Community:

Residents generally feel safe and comfortable in getting around the Village – no matter how they choose to travel. The vast majority of residents indicated in the community survey that bikability (77%) and walkability (79%) of the Village are “excellent” or “good”, with at least 2/3rds of residents taking walks in the Village most or all days of the week.

Though happy with their current experience, when asked what level of spending they support for various improvements in the Village, the only two that received a majority of votes to “spend more” were transportation related: 60% of respondents would spend more on Sidewalk, Trail, and Pedestrian improvements, and 54% of respondents would spend more on Bike Lane and Trail Improvements. More residents indicated larger tax dollar support for improved/expanded Bike & Pedestrian Facilities than for Stormwater Management.

The 2020 Community Survey and Map asked residents several questions about improvements they would like to see – and things they felt most important to keep. Some of the top responses include:

- *Content with Village bike & pedestrian facilities – but improvement is possible*
- *Traffic can travel quickly, posing conflicts with other users of the road*
- *There are areas where new paths are desired to connect neighborhoods*

Other insights from focus group participants included:

- *University Avenue crossings deserve vigilant attention*
- *Redevelopment should help provide pedestrian and bike facility improvements*

Top Issues & Opportunities

- Feelings of Unsafety on Busier Streets (e.g. Edgehill, Locust, U Bay, Shorewood Blvd, etc.)
- University Avenue Crossings
- Improving Sidewalk/Street Separation
- Public Improvements Needed with Redevelopment

Goals, Policies, & Actions

Goal 1: Create connected, livable neighborhoods that support multimodal transportation options for all residents.

- **Policy 1:** Move toward implementation of a streets program that is safe, convenient, and attractive for all residents regardless of age, ability, or mode of transportation.
- **Policy 2:** Ensure residents of every home in the Village have pedestrian and bicycle access to reach any destination.
- **Policy 3:** Promote walkable developments that incorporate bike storage, bike parking, and bike repair stations.
- **Policy 4:** Prevent Village streets from being used for through-traffic commuting.

- Action 1: Provide adequate bike parking at all Village parks and facilities.
- Action 2: Identify and fill gaps in the sidewalk network where critical for pedestrian safety.
- Action 3: Continue to integrate various traffic calming elements in street reconstruction.

Goal 2: Link Village residents to businesses, schools, parks, and public transportation through pedestrian and bike infrastructure.

- **Policy 5:** Work with the City of Madison to extend public transportation into the Village on feasible routes.
- **Policy 6:** Continue to support the Madison Metro bus system.
- **Policy 7:** Continue to advocate for solutions that increase safety at University Avenue crossings.
 - Action 4: Continue to enforce the Village speed limit in all areas.
 - Action 5: Create pedestrian walkways in conjunction with Bus Rapid Transit (BRT) construction that connect different neighborhoods directly to BRT stations.
 - Action 6: Integrate character and context sensitive markers (e.g. signs, sharrows) in critical areas that promote streetsharing for multimodal transportation.
 - Action 7: Promote safe routes to school and bike/walk to school programming as a way to encourage active transportation and enhance pedestrian and bicycle safety.

Goal 3: Reduce the environmental impact of the transportation system.

- **Policy 8:** Incorporate Green Street principles in reconstructed streets as feasible and appropriate.
 - ***What is a Green Street?*** *A green street is a stormwater management approach that incorporates vegetation (perennials, shrubs, trees), soil, and engineered systems (e.g., permeable pavements) to slow, filter, and cleanse stormwater runoff from impervious surfaces (e.g., streets, sidewalks). Green streets are designed to capture rainwater at its source, where rain falls. Whereas, a traditional street is designed to direct stormwater runoff from impervious surfaces into storm sewer systems (gutters, drains, pipes) that discharge directly into surface waters, rivers, and streams. (epa.gov)*
- **Policy 9:** Evaluate potential for and funding off electric vehicle charging stations on Village properties.
 - Action 8: Actively support ongoing planning and construction of the Bus Rapid Transit system.
 - Action 9: Review off-street parking requirements in new developments to assess their effectiveness in making efficient use of land for vehicle parking, considering proximity and access to transit. When appropriate, reduce minimums and/or set maximum limits on off-street parking.

ORDINANCE NO. L-2020-__

**VILLAGE OF SHOREWOOD HILLS
DANE COUNTY, WISCONSIN**

**AN ORDINANCE AMENDING ARTICLE SEC. 10-1-110 OF THE VILLAGE OF
SHOREWOOD HILLS ZONING CODE.**

The Village Board of the Village of Shorewood Hills, Dane County, Wisconsin, ordains as follows (*new text indicated in red*).

SEC. 10-1-110 RESIDENTIAL FLOOR AREA AND HEIGHT LIMITATION

a). Maximum Height. In the R-1, R-2 and R-3 Districts, the vertical distance between any point on the roof and the point on the natural grade directly beneath it shall not exceed the following values.

- (1) A gable or hip roof with a pitch of 12:12 or steeper: 32 feet
- (2) A gable or hip roof with a pitch of less than 12:12, or a gambrel roof: 30 feet
- (3) A shed, flat or mansard roof: **28 feet**
 - a. **The maximum height of any exterior vertical wall plane shall be 28 feet. Any exterior vertical wall plane with a height between 20 and 28 feet shall provide an architectural feature or features designed to interrupt the uniform wall appearance. Examples of such features on said wall would include, but are not limited to: a change in exterior material, texture, or color; a roof plane that intersects said wall; a pattern of windows on the wall that is consistent between the ground floor and upper floors; or other exterior design approach acceptable to the Plan Commission."**
- (4) Natural grade is defined as the grade determined by the survey required in section 15.10 of the Village code, titled "Permits and Site Surveys Required" in cases where that code section applies.

This Ordinance shall take effect upon passage and publication pursuant to law.

The above and foregoing resolution was duly adopted by the Village Board of the Village of Shorewood Hills at its meeting held on _____.

APPROVED: _____
David J. Benforado, Village President

ATTEST: _____
Karla Endres, Village Clerk

RESOLUTION NO. R-2020-10
VILLAGE OF SHOREWOOD HILLS
A RESOLUTION DETERMINING A PUBLIC PURPOSE AND NECESSITY AND
ADOPTING A TRANSPORTATION PROJECT PLAT

Determining a Public Purpose and Necessity and adopting a Transportation Project Plat Numbers. 5992-11-30 – 4.01 thru 5992-11-30 – 4.03, University Avenue – Shorewood Blvd to University Bay Dr for the acquisitions per the Plat of Land Interests required. Located in part of the NE 1/4 of the NW 1/4 and the NW 1/4 of the NE 1/4 of Section 21, T7N, R9E, in the Village of Shorewood Hills and the City of Madison.

PREAMBLE

WHEREAS, the Village of Shorewood Hills, in conjunction with the City of Madison and the Wisconsin Department of Transportation, have proposed a project to reconstruct University Avenue from Shorewood Boulevard to University Bay Drive; and,

WHEREAS, the Village and City secured Federal Funds through the Surface Block Grant Program (STBG Program) for reconstruction of University Avenue; and,

WHEREAS, the Village and City has established a project titled University Avenue Reconstruction – Shorewood Blvd to University Bay Dr for the design and administration of the reconstruction project; and,

WHEREAS, the Village entered into an agreement(s) with the City of Madison for cost sharing on the project; and,

WHEREAS, the City of Madison executed a State/Municipal agreement with the State of Wisconsin Department of Transportation for State review service for preliminary engineering for University Avenue; and,

WHEREAS, the Village executed an amended agreement with the State of Wisconsin Department of Transportation and the City of Madison for the design and construction of University Avenue – Shorewood Blvd to University Bay Dr; and,

WHEREAS, the contract between the Village of Shorewood Hills, the City of Madison and KL Engineering, Inc. is to be amended to include a subcontractor (hereinafter the “KL Subcontractor”) to assist Village of Shorewood Hills by administering the necessary land interests as identified in Relocation Order - Transportation Project Plat Numbers 5992-11-30 - 4.01 thru 5992-11-30 - 4.03, subject to the review and approval of the appraisals and offers by Village of Shorewood Hills agents; and

WHEREAS, the Design Study Report (DSR) is pending final approval by the WisDOT Southwest Region Project Development Section Local Program Project Manager for the University Ave. – Shorewood Blvd. to University Bay Dr. project; and,

WHEREAS, a copy of the Relocation Order - Transportation Project Plat Numbers 5992-11-30 – 4.01 thru 5992-11-30 – 4.03 along with Transportation Project Plat Title Sheet 5992-11-30 are attached hereto and made part of this resolution.

NOW THEREFORE BE IT RESOLVED, that the Village of Shorewood Hills, Dane County, Wisconsin, by its Board of Trustees and for its Relocation Order hereby resolves as follows:

1. That this Resolution is a Relocation Order in accordance with Section 32.05(1) and 62.22, Wisconsin Statutes for the purpose of the within described public acquisition project and that this acquisition is determined to be necessary in accordance with Section 32.07(2), Wisconsin Statutes, and the acquisition shall allow for the construction of planned public improvements of University Avenue – Shorewood Blvd to University Bay Drive.
2. That the Village of Shorewood Hills hereby determines that it is necessary and a public purpose exists to acquire necessary land interests from the properties/parties as identified in the Schedule of Lands & Interests on the attached Relocation Order Map and such acquisitions are required to allow for the construction of said public improvements.
3. That the Board of Trustees of the Village of Shorewood Hills, does hereby adopt this relocation order to acquire the necessary land interests required for the construction of planned public improvements associated with the project titled University Avenue – Shorewood Blvd to University Bay Drive, consisting of the attached Relocation Order Maps in accordance with Section 32.05(1) and 62.22, Wisconsin Statutes. The final approval of this relocation order and subsequent execution of the approval certificates on the Relocation Order Map are hereby contingent upon the Design Study Report (DSR) being approved. The approval certificates on Transportation Project Plat 5992-11-30 - 4.01 thru 5992-10-30 - 4.03 shall be executed and the Relocation Map – Transportation Plat recorded only upon the satisfaction of this contingency.
4. That the Village Staff, the KL Subcontractor and the Village Attorney are hereby authorized to proceed by negotiation or condemnation under authority of Section 32 and 62.22 of the Wisconsin Statutes to acquire the real estate interests shown on said Relocation Order and any Uneconomic Remnant (Section 32.05(3m) of the Wisconsin Statutes) that may be subsequently determined to exist by the Village of Shorewood Hills. Also, the Village Administrator is further authorized to obtain title reports, appraisals, survey information, environmental site assessment reports, and any other essential material or reports as may be necessary to perform due diligence in accomplishing the acquisition.
5. That the Village Administrator and the KL Subcontractor are hereby authorized to execute the jurisdictional offer, lis pendens, and award of compensation if condemnation proceedings under Section 32 of the Wisconsin Statutes are necessary.
7. That the Village President and Village Clerk are authorized to sign all necessary documents to accomplish the acquisitions.

Approved this 19th Day of October, 2020.

By: _____
David Benforado, Village President

Attest: _____
Karla Endres, Village Clerk

TRANSPORTATION PROJECT PLAT NO: 5992-11-30 - 4.01

THAT PART OF THE SW 1/4 OF THE SW 1/4 OF SECTION 16, AND PART OF THE NW 1/4 OF THE NW 1/4 OF SECTION 21, ALL IN T 7 N, R 9 E, VILLAGE OF SHOREWOOD HILLS, DANE COUNTY, WISCONSIN.

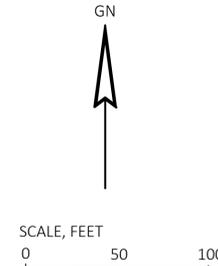
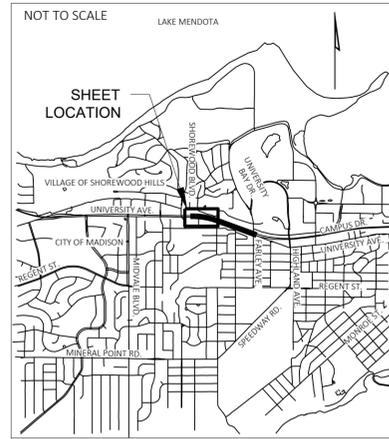
RELOCATION ORDER UNIVERSITY AVENUE, SHOREWOOD BLVD. - UNIVERSITY BAY DRIVE, DANE COUNTY.

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE VILLAGE OF SHOREWOOD HILLS DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE-NAMED PROJECT.

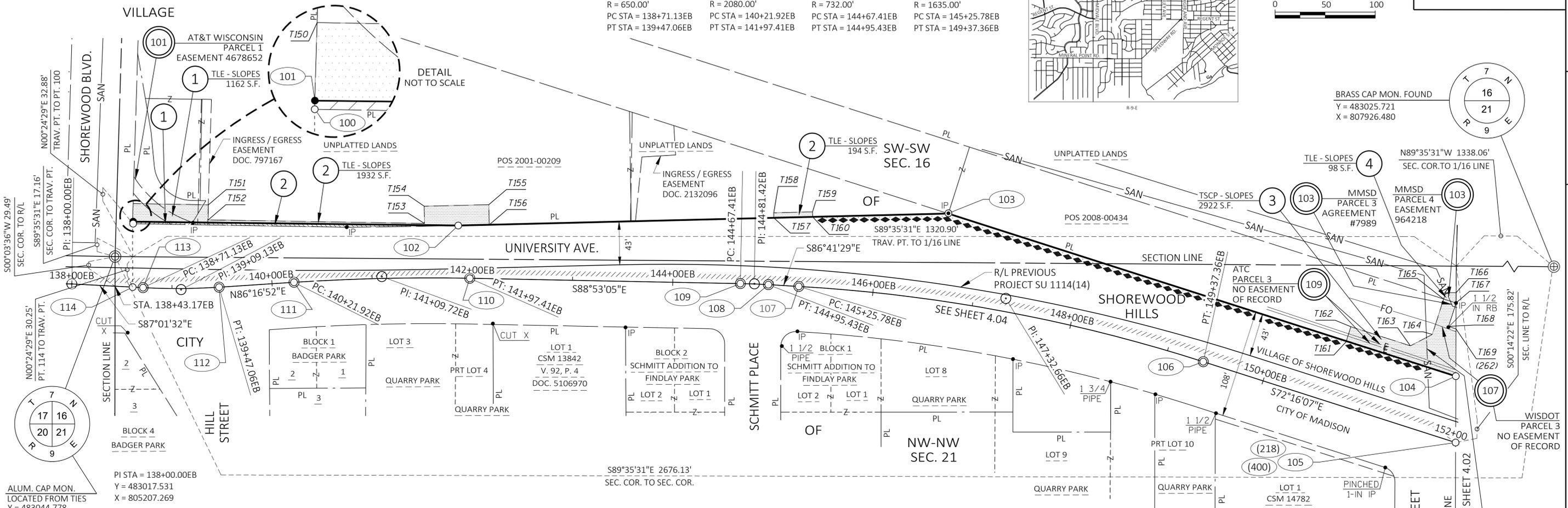
TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SUBSECTIONS 61.34 (3), (3M) AND 61.36, WISCONSIN STATUTES, THE VILLAGE OF SHOREWOOD HILLS HEREBY ORDERS THAT:
 1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE-NAMED PROJECT.
 2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE VILLAGE OF SHOREWOOD HILLS FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE VILLAGE OF SHOREWOOD HILLS, PURSUANT TO THE PROVISIONS OF SUBSECTION 61.34 (3), (3M) AND 61.36, WISCONSIN STATUTES.

PI STA = 139+09.13EB Y = 483011.868 X = 805316.256 DELTA = 6°41'35" LT D = 8°48'53" T = 38.01' L = 75.93' R = 650.00' PC STA = 138+71.13EB PT STA = 139+47.06EB	PI STA = 141+09.72EB Y = 483024.883 X = 805516.505 DELTA = 4°50'02" RT D = 2°45'17" T = 87.79' L = 175.48' R = 2080.00' PC STA = 140+21.92EB PT STA = 141+97.41EB	PI STA = 144+81.42EB Y = 483017.647 X = 805888.241 DELTA = 2°11'36" RT D = 7°49'38" T = 14.01' L = 28.02' R = 732.00' PC STA = 144+67.41EB PT STA = 144+95.43EB	PI STA = 147+32.66EB Y = 483003.147 X = 806139.069 DELTA = 14°25'22" RT D = 3°30'16" T = 206.88' L = 411.57' R = 1635.00' PC STA = 145+25.78EB PT STA = 149+37.36EB
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LOCATION SKETCH



RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 5992-11-30 - 4.01
SHEET 1 OF 3



SCHEDULE OF LANDS & INTERESTS REQUIRED		OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTEREST TO THE VILLAGE OF SHOREWOOD HILLS. ALL AREAS SHOWN IN SQUARE FEET UNLESS OTHERWISE NOTED.				WISCONSIN DEPARTMENT OF TRANSPORTATION PERMIT CONVEYANCES S.F. REQUIRED	
PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	NEW	EXISTING	TOTAL	TLE S.F.	TEMPORARY STREET CONSTRUCTION PERMIT (TCSP)
1	VILLAGE OF SHOREWOOD HILLS	FEE/TLE	127	---	127	1162	---
2	SHOREWOOD CENTER, LLC	FEE/TLE	582	---	582	2126	---
3	WISCONSIN DEPT. OF TRANSPORTATION	PERMIT	---	---	---	---	2922
4	VILLAGE OF SHOREWOOD HILLS	TLE	---	---	---	98	---

EASEMENT TABLE			
UTILITY NUMBER	OWNER	RECORDING INFORMATION	LOCATED IN R/W PARCEL NO.
100	MG&E (ELECTRIC)	DOC. 1716186 OF UNSPECIFIED WIDTH CENTERED UPON 2-69KV LINES	3
101	AT&T WISCONSIN	DOC. 4678652	1
103	MADISON METROPOLITAN SEWERAGE DISTRICT (MMSD)	UNRECORDED AGREEMENT #7989 DATED JULY 14, 1958 OF UNSPECIFIED WIDTH CENTERED UPON SANITARY LINE	3
103	MADISON METROPOLITAN SEWERAGE DISTRICT (MMSD)	DOC. 964218 OF UNSPECIFIED WIDTH CENTERED UPON SANITARY LINE	4
107	WISCONSIN DEPARTMENT OF TRANSPORTATION (WISDOT)	NO EASEMENT OF RECORD	3
109	AMERICAN TRANSMISSION COMPANY (ATC)	NO EASEMENT OF RECORD	3

UTILITY INTERESTS REQUIRED		
UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
100	MG&E (ELECTRIC)	TEMPORARY RELEASE OF RIGHTS
101	AT&T WISCONSIN	TEMPORARY RELEASE OF RIGHTS
103	MADISON METROPOLITAN SEWERAGE DISTRICT (MMSD)	TEMPORARY RELEASE OF RIGHTS
107	WISCONSIN DEPARTMENT OF TRANSPORTATION (WISDOT)	TEMPORARY RELEASE OF RIGHTS
109	AMERICAN TRANSMISSION COMPANY (ATC)	TEMPORARY RELEASE OF RIGHTS

NOTES:
 POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), DANE COUNTY, NAD 83(2007) IN U.S. SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.
 ALL NEW RIGHT-OF-WAY MONUMENTS ARE TYPE 2 (TYPICALLY 3/4" X 24" REBARS) UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.
 RIGHT-OF-WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS REFERENCED TO THE U.S. PUBLIC LAND SURVEY SYSTEM OR OTHER "SURVEYS OF PUBLIC RECORD".
 PROPERTY LINES SHOWN ON THIS PLAT ARE DRAWN FROM DATA DERIVED FROM MAPS AND DOCUMENTS OF PUBLIC RECORD AND/OR EXISTING OCCUPANCY LINES. THIS PLAT MAY NOT BE A TRUE REPRESENTATION OF EXISTING PROPERTY LINES, EXCLUDING RIGHT-OF-WAY LINES, AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE FIELD SURVEY.
 FOR CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE VILLAGE OF SHOREWOOD HILLS.
 FOUND PROPERTY PIPES ARE 3/4" REBAR, UNLESS OTHERWISE NOTED.
 EXISTING ACCESS CONTROL ALONG UNIVERSITY AVENUE ESTABLISHED FROM PREVIOUS PROJECT SU 1114 (14).
 FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 3.
 FOR BASIS, COURSE AND OFFSET TABLES REFER TO THE EXTENSION SHEET, RECORDED AS SHEET 3 OF 3.

KL Engineering
(A) Better Experience

I, TIMOTHY M. HELD, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095, OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE VILLAGE OF SHOREWOOD HILLS, I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE PROJECT.

Preliminary
 09/25/2020 9:21:58 AM

TIMOTHY M. HELD
 S-2591
 MADISON, WI

SIGNATURE: _____ DATE: _____
 PRINT NAME: _____



TRANSPORTATION PROJECT PLAT TITLE SHEET

5992-11-30

CITY OF MADISON, UNIVERSITY AVENUE

(SHOREWOOD BLVD. - UNIVERSITY BAY DRIVE)

LOCAL STREET DANE COUNTY

4

4

CONVENTIONAL SYMBOLS

SECTION LINE	---	SECTION CORNER SYMBOL		R/W MONUMENT (TO BE SET)	●
QUARTER LINE	----	SECTION CORNER MONUMENT		NON-MONUMENTED R/W POINT	○
SIXTEENTH LINE	-----	GEODETIC SURVEY MONUMENT		FOUND IRON PIN (1-INCH UNLESS NOTED)	IP
NEW REFERENCE LINE	-----	SIXTEENTH CORNER MONUMENT		OFF-PREMISE SIGN	
NEW R/W LINE	-----	SIGN		NON-COMPENSABLE	
EXISTING R/W OR HE LINE	-----	ELECTRIC POLE		COMPENSABLE	
PROPERTY LINE	-----	TELEPHONE POLE		NO ACCESS (BY STATUTORY AUTHORITY)	
LOT, TIE & OTHER MINOR LINES	-----	PEDESTAL (LABEL TYPE) (TV, TEL, ELEC, ETC.)		ACCESS RESTRICTED (BY PREVIOUS PROJECT OR CONTROL)	
SLOPE INTERCEPT	-----	ACCESS RESTRICTED BY ACQUISITION		NO ACCESS (NEW HIGHWAY)	
CORPORATE LIMITS	-----	NO ACCESS (BY STATUTORY AUTHORITY)		PARCEL NUMBER	
UNDERGROUND FACILITY (COMMUNICATIONS, ELECTRIC, ETC)	-----	ACCESS RESTRICTED (BY PREVIOUS PROJECT OR CONTROL)		UTILITY NUMBER	
NEW R/W (FEE, PERMIT, OR HE) (HATCHING VARIES BY OWNER)	-----	NO ACCESS (NEW HIGHWAY)		PARALLEL OFFSETS	
TEMPORARY LIMITED EASEMENT AREA	-----	PARCEL NUMBER			
EASEMENT AREA (PERMANENT LIMITED OR RESTRICTED DEVELOPMENT)	-----	UTILITY NUMBER			
TRANSMISSION STRUCTURES	-----				
BUILDING					
BRIDGE					

CONVENTIONAL ABBREVIATIONS

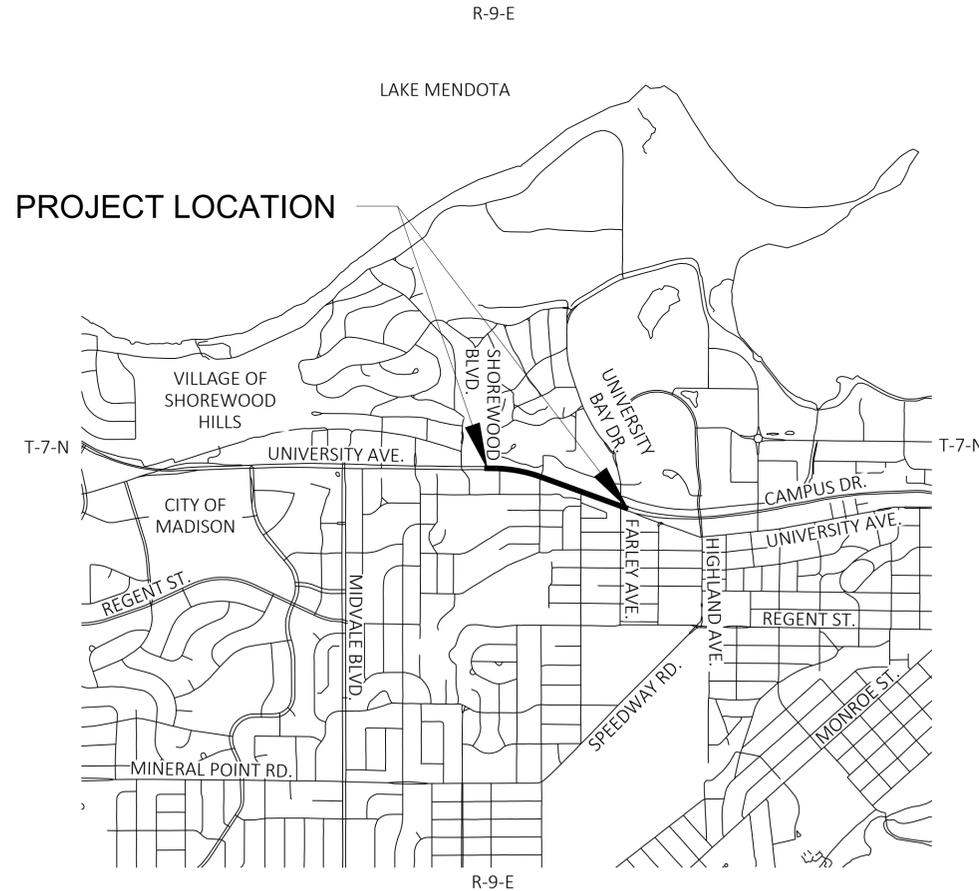
ACCESS RIGHTS	AR	POINT OF INTERSECTION	PI
ACRES	AC	PROPERTY LINE	PL
AHEAD	AH	RECORDED AS (100')	RA
ALUMINUM	ALUM	REEL / IMAGE	R/I
AND OTHERS	ET AL	REFERENCE LINE	R/L
BACK	BK	REMAINING	REM
BLOCK	BLK	RESTRICTIVE DEVELOPMENT	RDE
CENTERLINE	C/L	EASEMENT	
CERTIFIED SURVEY MAP	CSM	RIGHT	RT
CONCRETE	CONC	RIGHT OF WAY	R/W
COUNTY	CO	SECTION	SEC
COUNTY TRUNK HIGHWAY	CTH	SEPTIC VENT	SEPV
DISTANCE	DIST	SQUARE FEET	SF
CORNER	COR	STATE TRUNK HIGHWAY	STH
DOCUMENT NUMBER	DOC	STATION	STA
EASEMENT	EASE	TELEPHONE PEDESTAL	TP
EXISTING	EX	TEMPORARY LIMITED EASEMENT	TLE
GAS VALVE	GV		
GRID NORTH	GN	TRANSPORTATION PROJECT PLAT	TPP
HIGHWAY EASEMENT	HE		
IDENTIFICATION	ID	UNITED STATES HIGHWAY	USH
LAND CONTRACT	LC	VOLUME	V
LEFT	LT		
MONUMENT	MON		
NATIONAL GEODETIC SURVEY NUMBER	NGS		
OUTLOT	OL		
PAGE	P		
POINT OF TANGENCY	PT		
PERMANENT LIMITED EASEMENT	PLE		
POINT OF BEGINNING	POB		
POINT OF CURVATURE	PC		
POINT OF COMPOUND CURVE	PCC		

CURVE DATA

LONG CHORD	LCH
LONG CHORD BEARING	LCB
RADIUS	R
DEGREE OF CURVE	D
CENTRAL ANGLE	Δ/DELTA
LENGTH OF CURVE	L
TANGENT	T
DIRECTION AHEAD	DA
DIRECTION BACK	DB

CONVENTIONAL UTILITY SYMBOLS

	WATER
	GAS
	TELEPHONE
	OVERHEAD TRANSMISSION LINES
	ELECTRIC
	CABLE TELEVISION
	FIBER OPTIC
	SANITARY SEWER
	STORM SEWER



THE NOTES, CONVENTIONAL SIGNS, AND ABBREVIATIONS ARE ASSOCIATED WITH EACH TRANSPORTATION PROJECT PLAT FOR PROJECT 5992-11-30.

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), DANE COUNTY, NAD83 (2007) IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY 3/4"X24" IRON REBARS) UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

RIGHT-OF-WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS REFERENCED TO THE U.S. PUBLIC LAND SURVEY SYSTEM OR OTHER "SURVEYS" OF PUBLIC RECORD.

DIMENSIONING FOR THE NEW RIGHT-OF-WAY IS MEASURED ALONG AND PERPENDICULAR TO NEW REFERENCE LINES.

A TEMPORARY LIMITED EASEMENT (TLE) IS A RIGHT FOR CONSTRUCTION PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON, THE RIGHT OF INGRESS AND EGRESS, AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE, OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM DESIRABLE. ALL (TLEs) ON THIS PLAT EXPIRE AT THE COMPLETION OF THE CONSTRUCTION PROJECT FOR WHICH THIS INSTRUMENT IS GIVEN.

A PUBLIC STREET CROSSING PERMIT (PSCP) CONVEYS A CROSSING PERMIT FOR THE LIMITED PURPOSE TO CONSTRUCT AND MAINTAIN A BUS SHELTER. A TEMPORARY STREET CONSTRUCTION PERMIT (TSCP) CONVEYS A CROSSING PERMIT FOR THE LIMITED PURPOSE OF WIDENING A CITY STREET, GRADING AND UTILITY ADJUSTMENTS. BOTH PERMITS CONVEY A RIGHT FOR CONSTRUCTION PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON, THE RIGHT OF INGRESS AND EGRESS, AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE, OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM DESIRABLE.

PROPERTY LINES SHOWN ON THIS PLAT ARE DRAWN FROM DATA DERIVED FROM MAPS AND DOCUMENTS OF PUBLIC RECORD AND/OR EXISTING OCCUPATIONAL LINES. THIS PLAT MAY NOT BE A TRUE REPRESENTATION OF EXISTING PROPERTY LINES, EXCLUDING RIGHT-OF-WAY, AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE FIELD SURVEY.

FOR CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE VILLAGE OF SHOREWOOD HILLS OR THE CITY OF MADISON.

ALL RIGHT-OF-WAY LINES DEPICTED IN THE NON-ACQUISITION AREAS ARE INTENDED TO RE-ESTABLISH EXISTING RIGHT-OF-WAY LINES AS DETERMINED FROM PREVIOUS PROJECTS, OTHER RECORDED DOCUMENTS, OR FROM CENTERLINE OF EXISTING PAVEMENTS.

PARCEL AND UTILITY IDENTIFICATION NUMBERS MAY NOT POINT TO ALL AREAS OF ACQUISITION, AS NOTED ON THE TPP DETAIL PAGES.

INFORMATION FOR THE BASIS OF EXISTING HIGHWAY RIGHT-OF-WAY POINTS OF REFERENCE AND ACCESS CONTROL ARE LISTED ON THE TPP DETAIL PAGES.

Preliminary
09/25/2020 9:22:00 AM

PROJECT NUMBER 5992-11-30 - 4.01
SHEET 2 OF 3
AMENDMENT NO:

TRANSPORTATION PROJECT PLAT NO: 5992-11-30 - 4.01
EXTENSION SHEET

RELOCATION ORDER UNIVERSITY AVENUE, SHOREWOOD BLVD. - UNIVERSITY BAY DRIVE, DANE COUNTY.

SHEET 3 OF 3: BASIS, COURSE, AND OFFSET TABLES

HIGHWAY	BASIS
UNIVERSITY AVENUE	PREVIOUS R/W PROJECT SU 1114(14), CSM 13842, CSM 14782, POS 2008-00434 POS 2001-00209
SHOREWOOD BLVD.	PREVIOUS R/W PROJECT SU 1114(14), POS 2001-00209

R/W COURSE TABLE			
FROM POINT	TO POINT	BEARING	DISTANCE
100	101	N01° 44' 25"E	2.00'
101	102	S89° 19' 24"E	324.96'
102	103	N88° 36' 17"E	489.10'
103	104	S72° 16' 09"E	531.58'
104	105	S00° 10' 56"W	66.08'
105	106	N72° 16' 07"W	264.33'
106	107	SEE CURVE NOTE	
107	108	N86° 41' 28"W	30.35'
108	109	SEE CURVE NOTE	
109	110	N88° 53' 06"W	270.00'
110	111	SEE CURVE NOTE	
111	112	S86° 16' 52"W	74.87'
112	113	SEE CURVE NOTE	
113	114	N87° 01' 32"W	10.95'
114	100	N00° 24' 29"E	63.13'

106-107
R=1635.00'
LCH=410.49'
LCB=N79°28'48"W
L=411.57'

108-109
R=732.03'
LCH=28.02'
LCB=N87°47'17"W
L=28.02'

110-111
R=2080.00'
LCH=175.43'
LCB=S88°41'53"W
L=175.48'

112-113
R=650.00'
LCH=75.89'
LCB=S89°37'40"W
L=75.93'

R/W Station & Offset Table				
Point No.	Station	Offset	Y	X
100	138+57.35 EB	63.07'	483077.537	805267.810
101	138+57.30 EB	65.06'	483079.534	805267.871
102	141+85.22 EB	52.32'	483075.696	805592.809
103	146+63.42 EB	87.11'	483087.605	806081.768
104	151+81.76 EB	63.00'	482925.713	806588.100
105	152+01.68 EB	0.00'	482859.638	806587.890
106	149+37.36 EB	0.00'	482940.140	806336.120
107	145+25.78 EB	0.00'	483015.086	805932.534
108	144+95.43 EB	0.00'	483016.838	805902.231
109	144+67.41 EB	0.00'	483017.920	805874.230
110	141+97.41 EB	0.00'	483023.174	805604.282
111	140+21.92 EB	0.00'	483019.189	805428.895
112	139+47.06 EB	0.00'	483014.333	805354.185
113	138+71.13 EB	0.00'	483013.840	805278.299
114	138+60.17 EB	0.00'	483014.408	805267.361

TLE Station & Offset Table		
Point No.	Station	Offset
T150	138+56.92 EB	83.06'
T151	139+40.99 EB	82.47'
T152	139+39.79 EB	67.51'
T153	141+52.38 EB	54.26'
T154	141+52.11 EB	71.41'
T155	142+14.99 EB	73.63'
T156	142+15.86 EB	53.64'
T157	144+97.06 EB	66.73'
T158	144+96.65 EB	71.72'
T159	145+34.83 EB	74.92'
T160	145+35.25 EB	69.94'
T161	150+67.01 EB	63.00'
T162	150+67.01 EB	78.00'
T163	151+29.33 EB	78.00'
T164	151+46.77 EB	95.43'
T165	151+46.77 EB	139.17'
T166	151+56.74 EB	142.32'
T167	151+59.80 EB	132.50'
T168	151+59.80 EB	108.00'
T169	151+67.53 EB	108.00'

4

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Preliminary
09/25/2020 9:22:07 AM

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 3.

TPP NUMBER 5992-II-30 - 4.01
SHEET 3 OF 3

TRANSPORTATION PROJECT PLAT NO: 5992-11-30 - 4.02

THAT PART OF LOT 1, CERTIFIED SURVEY MAP NUMBER 13968 (RECORDED IN V. 93, P. 137 AS DOC. 5152223, LOCATED IN AND INCLUDING PART OF THE NE 1/4 OF THE NW 1/4 OF SECTION 21, T 7 N, R 9 E, VILLAGE OF SHOREWOOD HILLS, DANE COUNTY, WISCONSIN.

RELOCATION ORDER UNIVERSITY AVENUE, SHOREWOOD BLVD. - UNIVERSITY BAY DRIVE, DANE COUNTY.

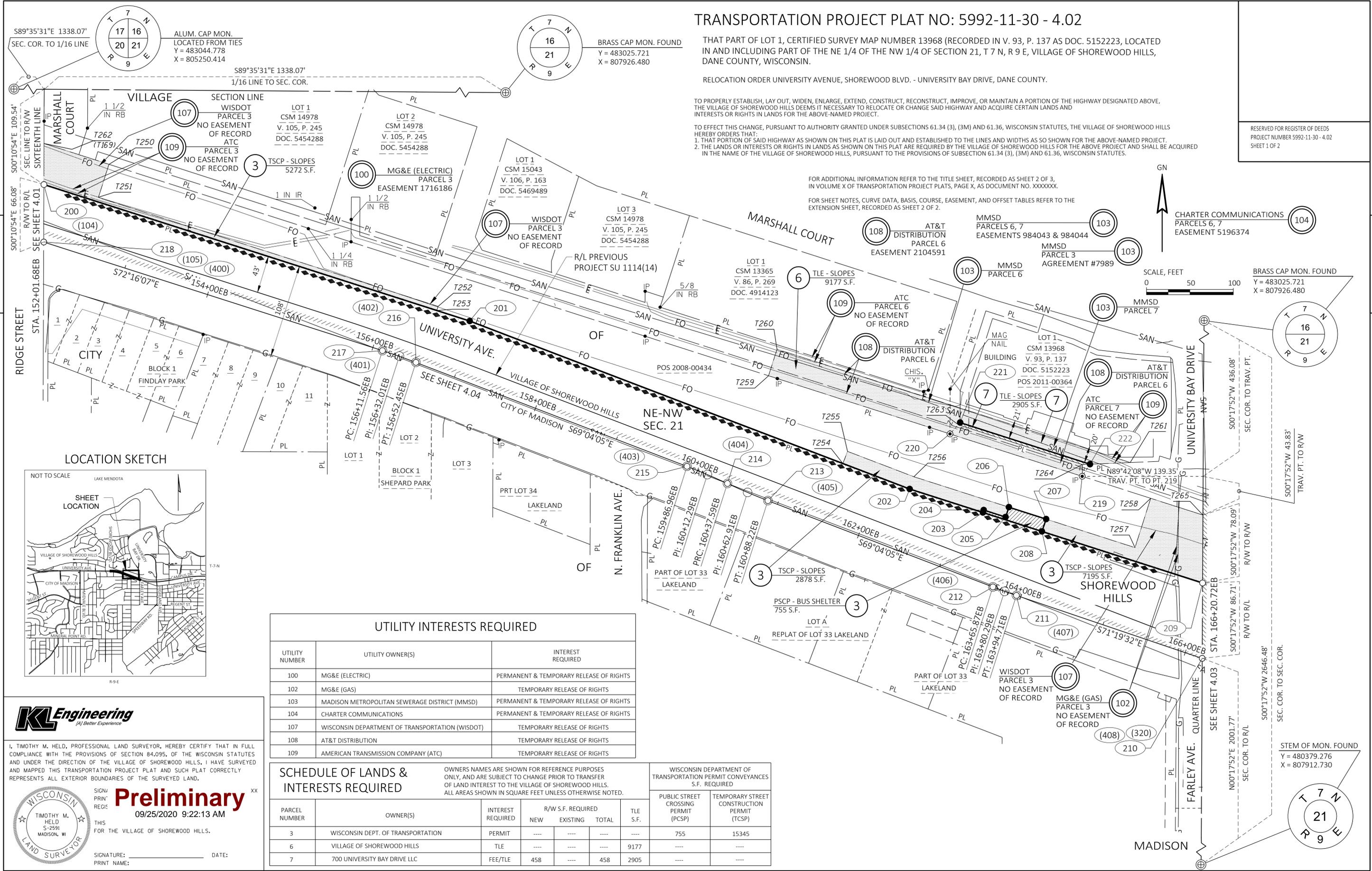
TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE VILLAGE OF SHOREWOOD HILLS DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE-NAMED PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SUBSECTIONS 61.34 (3), (3M) AND 61.36, WISCONSIN STATUTES, THE VILLAGE OF SHOREWOOD HILLS HEREBY ORDERS THAT:
 1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE-NAMED PROJECT.
 2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE VILLAGE OF SHOREWOOD HILLS FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE VILLAGE OF SHOREWOOD HILLS, PURSUANT TO THE PROVISIONS OF SUBSECTION 61.34 (3), (3M) AND 61.36, WISCONSIN STATUTES.

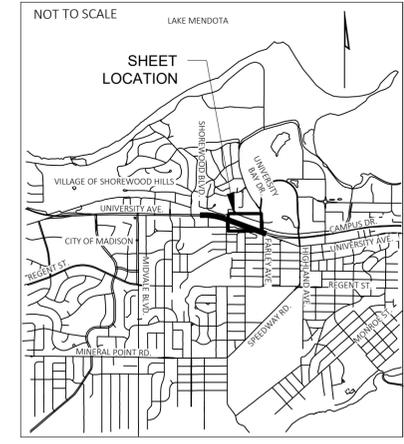
FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 3, IN VOLUME X OF TRANSPORTATION PROJECT PLATS, PAGE X, AS DOCUMENT NO. XXXXXXX.

FOR SHEET NOTES, CURVE DATA, BASIS, COURSE, EASEMENT, AND OFFSET TABLES REFER TO THE EXTENSION SHEET, RECORDED AS SHEET 2 OF 2.

RESERVED FOR REGISTER OF DEEDS
 PROJECT NUMBER 5992-11-30 - 4.02
 SHEET 1 OF 2



LOCATION SKETCH



UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
100	MG&E (ELECTRIC)	PERMANENT & TEMPORARY RELEASE OF RIGHTS
102	MG&E (GAS)	TEMPORARY RELEASE OF RIGHTS
103	MADISON METROPOLITAN SEWERAGE DISTRICT (MMSD)	PERMANENT & TEMPORARY RELEASE OF RIGHTS
104	CHARTER COMMUNICATIONS	PERMANENT & TEMPORARY RELEASE OF RIGHTS
107	WISCONSIN DEPARTMENT OF TRANSPORTATION (WISDOT)	TEMPORARY RELEASE OF RIGHTS
108	AT&T DISTRIBUTION	TEMPORARY RELEASE OF RIGHTS
109	AMERICAN TRANSMISSION COMPANY (ATC)	TEMPORARY RELEASE OF RIGHTS

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W S.F. REQUIRED			TLE S.F.	WISCONSIN DEPARTMENT OF TRANSPORTATION PERMIT CONVEYANCES S.F. REQUIRED	
			NEW	EXISTING	TOTAL		PUBLIC STREET CROSSING PERMIT (PCSP)	TEMPORARY STREET CONSTRUCTION PERMIT (TCSP)
3	WISCONSIN DEPT. OF TRANSPORTATION	PERMIT	----	----	----	----	755	15345
6	VILLAGE OF SHOREWOOD HILLS	TLE	----	----	----	9177	----	----
7	700 UNIVERSITY BAY DRIVE LLC	FEE/TLE	458	----	458	2905	----	----

KL Engineering
A Better Experience

I, TIMOTHY M. HELD, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095, OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE VILLAGE OF SHOREWOOD HILLS, I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

Preliminary
 09/25/2020 9:22:13 AM

THIS FOR THE VILLAGE OF SHOREWOOD HILLS.

SIGNATURE: _____ DATE: _____
 PRINT NAME: _____

TRANSPORTATION PROJECT PLAT NO: 5992-11-30 - 4.02 EXTENSION SHEET

RELOCATION ORDER UNIVERSITY AVENUE, SHOREWOOD BLVD. - UNIVERSITY BAY DRIVE, DANE COUNTY.

SHEET 2 OF 2: SHEET NOTES, CURVE DATA, BASIS, COURSE, EASEMENT, AND OFFSET TABLES

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), DANE COUNTY, NAD 83(2007) IN U.S. SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

ALL NEW RIGHT-OF-WAY MONUMENTS ARE TYPE 2 (TYPICALLY 3/4" X 24" REBARS) UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

RIGHT-OF-WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS REFERENCED TO THE U.S. PUBLIC LAND SURVEY SYSTEM OR OTHER "SURVEYS OF PUBLIC RECORD".

PROPERTY LINES SHOWN ON THIS PLAT ARE DRAWN FROM DATA DERIVED FROM MAPS AND DOCUMENTS OF PUBLIC RECORD AND/OR EXISTING OCCUPATIONAL LINES. THIS PLAT MAY NOT BE A TRUE REPRESENTATION OF EXISTING PROPERTY LINES, EXCLUDING RIGHT-OF-WAY LINES, AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE FIELD SURVEY.

FOR CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE VILLAGE OF SHOREWOOD HILLS.

FOUND PROPERTY PIPES ARE 3/4" REBAR, UNLESS OTHERWISE NOTED.

EXISTING ACCESS CONTROL ALONG UNIVERSITY AVENUE ESTABLISHED FROM PREVIOUS PROJECT SU 1114 (14).

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 3, IN VOLUME X OF TRANSPORTATION PROJECT PLATS, PAGE X, AS DOCUMENT NO. XXXXXXX.

PI STA = 156+32.01EB
Y = 482728.579
X = 806997.776
DELTA = 3°12'01"RT
D = 7°49'38"
T = 20.45'
L = 40.89'
R = 732.00'
PC STA = 156+11.56EB
PT STA = 156+52.45EB

PI STA = 160+12.29EB
Y = 482592.719
X = 807352.966
DELTA = 3°57'46"RT
D = 7°49'38"
T = 25.32'
L = 50.63'
R = 732.00'
PC STA = 159+86.96EB
PRC STA = 160+37.59EB

PI STA = 160+62.91EB
Y = 482571.400
X = 807398.906
DELTA = 3°57'46"LT
D = 7°49'38"
T = 25.32'
L = 50.63'
R = 732.00'
PRC STA = 160+37.59EB
PT STA = 160+88.22EB

PI STA = 163+80.29EB
Y = 482458.007
X = 807695.359
DELTA = 2°15'27"LT
D = 7°49'38"
T = 14.42'
L = 28.84'
R = 732.00'
PC STA = 163+65.87EB
PT STA = 163+94.71EB

4

4

HIGHWAY	BASIS
UNIVERSITY AVENUE	PREVIOUS R/W PROJECT SU 1114(14), POS 2008-00434
MARSHALL COURT	CSM 14978
UNIVERSITY BAY DR.	CSM 13968

EASEMENT TABLE			
UTILITY NUMBER	OWNER	RECORDING INFORMATION	LOCATED IN R/W PARCEL NO.
100	MG&E (ELECTRIC)	DOC. 1716186 OF UNSPECIFIED WIDTH CENTERED UPON 2 - 69KV LINES	3
100	MG&E (ELECTRIC)	DOC. 5203813 - 10' WIDE EASEMENT	7
102	MG&E (GAS)	NO EASEMENT OF RECORD	3
103	MADISON METROPOLITAN SEWERAGE DISTRICT (MMSD)	UNRECORDED AGREEMENT #7989 DATED JULY 14, 1958 OF UNSPECIFIED WIDTH CENTERED UPON SANITARY LINE	3
103	MADISON METROPOLITAN SEWERAGE DISTRICT (MMSD)	DOC. 984043 & DOC. 984044 OF UNSPECIFIED WIDTH CENTERED UPON SANITARY LINE	6, 7
104	CHARTER COMMUNICATIONS	DOC. 5196374 - BLANKET EASEMENT	6, 7
107	WISCONSIN DEPARTMENT OF TRANSPORTATION (WISDOT)	NO EASEMENT OF RECORD	3
108	AT&T DISTRIBUTION	NO EASEMENT OF RECORD	7
108	AT&T DISTRIBUTION	DOC. 2104591 - 10' WIDE EASEMENT	6
109	AMERICAN TRANSMISSION COMPANY (ATC)	NO EASEMENT OF RECORD	3, 6, 7

R/W COURSE TABLE			
FROM POINT	TO POINT	BEARING	DISTANCE
200	201	S72° 16' 07"E	515.25'
201	202	S69° 09' 07"E	542.59'
202	203	S72° 16' 07"E	88.67'
203	204	N17° 43' 20"E	3.00'
204	205	S72° 16' 09"E	26.45'
205	206	N18° 38' 25"E	12.00'
206	207	S72° 16' 06"E	45.01'
207	208	S18° 38' 25"W	15.00'
208	209	S72° 16' 07"E	194.41'
209	210	S00° 17' 53"W	86.71'
210	211	N71° 19' 32"W	226.01'
211	212	SEE CURVE NOTE	
212	213	N69° 04' 05"W	277.65'
213	214	SEE CURVE NOTE	
214	215	SEE CURVE NOTE	
215	216	N69° 04' 06"W	334.51'
216	217	SEE CURVE NOTE	
217	218	N72° 16' 07"W	409.88'
218	200	N00° 10' 56"E	66.08'
219	220	N72° 19' 30"W	159.98'
220	221	N41° 35' 21"E	17.59'
221	222	S72° 16' 07"E	157.18'
222	219	S32° 51' 43"W	16.50'

211-212
R=732.00'
LCH=28.84'
LCB=N70°11'49"W
L=28.84'

213-214
R=732.00'
LCH=50.62'
LCB=N67°05'13"W
L=50.63'

214-215
R=732.00'
LCH=50.62'
LCB=N67°05'13"W
L=50.63'

216-217
R=732.00'
LCH=40.88'
LCB=N70°40'06"W
L=40.89'

R/W Station & Offset Table				
Point No.	Station	Offset	Y	X
200	151+81.76 EB	63.00'	482925.713	806588.100
201	156+93.38 EB	66.53'	482768.792	807078.870
202	162+36.05 EB	70.82'	482575.689	807585.935
203	163+24.58 EB	75.77'	482548.684	807670.393
204	163+24.41 EB	78.77'	482551.541	807671.306
205	163+50.82 EB	80.25'	482543.485	807696.502
206	163+50.34 EB	92.24'	482554.857	807700.338
207	163+99.00 EB	94.09'	482541.150	807743.206
208	163+99.00 EB	79.08'	482526.935	807738.411
209	165+93.38 EB	82.28'	482467.728	807923.581
210	166+20.72 EB	0.00'	482381.024	807923.130
211	163+94.71 EB	0.00'	482453.389	807709.022
212	163+65.87 EB	0.00'	482463.159	807681.889
213	160+88.22 EB	0.00'	482562.353	807422.558
214	160+37.59 EB	0.00'	482582.059	807375.936
215	159+86.96 EB	0.00'	482601.766	807329.314
216	156+52.45 EB	0.00'	482721.273	807016.876
217	156+11.56 EB	0.00'	482734.807	806978.299
218	152+01.68 EB	0.00'	482859.638	806587.890
219	164+22.70 EB	154.06'	482590.372	807784.864
220	162+56.88 EB	146.52'	482638.946	807632.432
221	162+63.08 EB	162.98'	482652.102	807644.108
222	164+26.74 EB	170.05'	482604.233	807793.818

TLE Station & Offset Table		
Point No.	Station	Offset
T250	152+46.14 EB	108.00'
T251	152+46.09 EB	68.00'
T252	156+53.35 EB	69.30'
T253	156+53.63 EB	64.31'
T254	161+53.72 EB	70.70'
T255	161+53.70 EB	85.70'
T256	162+35.62 EB	85.82'
T257	165+06.58 EB	95.86'
T258	165+05.57 EB	155.35'
T259	160+29.85 EB	132.33'
T260	160+26.86 EB	164.13'
T261	164+70.10 EB	186.77'
T262	151+67.53 EB	108.00'
T263	162+64.19 EB	160.03'
T264	164+18.62 EB	166.92'
T265	165+68.77 EB	156.39'

Preliminary
09/25/2020 9:22:19 AM

TPP NUMBER 5992-II-30 - 4.02
SHEET 2 OF 2

TRANSPORTATION PROJECT PLAT NO: 5992-11-30 - 4.03

THAT PART OF THE SE 1/4 OF THE SW 1/4 OF SECTION 16 AND PART OF THE NW 1/4 OF THE NE 1/4 OF SECTION 21, ALL IN T 7 N, R 9 E, VILLAGE OF SHOREWOOD HILLS, DANE COUNTY, WISCONSIN.

RELOCATION ORDER UNIVERSITY AVENUE, SHOREWOOD BLVD. - UNIVERSITY BAY DRIVE, DANE COUNTY.

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE VILLAGE OF SHOREWOOD HILLS DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE-NAMED PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SUBSECTIONS 61.34 (3), (3M) AND 61.36, WISCONSIN STATUTES, THE VILLAGE OF SHOREWOOD HILLS HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE-NAMED PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE VILLAGE OF SHOREWOOD HILLS FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE VILLAGE OF SHOREWOOD HILLS, PURSUANT TO THE PROVISIONS OF SUBSECTION 61.34 (3), (3M) AND 61.36, WISCONSIN STATUTES.

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), DANE COUNTY, NAD 83(2007) IN U.S. SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

ALL NEW RIGHT-OF-WAY MONUMENTS ARE TYPE 2 (TYPICALLY 3/4" X 24" REBARS) UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

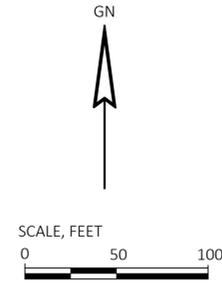
RIGHT-OF-WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS REFERENCED TO THE U.S. PUBLIC LAND SURVEY SYSTEM OR OTHER "SURVEYS OF PUBLIC RECORD".

PROPERTY LINES SHOWN ON THIS PLAT ARE DRAWN FROM DATA DERIVED FROM MAPS AND DOCUMENTS OF PUBLIC RECORD AND/OR EXISTING OCCUPATIONAL LINES. THIS PLAT MAY NOT BE A TRUE REPRESENTATION OF EXISTING PROPERTY LINES, EXCLUDING RIGHT-OF-WAY LINES, AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE FIELD SURVEY.

FOR CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE VILLAGE OF SHOREWOOD HILLS.

FOUND PROPERTY PIPES ARE 3/4" REBAR, UNLESS OTHERWISE NOTED.

EXISTING ACCESS CONTROL ALONG UNIVERSITY AVENUE ESTABLISHED FROM PREVIOUS PROJECT SU 1114 (7).



RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 5992-11-30 - 4.03
SHEET 1 OF 2

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 3, IN VOLUME X OF TRANSPORTATION PROJECT PLATS, PAGE X, AS DOCUMENT NO. XXXXXXX.
FOR BASIS, COURSE AND OFFSET TABLES REFER TO THE EXTENSION SHEET, RECORDED AS SHEET 2 OF 2.

SCHEDULE OF LANDS & INTERESTS REQUIRED						
PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W S.F. REQUIRED			TLE S.F.
			NEW	EXISTING	TOTAL	
8	REGENTS OF THE UNIVERSITY OF WISCONSIN	TLE	----	----	----	1138
9	UNITED STATES OF AMERICA	FEE/TLE	16996	----	16996	16763

EASEMENT TABLE			
UTILITY NUMBER	OWNER	RECORDING INFORMATION	LOCATED IN R/W PARCEL NO.
100	MG&E (ELECTRIC)	DOC. 4665970 & DOC. 1635494	9
102	MG&E (GAS)	DOC. 1220342	9
111	UNIVERSITY HOSPITAL	NO EASEMENT OF RECORD	8

UTILITY INTERESTS REQUIRED		
UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
100	MG&E (ELECTRIC)	PERMANENT & TEMPORARY RELEASE OF RIGHTS
102	MG&E (GAS)	PERMANENT & TEMPORARY RELEASE OF RIGHTS
111	UNIVERSITY HOSPITAL	TEMPORARY RELEASE OF RIGHTS

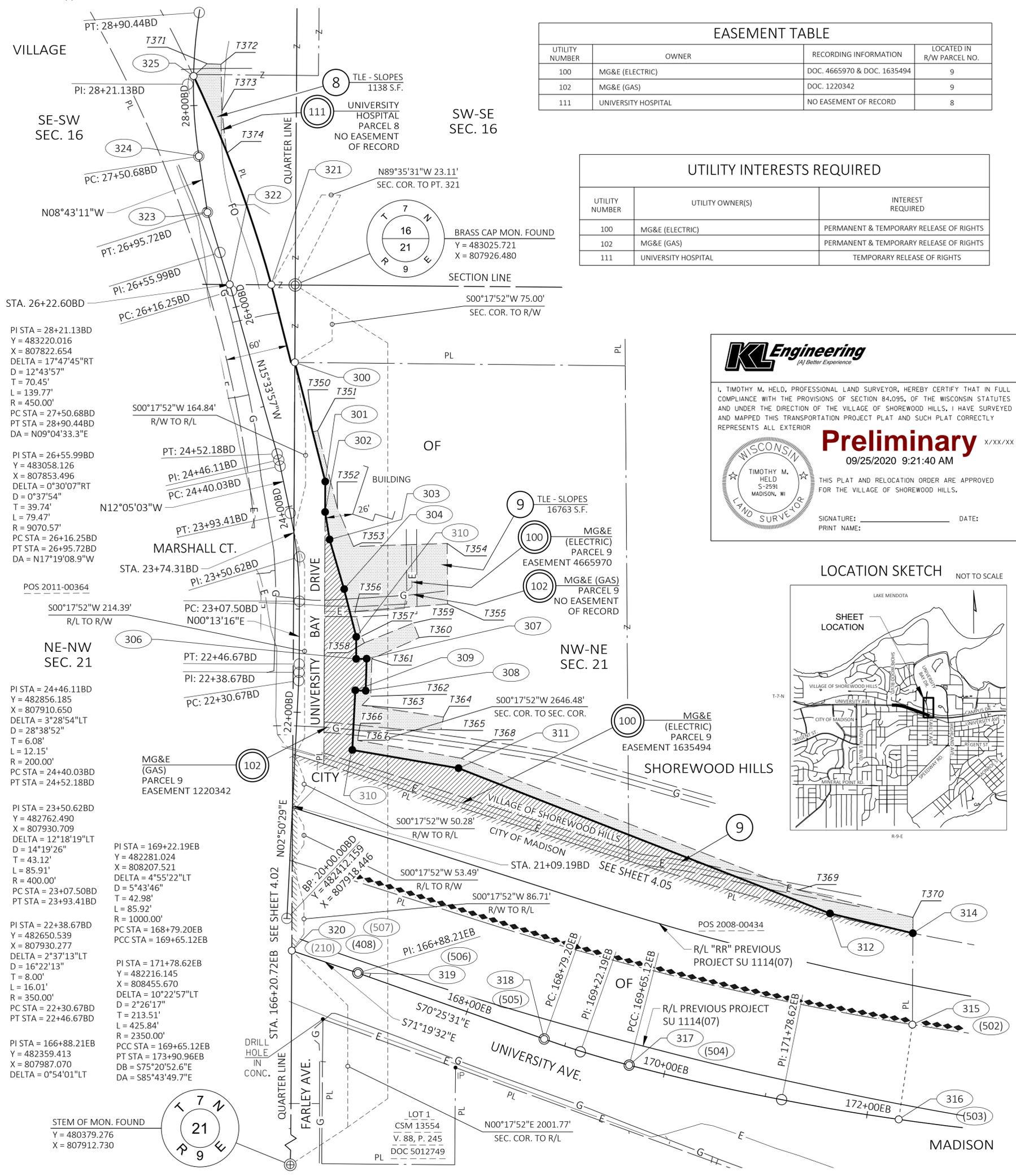
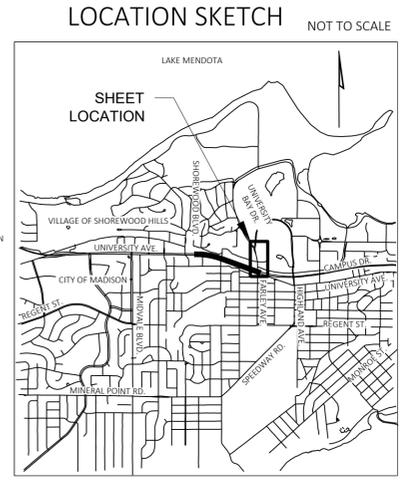
KL Engineering
[A] Better Experience

I, TIMOTHY M. HELD, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095, OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE VILLAGE OF SHOREWOOD HILLS, I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR

Preliminary x/xx/xx
09/25/2020 9:21:40 AM

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE VILLAGE OF SHOREWOOD HILLS.

SIGNATURE: _____ DATE: _____
PRINT NAME: _____



FILE NAME: G:\MADISON\18026-001 UNIV AVE (SHOREWOOD - UNIVERSITY BAY)\CIVIL 3D\SHEETS\PLAN\040101-RP.DWG
APPRAISAL PLAT DATE: _____
PLOT DATE: 9/25/2020 8:09 AM
PLOT NAME: Jennifer Lauer
PLOT SCALE: 1 IN=100 FT

TRANSPORTATION PROJECT PLAT NO: 5992-11-30 - 4.03
EXTENSION SHEET

RELOCATION ORDER UNIVERSITY AVENUE, SHOREWOOD BLVD. - UNIVERSITY BAY DRIVE, DANE COUNTY.

SHEET 2 OF 2: BASIS, COURSE, AND OFFSET TABLES

HIGHWAY	BASIS
UNIVERSITY AVENUE	PREVIOUS R/W PROJECT SU 1114(07), CSM 13554, POS 2008-00434
UNIVERSITY BAY DR.	POS 2011-00364

R/W COURSE TABLE			
FROM POINT	TO POINT	BEARING	DISTANCE
300	301	S14° 17' 08"E	119.15'
301	302	S00° 17' 51"W	29.50'
302	303	S09° 19' 29"E	26.98'
303	304	S16° 08' 39"E	49.92'
304	305	S14° 18' 08"E	47.85'
305	306	S00° 13' 16"W	21.25'
306	307	N89° 18' 22"E	10.13'
307	308	S01° 37' 06"W	31.09'
308	309	N87° 09' 31"W	10.11'
309	310	S02° 50' 28"W	57.82'
310	311	S80° 12' 48"E	104.18'
311	312	S68° 35' 49"E	385.43'
312	314	S76° 32' 26"E	82.35'
314	315	S00° 17' 52"W	88.45'
315	316	S08° 10' 11"W	92.75'
316	317	N78° 35' 20"W	265.73'
317	318	SEE CURVE NOTE	
318	319	SEE CURVE NOTE	
319	320	N71° 19' 32"W	67.49'
320	300	N00° 17' 51"E	569.71'
321	322	N89° 35' 31"W	40.22'
322	323	SEE CURVE NOTE	
323	324	N08° 43' 11"W	54.95'
324	325	SEE CURVE NOTE	
325	321	SEE CURVE NOTE	

316-317
R=2350.00'
LCH=265.73'
LCB=N78°35'21"W
L=265.87'

317-318
R=1000.00'
LCH=85.89'
LCB=N72°53'12"W
L=85.92'

322-323
R=9070.57'
LCH=73.12'
LCB=N17°05'18"W
L=73.12'

324-325
R=450.00'
LCH=77.79'
LCB=N03°45'41"W
L=77.89'

325-321
R=1353.45'
LCH=215.63'
LCB=S20°23'32"E
L=215.86'

R/W Station & Offset Table				
Point No.	Station	Offset	Y	X
300	25+33.03 BD	40.24'	482950.722	807926.090
301	24+16.26 BD	39.47'	482835.258	807955.491
302	23+87.90 BD	33.18'	482805.762	807955.338
303	23+62.99 BD	33.09'	482779.140	807959.709
304	23+18.32 BD	43.16'	482731.192	807973.589
305	22+73.17 BD	55.00'	482684.824	807985.410
306	22+51.91 BD	55.00'	482663.571	807985.328
307	22+52.08 BD	65.13'	482663.694	807995.454
308	22+23.96 BD	65.11'	482632.616	807994.576
309	22+23.96 BD	55.00'	482633.117	807984.480
310	21+66.14 BD	55.00'	482575.368	807981.614
311	21+53.54 BD	158.42'	482557.660	808084.279
312	171+28.75 EB	185.91'	482417.005	808443.132
314	172+17.87 EB	180.33'	482397.837	808523.224
315	172+30.99 EB	92.75'	482309.388	808522.765
316	172+30.99 EB	0.00'	482217.578	808509.584
317	169+65.12 EB	0.00'	482270.150	808249.111
318	168+79.20 EB	0.00'	482295.425	808167.020
319	166+88.21 EB	0.00'	482359.413	807987.070
320	166+20.72 EB	0.00'	482381.024	807923.130
321	26+11.54 BD	38.52'	483025.886	807903.367
322	26+22.60 BD	0.00'	483026.172	807863.151
323	26+95.72 BD	0.00'	483096.061	807841.666
324	27+50.68 BD	0.00'	483150.379	807833.335
325	28+28.56 BD	0.00'	483228.001	807828.232

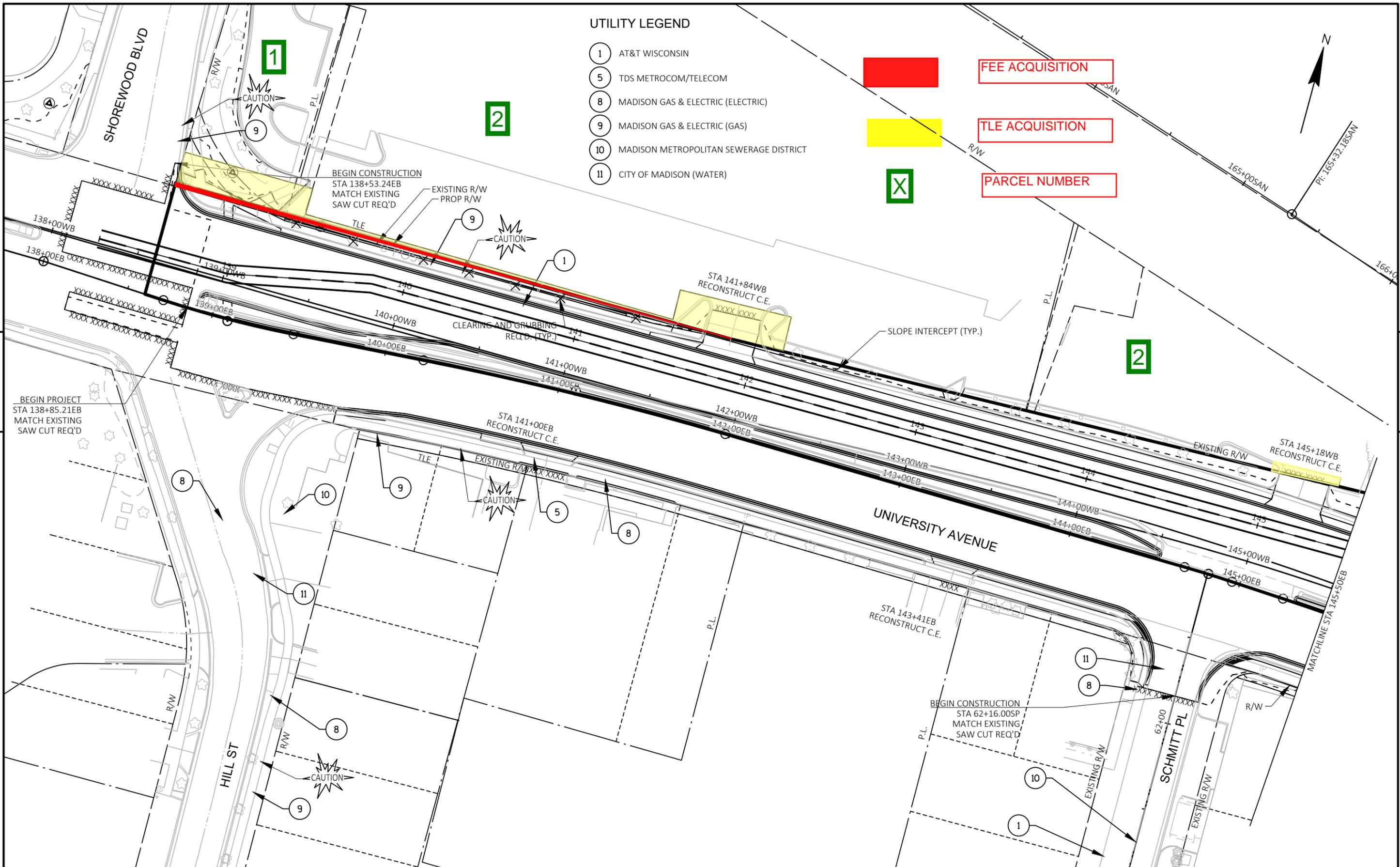
TLE Station & Offset Table		
Point No.	Station	Offset
T350	24+63.52 BD	38.69'
T351	24+63.40 BD	43.69'
T352	23+89.13 BD	45.56'
T353	23+54.45 BD	55.20'
T354	23+49.03 BD	145.49'
T355	23+05.37 BD	143.19'
T356	22+98.01 BD	53.73'
T357	22+73.80 BD	60.00'
T358	22+67.51 BD	62.94'
T359	22+86.87 BD	110.13'
T360	22+72.66 BD	115.72'
T361	22+52.13 BD	70.13'
T362	22+18.96 BD	70.22'
T363	22+09.81 BD	62.22'
T364	22+02.37 BD	141.47'
T365	21+90.19 BD	139.57'
T366	21+84.69 BD	60.42'
T367	21+75.63 BD	59.78'
T368	21+63.35 BD	160.64'
T369	170+91.14 EB	202.33'
T370	172+15.48 EB	195.55'
T371	28+41.13 BD	12.57'
T372	28+41.30 BD	26.08'
T373	27+94.19 BD	26.78'
T374	27+49.36 BD	27.13'

Preliminary
09/25/2020 9:22:25 AM

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 3, IN VOLUME X OF TRANSPORTATION PROJECT PLATS, PAGE X, AS DOCUMENT NO. XXXXXX.

TPP NUMBER 5992-11-30 - 4.03
SHEET 2 OF 2

FILE NAME : G:\MADISON\18026-001 UNIV AVE (SHOREWOOD - UNIVERSITY BAY)\CIVIL\3D\SHEETS\PLAN\040101-RP.DWG
APPRAISAL PLAT DATE :
PLOT DATE : 9/23/2020 2:00 PM
PLOT BY : Jennifer Lauer
PLOT NAME : #####
PLOT SCALE :
5992-11-30 4.03



UTILITY LEGEND

- ① AT&T WISCONSIN
- ⑤ TDS METROCOM/TELECOM
- ⑧ MADISON GAS & ELECTRIC (ELECTRIC)
- ⑨ MADISON GAS & ELECTRIC (GAS)
- ⑩ MADISON METROPOLITAN SEWERAGE DISTRICT
- ⑪ CITY OF MADISON (WATER)



FEE ACQUISITION



TLE ACQUISITION



PARCEL NUMBER

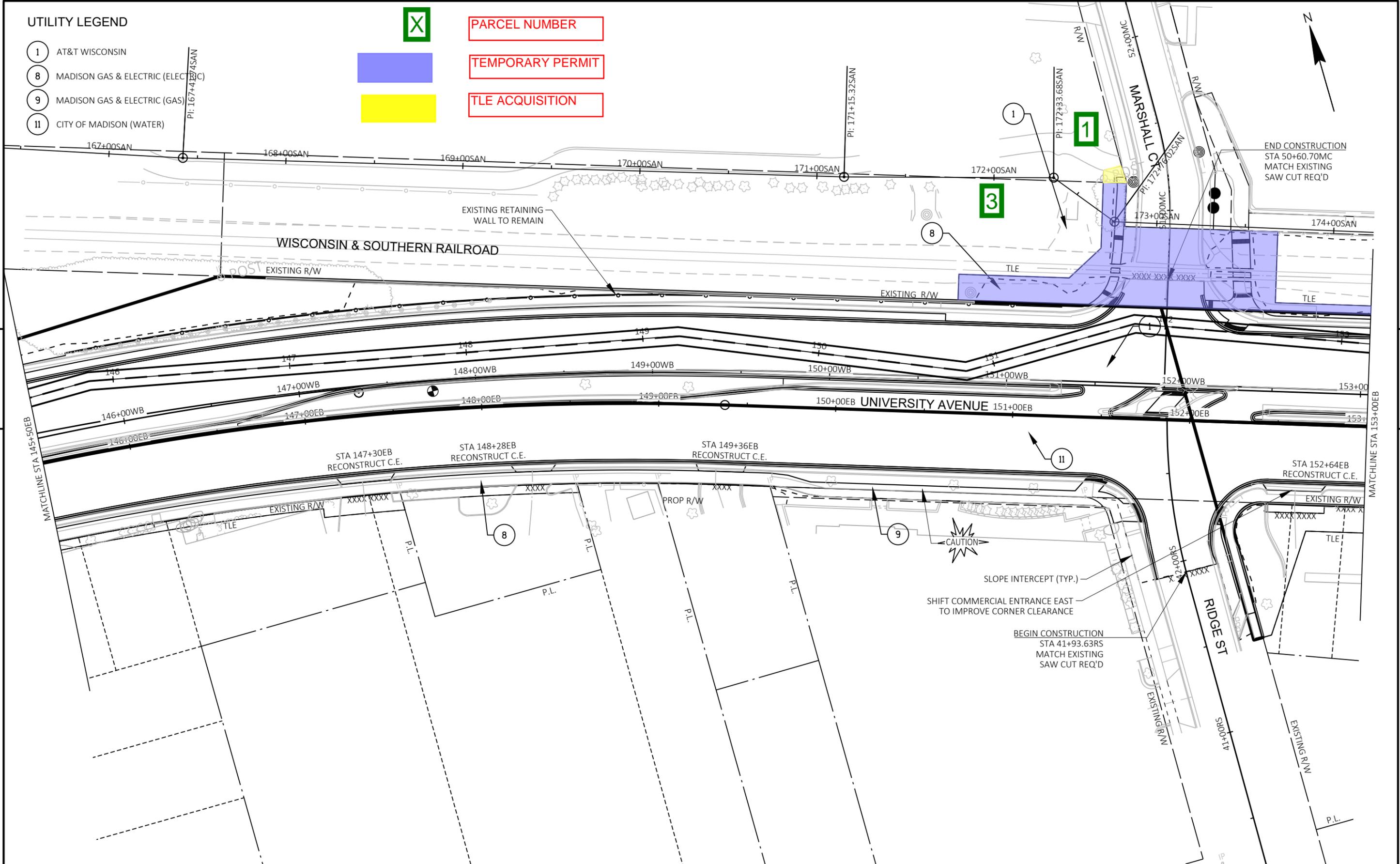
UTILITY LEGEND

- 1 AT&T WISCONSIN
- 8 MADISON GAS & ELECTRIC (ELECTRIC)
- 9 MADISON GAS & ELECTRIC (GAS)
- 11 CITY OF MADISON (WATER)

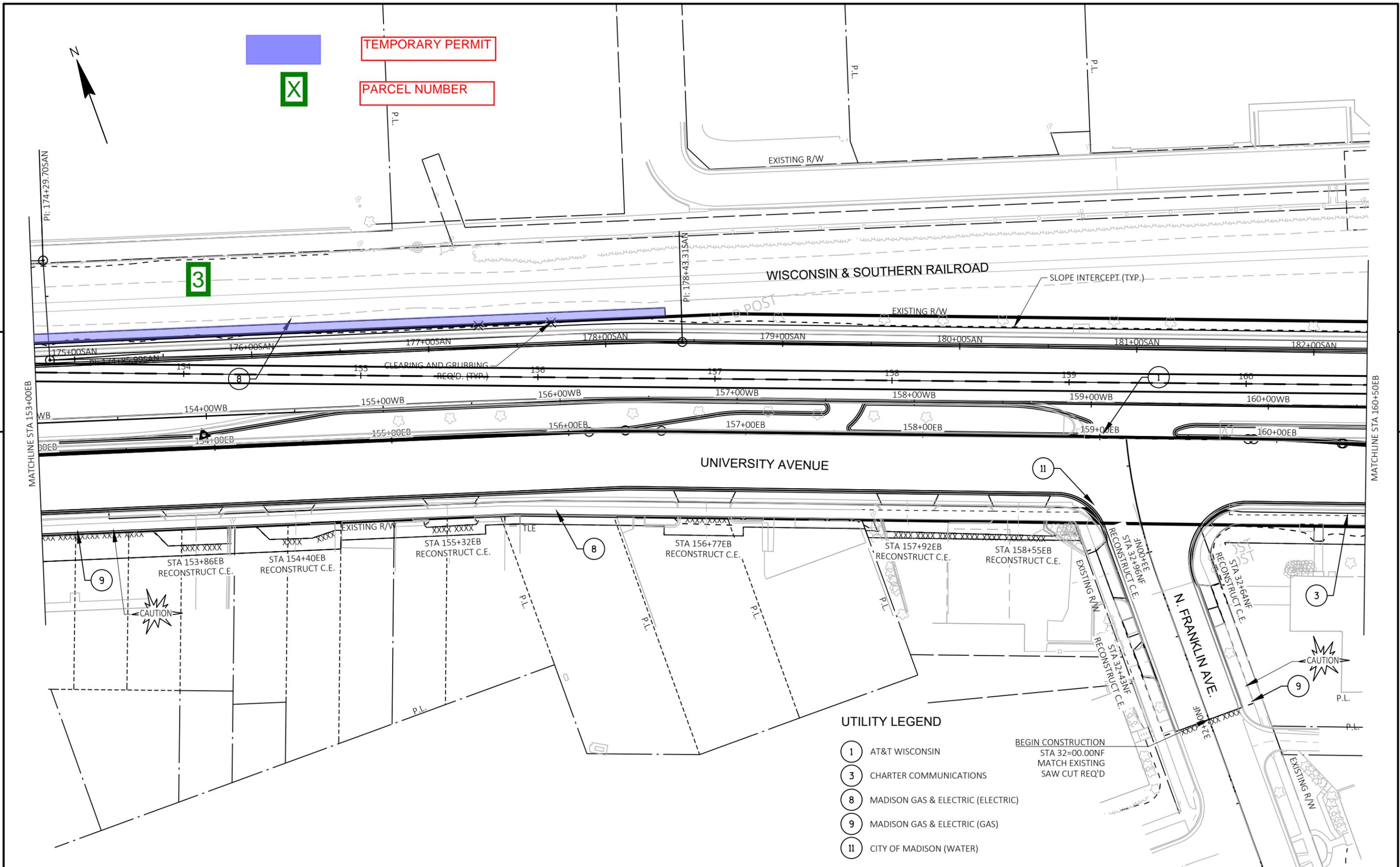
Parcel Number (Green X)

Temporary Permit (Blue Box)

TLE Acquisition (Yellow Box)



PROJECT NO: 5992-11-XX	HWY: UNIVERSITY AVENUE	COUNTY: DANE	PLAN AND PROFILE - UNIVERSITY AVENUE	SHEET	E
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TEMPORARY PERMIT

PARCEL NUMBER

WISCONSIN & SOUTHERN RAILROAD

UNIVERSITY AVENUE

N. FRANKLIN AVE.

UTILITY LEGEND

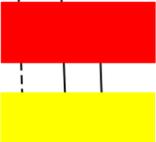
- 1 AT&T WISCONSIN
- 3 CHARTER COMMUNICATIONS
- 8 MADISON GAS & ELECTRIC (ELECTRIC)
- 9 MADISON GAS & ELECTRIC (GAS)
- 11 CITY OF MADISON (WATER)

BEGIN CONSTRUCTION
STA 32+00.00NF
MATCH EXISTING
SAW CUT REQ'D



TEMPORARY PERMIT

PERMANT PERMIT



FEE ACQUISITION

TLE ACQUISITION



PARCEL NUMBER

6

7

9

3

1

8

9

5

5

MATCHLINE STA 160+50EB

MATCHLINE STA 167+50EB

WISCONSIN & SOUTHERN RAILROAD

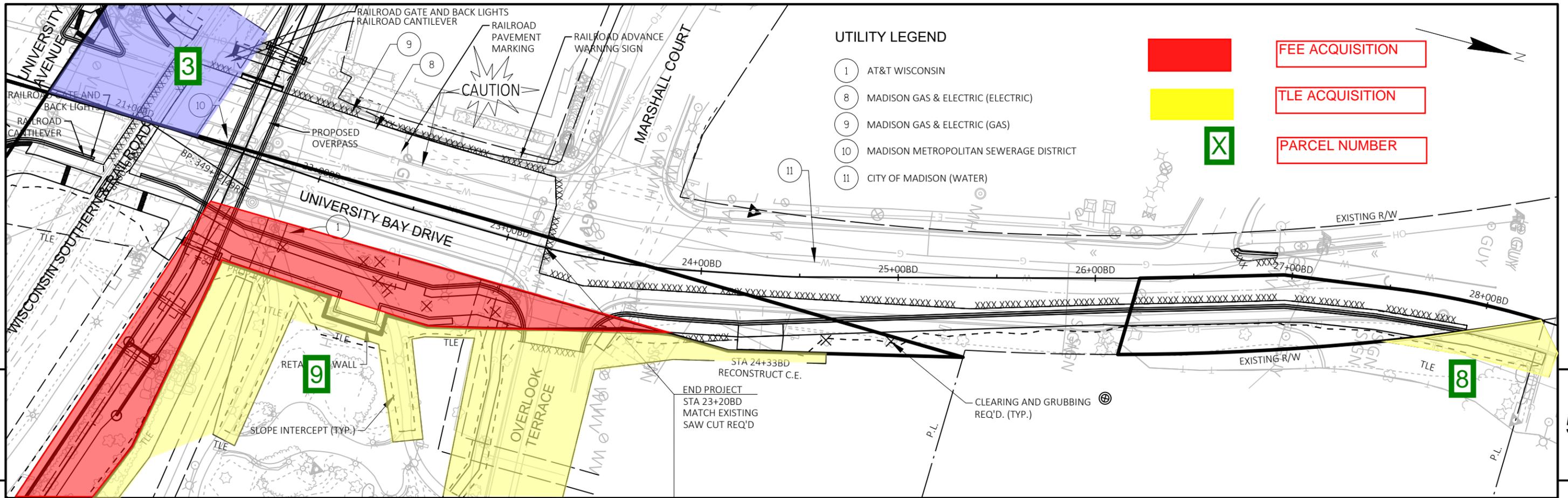
UNIVERSITY AVENUE

FARLEY AVE.

UTILITY LEGEND

- 1 AT&T WISCONSIN
- 3 CHARTER COMMUNICATIONS
- 8 MADISON GAS & ELECTRIC (ELECTRIC)
- 9 MADISON GAS & ELECTRIC (GAS)
- 11 CITY OF MADISON (WATER)





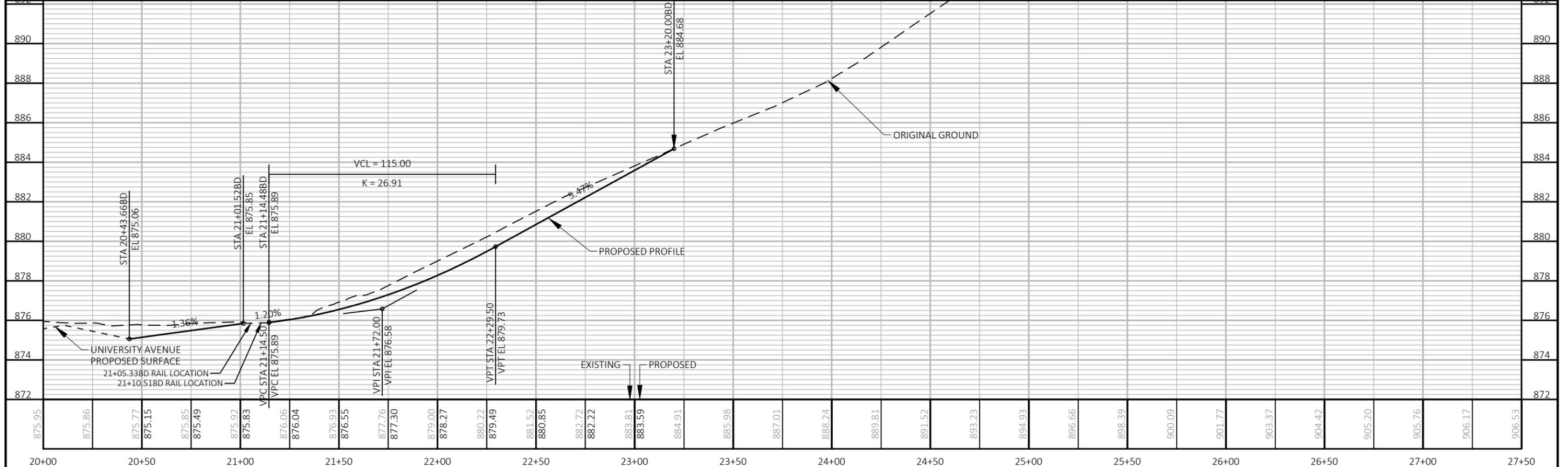
UTILITY LEGEND

- 1 AT&T WISCONSIN
- 8 MADISON GAS & ELECTRIC (ELECTRIC)
- 9 MADISON GAS & ELECTRIC (GAS)
- 10 MADISON METROPOLITAN SEWERAGE DISTRICT
- 11 CITY OF MADISON (WATER)

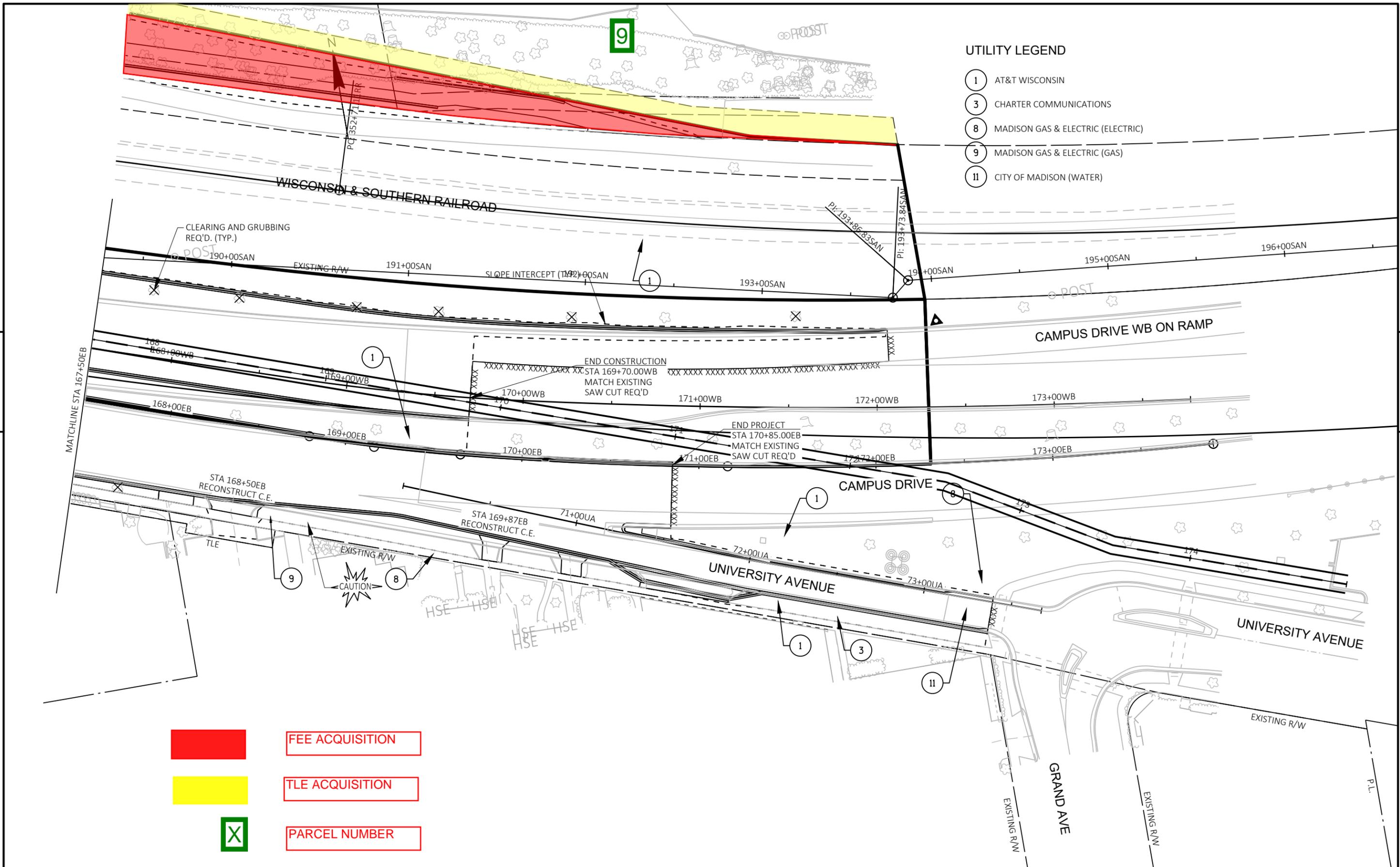
FEE ACQUISITION

TLE ACQUISITION

PARCEL NUMBER



PROJECT NO:	5992-11-XX	HWY:	UNIVERSITY AVENUE	COUNTY:	DANE	PLAN AND PROFILE:	UNIVERSITY BAY DRIVE	SHEET	E
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UTILITY LEGEND

- 1 AT&T WISCONSIN
- 3 CHARTER COMMUNICATIONS
- 8 MADISON GAS & ELECTRIC (ELECTRIC)
- 9 MADISON GAS & ELECTRIC (GAS)
- 11 CITY OF MADISON (WATER)

	FEE ACQUISITION
	TLE ACQUISITION
X	PARCEL NUMBER

DRAFT MINUTES FOR THE VILLAGE OF SHOREWOOD HILLS PLAN COMMISSION

The Wednesday, August 12, 2020 meeting of the Plan Commission via Zoom was called to order at 7:00 pm by Chair Dave Benforado. Members present were: Mr. Benforado, Deb Remington, Jim Etmanczyk, Karl Wellensiek, Earl Munson, Brauna Hartzell and John Imes. Also present was Karl Frantz, Village Administrator, Mike Slavney of Vandewalle & Associates, Matt Frater of MSA, Gary Brown & Aaron Williams of UW's Dept. of Planning, and David Sykes, Administrative Services Manager/Deputy Clerk.

Mr. Frantz confirmed the meeting had been properly posted and noticed.

Report on Comprehensive Plan Update process

Matt Frater of MSA updated the Commission on their progress with Village's Comprehensive Plan Update project. Residential engagement was kicked off by an article in the Village Bulletin. The social media engagement was not as strong as they had hoped. Village staff will assist with additional promotion. MSA's modified focus group plan is ready to go. Mr. Frater reported the received some good comments from the survey and mapping tool online.

Report on WIMR Loading Dock & NIH Research Lab Renovation Project - 1111 Highland Avenue

Mr. Frantz explained that the University of Wisconsin approached the Village about converting the Wisconsin Institute for Medical Research (WIMR) loading dock into a lab for the National Institute of Health (NIH) and add a new loading dock at the Interdisciplinary Research Center (IRC). The Village approved a long-term conditional use permit for UW to build out wings from the UW Hospital building in the future. The NIH lab remodel and new loading dock are allowed under the terms of the conditional use permit but UW wants to be a good neighbor and review the project with the Village.

Gary Brown, Director of Campus Planning, reviewed the drawings for the proposed project and talked about future plans for the "third" wedge of the IRC. There is currently no plan, nor funding, for the "third wedge" and he expects it will be at least 10 years before it is considered.

Mr. Brown indicated the project is planned to begin in July 2021 and consist of a full year of construction. Mr. Benforado asked if there are any needs for extended road closures on Highland Avenue. Mr. Brown said the UW is aware of the University Avenue Reconstruction project and would adjust its plan as needed to maintain traffic during both projects.

Public Hearing on an amendment to the Zoning code to allow bee keeping

Mr. Benforado called the public hearing to order at 7:21 pm.

Mr. Frantz explained that beekeeping is not a recognized use in the Village's Zoning Code, so technically it is not allowed. Some residents have been asking about keeping bees.

There was no one in the Zoom meeting that wanted to comment on the ordinance. But, Mr. Benforado noted that Jane Villa, 3231 Lake Mendota Drive, commented via the Facebook livestream of the public hearing. Mr. Benforado reported her comment saying she is happy with the ordinance as written and asked if a one-year implementation period could be included in the ordinance.

Mr. Slavney agreed that a provision to allow one-year for residents keeping bees to comply with the new ordinance would be appropriate.

Mr. Benforado closed the public hearing at 7:26 pm.

Consider recommendation on an ordinance making revisions to the Village zoning code concerning accessory uses and structures to allow the keeping of bees

Ms. Remington asked for clarification of what is meant by “street yard” in section (7)f.

Mr. Slavney said it indicates a yard with a road running alongside it. That term may not apply to a rear yard abutting a street or alley. It depends on how it has been interpreted in other parts of the code. Mr. Frantz indicated he would research the term and its implications.

Mr. Etmanczyk asked if the ordinance should include a provision to notify neighbors in case of bee allergies. Mr. Slavney said his past experience was that municipal attorneys recommend to not getting involved with circumstances between neighbors and would not recommend such a provision.

Mr. Wellensiek moved and Mr. Etmanczyk second a motion to recommend the Board approve the proposed ordinance to allow keeping of bees.

Vote: 7-0 approved.

Consider draft ordinance on possible changes to the zoning code related to residential roof height limitations

Mr. Frantz provide a draft ordinance to modify the roof height regulations for shed, flat and mansard roofs in the Zoning Code. The Commission previously discussed how the height regulations might have been unintentionally changed in 2006. The draft ordinance would adjust the maximum height for shed, flat or mansard roofs from 22’ to 28’.

Mr. Benforado asked if some language could be added to prevent a blank 28’ vertical wall facing the street.

Mr. Slavney said he has seen this type of design requirement in other municipal codes and could lift some language from one of those codes. From his impression of their deliberations over the years, he is comfortable with the Commission’s ability to thoughtfully consider a design.

By consensus of the Commission, the design restriction would only apply to shed, flat and mansard roofs. The required public hearing could be held at the next Commission meeting.

Minutes: July 14, 2020

Mr. Etmanczyk moved and Ms. Hartzell seconded a motion to approve the July 14, 2020 minutes as presented.

Vote: 7-0 approved.

Set Next Meeting Date

The Plan Commission set its next meeting date of Tuesday, September 15, 2020 at 7:00 pm.

Adjourn

The meeting was adjourned at 7:55 pm.

Respectfully submitted,

David Sykes
Administrative Services Manager/Deputy Clerk