

## 2 EXISTING CONDITIONS

### Land Use

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

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

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

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

Table 2.1 Existing Land Use

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

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



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



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

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

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

There are various institutional uses in the neighborhood. The only school in the neighborhood is Spring Harbor Middle School. The school is located in the center of the neighborhood at University Avenue and Spring Harbor Drive. There is one church, Dale

Heights Presbyterian, within the neighborhood which is located at University Avenue and Norman Way. A second, Asbury Methodist, is located just outside the neighborhood boundaries at Allen Boulevard and University Avenue.

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

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

#### Residential

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

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

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

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

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

#### Commercial

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

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

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

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

Parks and Open Space  
**C - Conservancy District:** Maximum density = .10 dwelling units / acre



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



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



FIGURE 2.5 Indian Hills Park offers residents recreational options

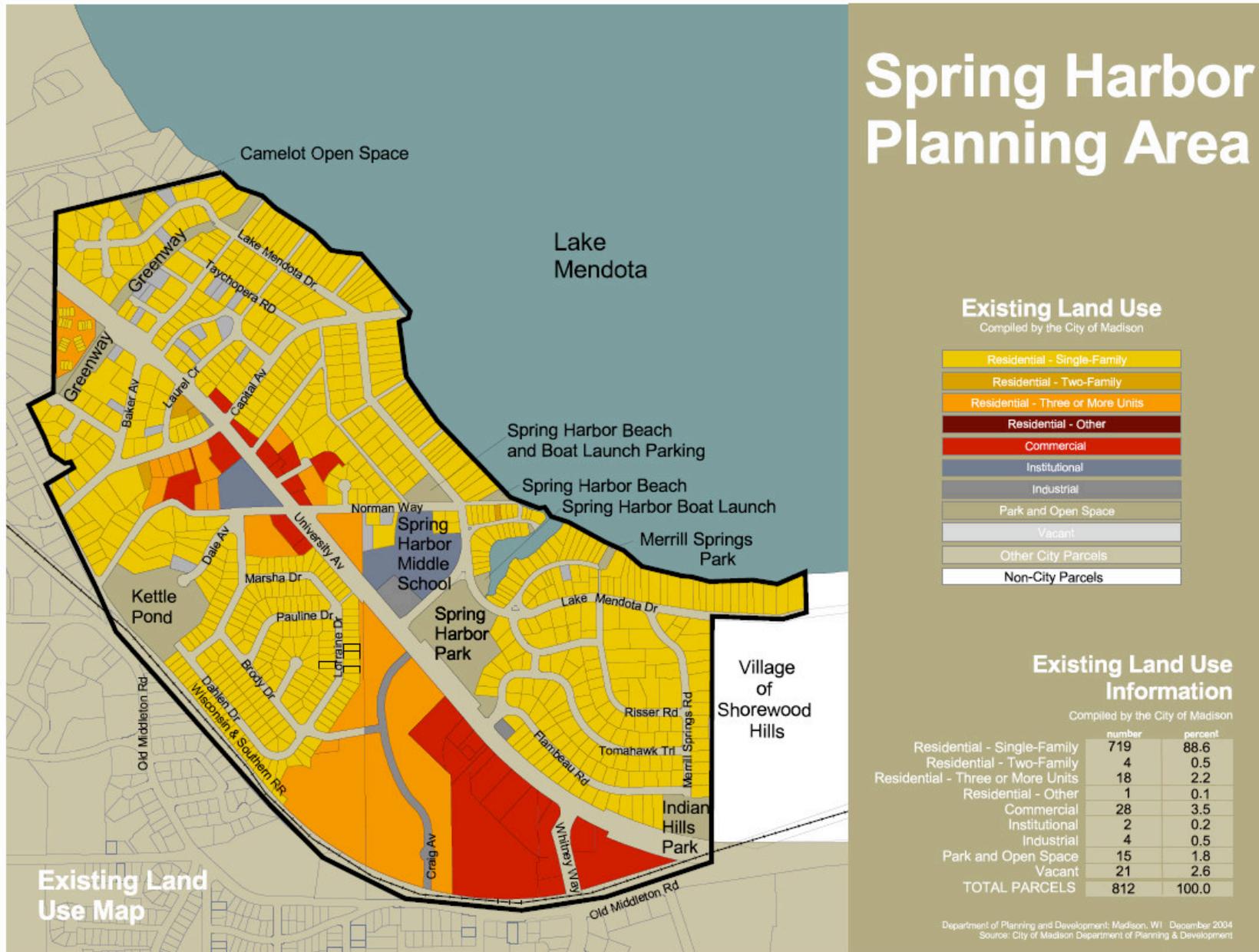


FIGURE 2.6 Existing Land Use Map

## Transportation

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

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

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

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

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

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



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



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

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

There are two (2) primary bus routes, 8 and 60, that travel through the neighborhood and connect it to all of Madison and Shorewood Hills and several others that transverse through or near the neighborhood. Figure 2.11 illustrates these two (2) routes as well as two (2) additional routes that travel through the neighborhood. All neighborhood residents have close access to at least one of these routes in the neighborhood. These routes connect into the City of Middleton and to the east side of Madison. Eleven percent of neighborhood residents use public transportation to commute to work on a regular basis.

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

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



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



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

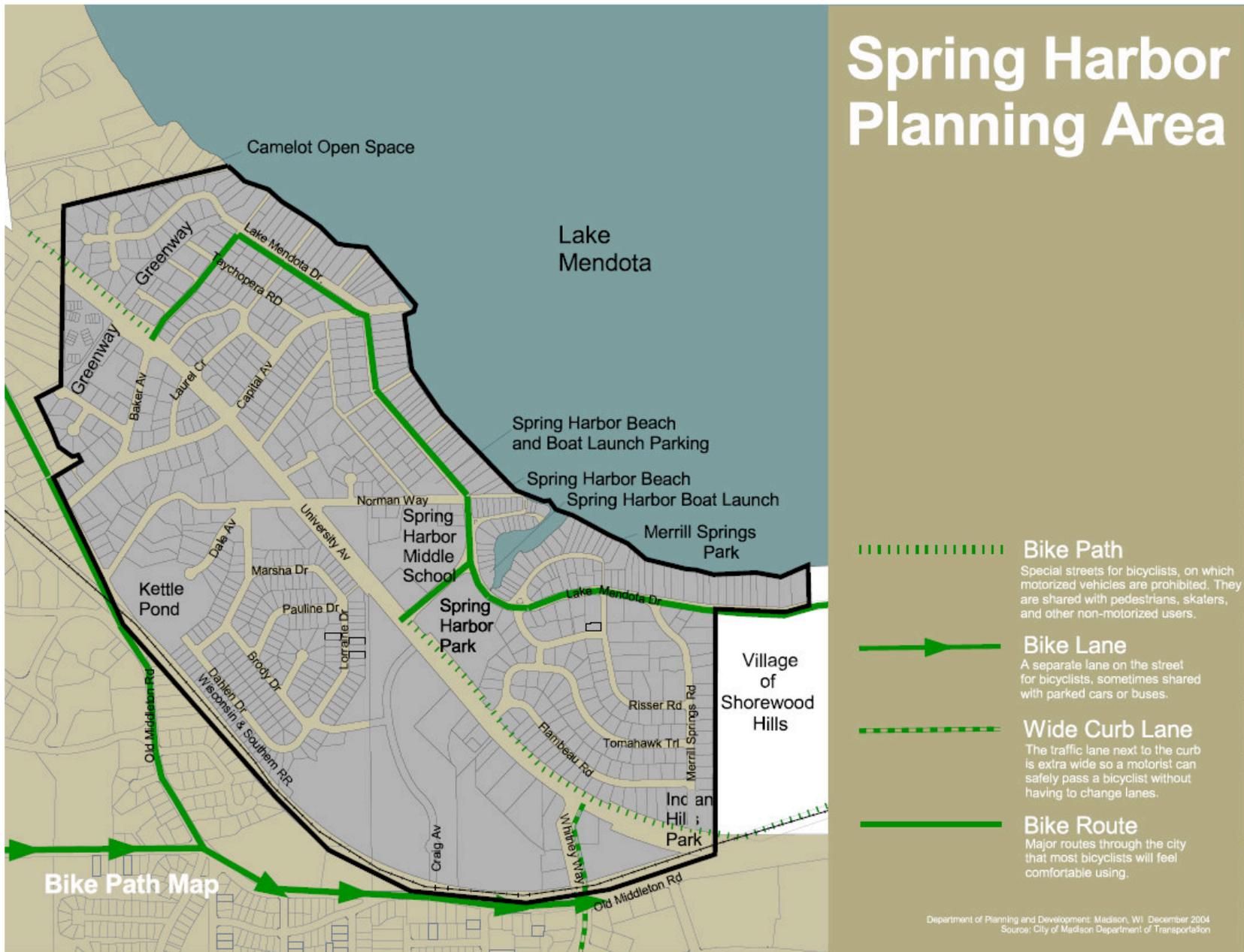


FIGURE 2.11 *Bicycle Route Map*

# Spring Harbor Planning Area



## Bus Routes

Bus Stop

### All Day Service

**8** **60**

### Peak Service

**15** **61**

Department of Planning and Development: Madison, WI December 2004  
Source: Madison Metro

FIGURE 2.12 Bus Route Map

## Housing

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

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



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

**Table 2.2 Housing Units in Structure**

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

Source: U.S. Census 2000

**Table 2.3 Number of Bedrooms in Housing Unit**

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

Source: U.S. Census 2000

**Table 2.4 Mean Housing Costs**

|                          | Spring Harbor Neighborhood | City of Madison |
|--------------------------|----------------------------|-----------------|
| <b>Rent (per month)</b>  | \$613                      | \$640           |
| <b>Mortgage</b>          | \$148,100                  | \$137,700       |
| <b>Real Estate Taxes</b> | \$3,543                    | \$3,319         |

Source: U.S. Census 2000



FIGURE 2.14 Harbor Arms Apartments



FIGURE 2.15 Single-family homes along Spring Harbor

**Table 2.5 Value of Owner-Occupied Housing Units**

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

Source: U.S. Census 2000