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Issue 112

June 2021



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Cover photo: Street-side gardens on Henry Street and Boulder Lane

Middleton Review

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Middleton Book Fair

Saturday, August 14, 2021

12:00 PM - 5:00 PM

Terrace Avenue Pavilion (Capital Brewery)

Open to everyone to buy, sell, trade:
private sellers, clubs, non-profits, commercial vendors.

The written word only:

books, magazines, books, newspapers, books, graphic novels, books, maps, books, ...

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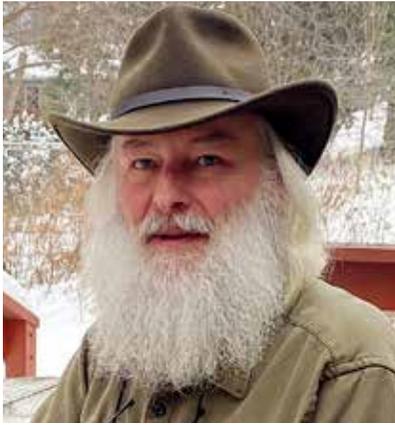
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Registration deadline: July 31, 2021





by **GEORGE ZENS**

LETTER FROM THE PUBLISHER

Announcing a new Middleton event

Middleton is, with all due respect, not the most dynamic city in the world when it comes to hosting events that attract visitors from out of town. And since I am not the most dynamic person in Middleton, I am hardly going to change that.

But to contradict my first sentence, Middleton does in fact have three large yearly events that are unique, and that attract many people: Good Neighbor Fest, International Mustard Day, and Bockfest. Middleton of course also has a fair number of smaller events throughout the year, many of them

walking or running fundraisers for one medical cause or another, as well as live music events, among others. (And let's not forget the Middleton Area Historical Society's 'Pie & Ice Cream Social' fundraising event on June 16 this year.)

A recent discussion at a community development authority (CDA) meeting about organizing more downtown events made me think. One thought was that it is not the CDA's mission to be an event organizer. But another thought was that they had a point. Middleton could use another event to 'put it on the map', so to speak, even if it is only a small local map, at least to begin with.

It should be an event that offers something new, not just for Middleton, but the whole Madison area and beyond, and that doesn't compete with existing Middleton businesses. It should attract new people to Middleton, who can then also spend some of their money in Middleton bars, restaurants and retail shops. It should also have potential

for growth. Oh, and it should be about something I am interested in (which instantly eliminated almost everything).

And then it occurred to me: a book fair.

The Madison area's population is well educated and well read, and yet, there is a depressingly small number of book stores in our region, and none in Middleton. The last remaining book-store-like institution, the Friends of the Middleton Public Library's sales point, is probably going to be closed down for good.

As far as I could tell from my research, there are also no book fairs within at least 200 miles of our fair city (I'm not counting library or school book sales).

So, the first Middleton Book Fair will take place on Saturday, August 14, 2021, from noon until 5:00 PM at the Terrace Avenue pavilion (in front of Capital Brewery), rain or shine.

It will be free for anyone to sell, buy or trade, from private sellers to clubs, non-

profits and commercial vendors.

There is no participation fee, but sellers will have to bring their own booths, tables, chairs, and whatever else they need.

One strict rule: Only the written word will be for sale - it is a book fair, not a flea market! (See announcement on the facing page for more details.)

Registration by July 31 is required for sellers; email me at: middletonreview@gmail.com (email only).

The Capital Brewery Bier Garten will be open during the event, and Middleton businesses, downtown and elsewhere, will of course gladly relieve you of whatever money you'll have left after buying books (or took in selling them).

Middleton might not immediately become an official 'book town' like Hay-on-Wye in Wales, Wigtown in Scotland or Redu in Belgium, but I think it's a nice goal to aspire to, and maybe the Middleton Book Fair will be a first step in that direction.



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CITY REVIEW

PARK FEES

An unsustainable funding model

The city of Middleton's way of financing its parks is not sustainable. Park development and park improvements are currently funded through two types of fees paid by developers: fees 'in lieu' of dedicating park land, and park development fees. Although these fees amount to hundreds of thousands of dollars for large developments, they are insufficient to cover the cost of maintaining, improving and expanding Middleton's park system. And as they apply only to new development (and infill), they are also a finite resource - once every buildable square inch of Middleton has been covered in concrete, the funds will dry up.

According to the city's 2020 comprehensive outdoor recreation plan (CORP), the park fees are too low to keep up with the city's self-imposed target of creating, maintaining and improving 15 acres of park land per 1,000 residents. In fact, with its current 309 acres of park land, Middleton has already fallen behind this target (it is currently 4 acres short), and will need to find (and fund) another 24.5 acres by 2025. One option to solve this problem would be for Middleton to adopt the median standard for park land for cities its size, which is 9.6 acres per 1,000 residents. If that were the official ratio, then Middleton would have a projected surplus of 95.6 acres by 2025 (and wouldn't need to add more park land for another half a century).

Considering the city's greater reliance on (and promotion of) apartment buildings to create housing, the 15-acre rule is probably becoming untenable. Apart from the rising cost of land, it also leads to some absurd situations: As the city's director of planning and community development, Abby Attoun, explained at the plan commission (PC), the recently proposed redevelopment of the Bruce Company site on Parmenter Street could eventually result in adding about 1,000 residents to the area, which, according the standard, means that the developer would have to dedicate 15 acres of land for a park. The whole development site is only 14 acres. (That's one reason why developer pay fees in lieu.)

Park shelters and recreational facilities are ludicrously expensive (the pickleball courts at Taylor Park cost \$175,000, and the shelter at Lakeview Park over \$1.4 million), and in order to pay for it all, the recommendation included in the CORP is to raise fees in lieu by 54% and park development fees by a whopping 267%. If those levels of fees were in place today, it would mean that Middleton Market on Lisa Lane, instead of paying an already impressive \$801,345 in combined fees, would have to pay almost \$1.75 million. Stagecoach Trail's fees would have been \$310,700 instead of \$142,600, and Middleton Center II tenants would be paying \$629,900 instead of \$289,000.

The way the system currently works essentially resembles a Ponzi scheme, where park fees from new developments pay for improvements in old parks, especially considering that fees in lieu do not guarantee that the residents of the new developments who pay these fees will get a park in their vicinity. In fact, that is almost never the case, which is why neither downtown nor the Greenway area have city-owned public parks, even though recent developments in those areas have generated over a million dollars in park fees. That, by the way, violates another city rule: That every resident should live within half a mile of a park.

Like many other onerous city rules and regulations (minimum on-site parking requirements, for instance), park fees add to the cost of construction, which means they add to the cost of housing as developers pass them on to their buyers and tenants. For a variety of reasons, mostly due to the aggregate effect of various city policies developed piecemeal over the years without regard for the consequences they would have for each other, Middleton struggles with creating housing that is affordable for everybody. Park fees is

one of those policies. Another one is the promotion of subsidized housing at the expense of affordable mid-market housing. Subsidized housing has a strong lobby in city hall, including at the PC, and during the PC discussion on how to deal with the looming collapse of the park-financing system, some members seriously suggested waiving the park fees for subsidized housing projects. Which would of course only increase the fee-pressure on all other types of housing, thus making housing even more unaffordable, except for the rich and the subsidized poor. Although some plan commission members seem to have a better understanding of economics than the subsidized-housing lobby (and pointed out the negative consequences of waiving the fees), the commission decided nonetheless to refer the issue to the workforce housing committee (as well as to the city's finance department to crunch the numbers).

The workforce housing committee did discuss park fees briefly at its May meeting, but the members decided they needed more information, especially concerning the financial impact waiving park fees for subsidized housing would have on all other types of housing, before making a recommendation.

Rather than tinkering with the fees, a more radical option would be to eliminate them altogether, and make park improvements part of the capital budget. That might not only have a positive impact on housing, but could also rein in the galloping spending habits of the park, recreation and forestry commission.

PHEASANT BRANCH CONSERVANCY

No trailhead parking needed?

At its last meeting in April, the city's conservancy lands committee (CLC) rejected a proposal by the park, recreation & forestry commission (PRFC) to create a temporary parking lot on the site of the future Pheasant Branch Conservancy Trailhead (a parcel on the north side of Century Avenue between the Stagecoach Trail apartment building and the creek). The proposal had come about because the parking lot at the former Common Ground building, popular with visitors to the conservancy, will become unavailable later in the year once redevelopment of that site starts.

In a typical case of the city getting tangled up in its own red tape, it was pointed out by city staff that city regulations do not allow gravel parking lots; they have to be paved. Ordinances can of course be changed, and gravel has the advantage that it is pervious, i.e. wouldn't lead to storm water runoff (although some members of CLC were concerned about 'gravel runoff' into the creek), the committee decided instead to install signage directing visitors to other parking lots (especially Orchid Heights) and on-street parking opportunities. That message is also to be posted on the city's website and go out on social media. One hilarious suggestion was to display parking information on the kiosk at the conservancy entrance. But since that kiosk can only be reached on foot or by bicycle, people would have to have parked their car already before being able to read about where to park their car.

The general consensus was that plenty of parking is available around the conservancy, especially the underused on-street parking options in Middleton Hills. Visitors to the conservancy are very much like most people, however: Even though they want to walk or bike the trails, they don't really want to walk or bike before they absolutely have to, and if they could drive into the conservancy and park there, they would.

In view of the committee's opinion that extra conservancy parking is not required, the question arises whether the expensive trailhead (parking lot with restrooms and shelter) is needed at all. Maybe the restrooms would be



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CONTINUED FROM PAGE 9

enough then.

POLICE:
Keeping Middleton pretty safe

Middleton police chief Troy Hellenbrand presented his department's workload statistics for the first three months of the year to the police commission on May 6. The police received 4,252 calls for service, and dealt with five sexual assaults, one robbery, fifteen assaults, two weapons violations, three cases of stolen vehicles, eight of burglary, 36 of larceny, and ten of fraud. They responded to 47 domestic incidents, 91 mental health calls, and 120 accidents. They issued 665 traffic citations, 47 ordinance citations and 781 warnings, and they made 78 arrests for drunk driving and 68 for other felonies and misdemeanors.

AIRPORT MASTER PLAN ADVISORY COMMITTEE
Much ado about not much

After two years of often tumultuous meetings that were more notable for the rancorous antics of some of its burlesque members than for actual constructive debate, the city of Middleton's airport master plan advisory committee (AMPAC) ended its run without having accomplished much of anything. Consisting of a cast of characters that included a benevolent but inept chairman, a domineering trio of farcical villains, a hectoring scribe, a saintly expert, a couple of foils for the villains, and a largely silent chorus, AMPAC made up for in vaudevillian entertainment what it lacked in substantive contributions to the airport master plan.

The most relevant input to the master-planning process was provided by the audience during an April open house, and the final set of master plan development options for the airport, which will now be submitted to the airport commission and the common council for further consideration, largely reflecting that input. Rather than try to come up with a single recommendation for the four aspects under consideration (runway 10/28, runway 01/19, hangar development, and traffic pattern), or even for each of the four aspects, AMPAC members simply expressed their preferences. Two of the thirteen members did not participate in the exercise; one was absent for personal reasons, and the other one, the official airport commission representative who was not reappointed to that commission, left mid-meeting.

Concerning the east-west paved main runway 10/28, three options were presented to the committee: 'no-build' (i.e. leave as is), 'alternative 1: extend to 4,200 feet' (from 4,000 feet at present); 'alternative 2: extend to 4,440 feet'. Six AMPAC members favored the 'no-build' alternative, including the official town of Middleton and town of Springfield representatives, the representative of the Friends of Pheasant Branch Conservancy (FPBC), as well as, a bit surprisingly perhaps, AMPAC chairman Robert Burck, who also serves on the airport commission and the city council. Alternative 2 was the preference of the remaining five members, among them the representatives of the Middleton chamber of commerce and the Middleton Area Development Corporation (MADC). Alternative 1 would apparently not achieve anything worth achieving.

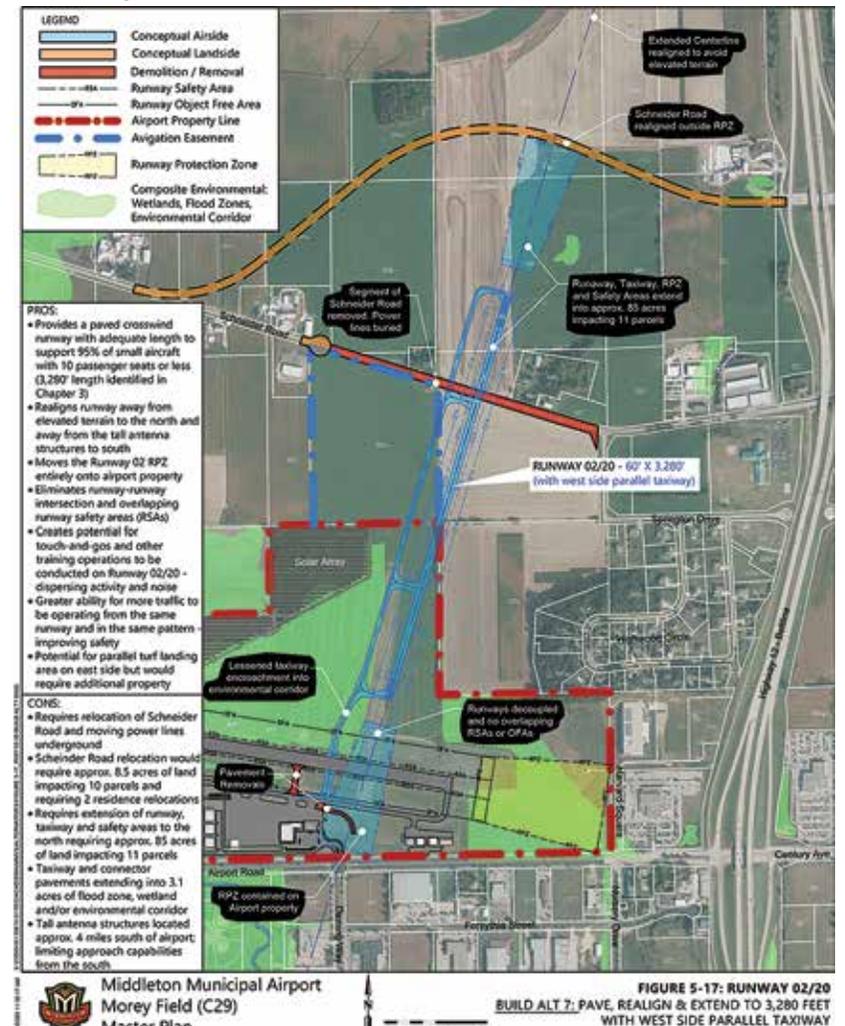
Concerning the unpaved north-south runway 01/19 (currently 1,800 feet), five options remain on the table: 'no-build', 'alternative 2: shorten to 1,000 feet'; 'alternative 3: shorten to 1,250 feet'; 'alternative 6: pave and extend to 3,280 feet, with taxiway to the east'; 'alternative 7: pave and extend to 3,280 feet, with taxiway to the west' (pictured). Alternatives 6 and 7 would require

Schneider Road to be realigned to the north. Three members were in favor of the 'no-build' option, including the chamber of commerce and MADC representatives; four were in favor of shortening the runway to 1,000 or 1,250 feet, including the towns representatives and the FPBC representative, while four members, including the chairman, were in favor of paving and lengthening it to 3,280. The idea behind alternatives 6 and 7 is to reduce the number of aircraft using runway 10/28, and thus the number of planes flying over residential areas in the city and the towns. Oddly, none of the eternal complainers about air traffic to and from runway 10/28 seemed to like that idea.

Four options exist for hangar development: 'no-build'; 'alternative 1B: add hangars on airport land'; 'alternative 2: add hangars by expanding to the east'; 'alternative 3: add hangars by expanding to the north'. The 'no-build' option was favored by five members, including the representatives from the towns, and from the FPBC. The chamber of commerce and MADC representatives preferred alternative 1B, while alternative 2 was the favorite option of the four remaining members. Alternative 3 found no takers.

The idea to switch the flight pattern from the current left turn after take-off to right turn for all runways, thus reducing the turns over the residential areas south-west of the airport (under the assumption that due to the prevailing winds most take-offs are to the west) was actually introduced by AMPAC members into the master plan. The committee was about evenly split on the question: Five members opted for maintaining the status quo, four opted to change to right turn, one could go either way, and one had no opinion one way or the other.

The airport master plan advisory committee has now officially concluded its work, and was dissolved by the common council on June 1. The master plan itself was taken up by the airport commission on June 3 (after this issue of the *Middleton Review* had gone to press), and will before long be on the council's agenda.



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BUSINESS REVIEW

TRITON AUTO SPA

A new car-wash experience (and dogs, too!)

Since Saturday, May 22, 2021 at 9:00 AM, Triton Auto Spa has been open for business at 3509 Tribeca Lane in Middleton.

Triton Auto Spa first opened on Madison's east side, having acquired the old Mermaid car wash location at 4001 East Towne Blvd. Triton put almost \$1 million into completely renovating the building, installing new equipment and solar panels, and renovating the 'tunnel' where cars are washed. The improved washing and drying experience is the result of new equipment and better team member training. In addition to the solar array, the renovations in 2017-2018 included significant reductions in water and electricity use.

Given the success on the east side, Triton decided to build a state-of-the-art, full-service auto spa in Middleton after an extensive search to find the best location. Madison-based Oil Equipment Company installed the equipment, which is all computer controlled and linked by tablet with the salesperson and the outdoor sales kiosks.

The building was designed by JLA Architects and constructed by Newcomb Construction, as a tilt-up concrete structure, a system in which the concrete walls are poured on the ground inside wooden forms and, once cured, tilted up and set in place. The project was financed by Settlers Bank.

The building contains a number of 'green' features, including recycling and filtering all the water, 30% of which is then reused for the under-chassis flush. All 'solids' (dirt, etc.) are captured and sent to a sanitary facility

for processing, which prevents them from entering the lakes. This makes washing one's car at Triton far more environmentally friendly than doing it in one's own driveway, where the soaps and grime enter the storm sewer system, which empties into the lakes. The owner also invested in more expensive high-speed overhead doors for faster customer service and reduced energy loss. The agents Triton uses are ozone safe.

The detailing bay is located right off to the side of the drying bay, so that staff members don't have to drive a vehicle around the outside of the building to enter detailing. The detail bay includes taller garage doors to accommodate RVs and boats.

A new conveyor system is designed to accommodate wider tires, a first for Dane county.

There won't be any macaws in the Middleton Triton, but instead there will be two soap 'guns' for kids to squirt soap suds at their parent's vehicle through a glass window. The interior tunnel windows also feature an angled viewing glass to reduce glare, the same way boats have angled glass windows.

As soon as customers enter the property, they'll notice a few improvements. First, Triton Club members who purchase an annual club membership have their own separate bypass lane to skip the line. As club members approach the kiosk, a license plate reader will read their plate, open the gate, and program the wash to their pre-selected preferences. For those who prefer speaking with someone, there will still be a customer representative present, but in the winter that person will be able to stay warm inside the drive-up window rather than standing out in the cold.



Customers who just want an express wash can do so without having to leave their vehicle. While full-service customers' vehicles receive a thorough vacuuming, express customers can then do their own vacuuming alongside the building in a series of convenient overhead vacuum stations. There will be a new customer lounge to relax in while people wait for their vehicles, and detailing customers can connect to Triton wifi to surf the web or catch up on work while they wait for their cars.

The property will house a separate MOKA Coffee drive-thru kiosk. MOKA will also be accessible to customers not using the car wash.

And of course, if you want your dog cleaned too, there are three dog wash stations inside (pay in advance).

(Source: Triton)

JOURNEYMAN CO./CLOTH & METAL
An expansion and a relocation



Downtown Middleton Center-based clothing and apparel stores Cloth & Metal (women) and Journeyman Co. (men) will take over the old Mes Amies Boutique location on Hubbard Avenue (across from the plaza) later this month. For next-door neighbor Journeyman, it will be an expansion of the current location, while Cloth & Metal, which is currently located just around the corner on Parmenter Street) will relocate into the larger store. If all goes according to schedule, the moves should be completed by the third week of June.



Discerning people read
Middleton Review

For advertising information
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George Zens

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middletonreview@gmail.com

JIM'S BP-AMOCO
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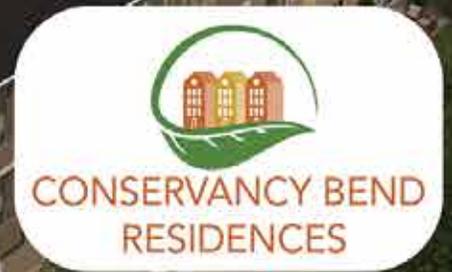
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GARDEN SNAPSHOTS

Spring flowers



Clockwise from top left: Colorful street frontages along Elmwood Avenue (twice), Henry Street and Hubbard Avenue.

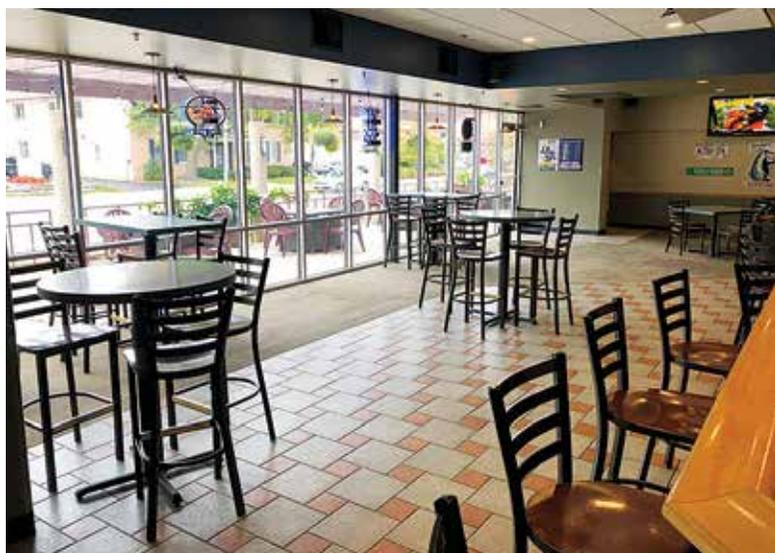


Clockwise from top left: Colorful street frontages along South Avenue, Hubbard Avenue, Boulder Lane and Mayflower Drive.

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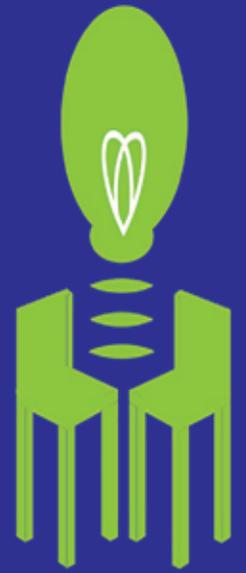
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Historic Middleton *Landmarks Tour*



Landmark Title	Address
1. First Middleton High School	7739 Terrace Avenue
2. Little White Church on the Hill	1720 Aurora Street
3. W.F. Pierstorff House	7457 Terrace Avenue
4. Railroad Depot	1811 Parmenter Street
5. Opera House	1827 Parmenter Street
6. Weinberg/Schroeder Building	1828 Parmenter Street
7. American Hotel	1904 Parmenter Street
8. H.G. Wolf House	7426 Elmwood Avenue
9. Rowley House	7410 Hubbard Avenue
10. Schwenn House	1703 Middleton Street
11. Tiedeman & Stricker Ponds	Sweeny Dr & Middleton St
12. Lemcke House	1007 Rooster Run
13. Whittlesey House	6517 Elmwood Avenue
14. Heim Effigy Mound	6300 Mound Drive
15. The Triangle/Frank's Park (Site)	Univ. Ave. & Branch St.
16. Ehrman Lustron House	7120 North Avenue
17. Pheasant Branch School	6710 Century Avenue
18. Palmer-Gault House	6707 Century Avenue
19. Stamm House	6625 Century Avenue
20. Blacksmith Shop	2645 Branch Street
21. The Boathouse Association	5767-6049 Lake Street

Some landmarks are private residences ... please respect their privacy.

CLARIFICATION:

The buildings and features listed on pages 32 (beginning with the 'Prien Building') to 35 of issue 111 of Middleton Review are not landmarks, but 'other historic sites and buildings'.

Middleton Area Historical Society, Middleton, Wisconsin
www.middletonhistory.org
 Rowley House Museum, 7410 Hubbard Avenue
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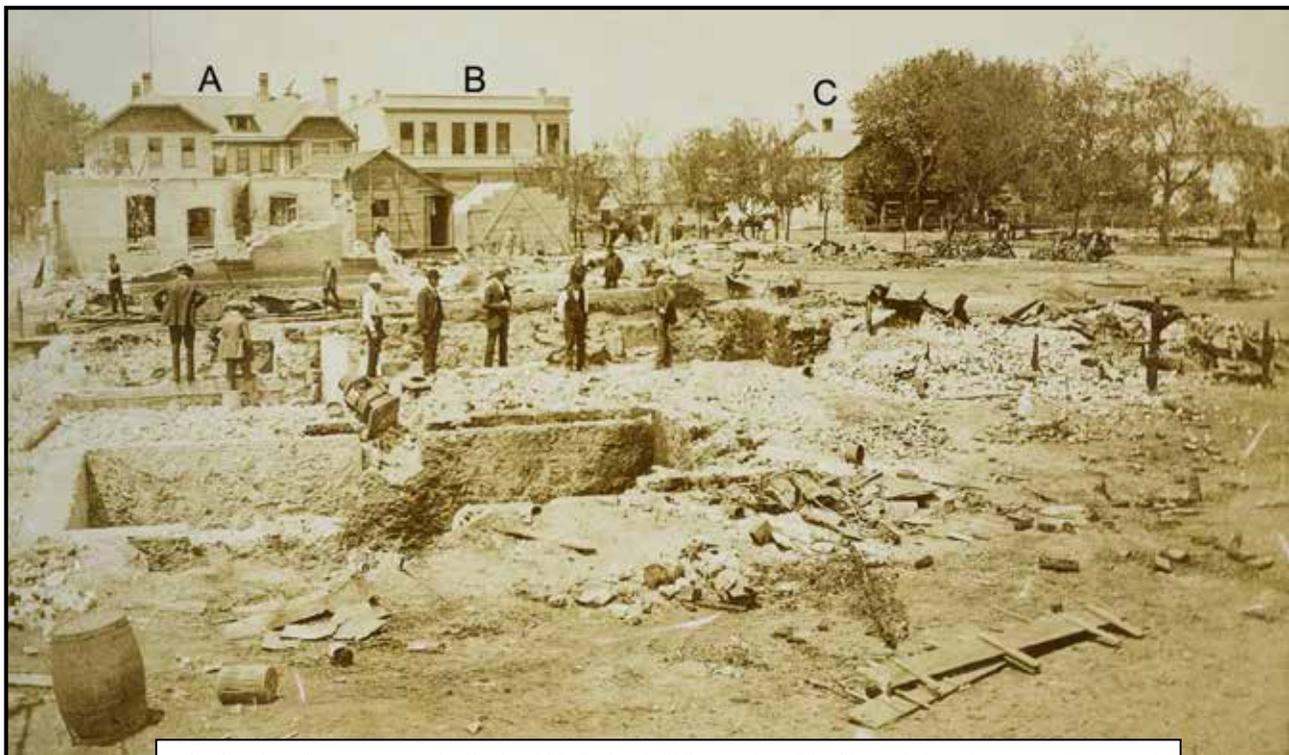


Historic Middleton *The Great Fire of 1900*

"Tuesday night, June 19 [1900] will long be remembered by Middletonians. At about 6:30 p.m. on that date, W. Hoffman's mill ominously tooted the fatal toot, and there was a rush for the mill from all directions. Men and women, boys and girls trying to outstrip each other in their eagerness to get there first, some had chemical fire extinguishers and some buckets, but all had blanched eager faces, for they knew danger was ahead of them but at that time few realized the terrible strain they would have to undergo before the night was past and the desolation old Sol would reveal when he next showed his shining face."

This colorful passage was part of a long article that appeared in the June 29, 1900 edition of the *Waunakee News* describing the great fire in downtown Middleton and its aftermath. Middleton's newspaper, the *Times-Herald* was unable to publish for a while because the print shop had burned along with many other business structures; therefore, the story was featured on page one of the *Waunakee News* which was also published by *Middleton Times-Herald* Publisher/Editor, Thomas A. Everill (who most likely wrote the dramatic copy).

The June 19 fire destroyed a large part of downtown Middleton with about 19 buildings and 12 barns or outbuildings going up in flames. The blaze started in William Hoffman's grist mill (Middleton Roller Mills) located on the south side of Elmwood Ave. (in the 7400 block, near today's Senior Center). With a strong east wind, the fire quickly spread to other buildings on Hubbard Ave. and Parmenter St. Weisenberg's blacksmith shop next door caught fire and windblown cinders and flaming debris were soon everywhere as building after building was consumed. The fire burned all buildings on Elmwood west to Parmenter, and all of them on Parmenter's east side north to University Ave. (including the Middleton Hotel). It also turned south and burned everything along the east side of Parmenter to Hubbard Ave.



Viewing the ruins soon after the fire in 1900. Today, buildings A, B and C still stand along Parmenter Street and are part of the downtown business community. (photo from Middleton Area Historical Society archives).



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The fire also jumped across Elmwood from the mill site and soon burned John Dahlk's blacksmith shop, the Coolidge barn (but spared Dr. Coolidge's house) and the wheelwright's shop next door. The wheelwright, Henry G. Wolf, saved his home with the aid of all family members. He placed a large carpet, ripped from the living room, onto his roof and wet it down with well water provided by his wife, son and three daughters who formed a bucket brigade. The old carpet, with a few burn marks, has survived and is now on display at the Middleton Fire Station on University Ave.

The fire jumped across Parmenter St. at the University Ave. intersection and burned another large building on the southwest corner containing mattresses and furniture stored there by the building's owner Frank



The Fire's Origin ... In Hoffman's Middleton Roller Mills

Durkopp. In addition, the building also housed Thomas Everill's printing shop where he published the *Middleton Times-Herald*.

At the time, Middleton had no Fire Department, and soon, as the fire raced through the village, word went out to Madison for help. Although Madison firefighters hopped on a train, they arrived about an hour later and had forgotten to bring hoses long enough to reach a big well beneath the distillery. Therefore, they provided little assistance to the desperate bucket brigade volunteers. Later that

evening, as the fire died down, some looters arrived on the scene and caused added problems for the police and property owners. Business losses from the fire ranged from a few hundred dollars to \$17,000; insurance payments helped some, but not everyone had coverage.

But out of the ashes a new Middleton soon rose up; construction began throughout the commercial section of downtown. As the *Waunakee News* story suggested, "... part of Middleton will soon assume a new garb that will put to shame the old even as it appeared before the fire ... steps have been taken to rebuild on a larger scale than before..." This optimism proved true as many business owners quickly started to rebuild: Dahlk, Gruen, Prien, Brumm & Brumm, Muetz, Durkopp and DuFrenne Brothers were among those who soon began the reconstruction of downtown Middleton.

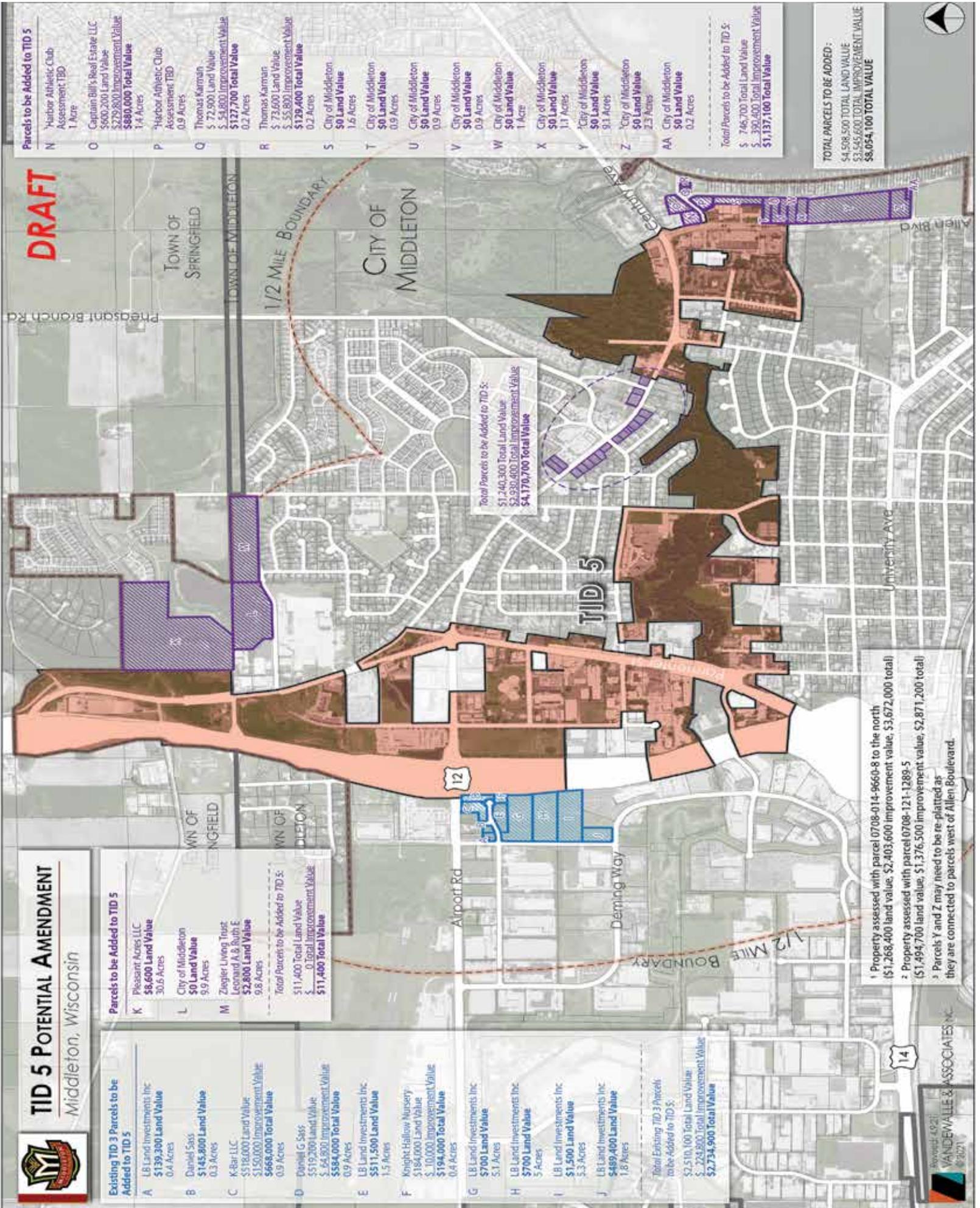
Most of the new buildings were of brick construction and many of the remaining commercial buildings are dated to after the fire ... 1901-1902. Several prominent buildings survived the fire along Parmenter St. and some are still used today. Three notable structures can be seen in the photo on page one (labeled A, B and C) ... can you identify them? Building A was first the Weinberg Bldg. and by 1890 the Schroeder Bldg. (or Hall), Building B was the DuFrenne Bldg. and Building C, the American House.

In the same *Waunakee News* story, Publisher Everill pleaded for Middleton to organize a "...hook and ladder company with a small hand engine and plenty of ladders, 'long enough'..." His plea was soon heeded and on February 4, 1901 in August Schroeder's Hall, Middleton Fire Company No. 1 was officially organized. Article I of the Company charter stated that the first 22 signers (Village residents over 16 years of age) would become Department members. Ironically, the following meeting notice had appeared in the *Middleton Times-Herald* on May 26, 1899 (one year before the great fire that started where the meeting was to be held):

There are quite a few of our citizens who are desirous of organizing a fire department for the benefit of this village ... A meeting for this purpose will be held at William Hoffman's Hall Saturday evening ...



*Middleton Area Historical Society, Middleton, Wisconsin
www.middletonhistory.org
Rowley House Museum, 7410 Hubbard Avenue
Middleton Depot Tourism Center, 1811 Parmenter Street*



TID 5 POTENTIAL AMENDMENT
Middleton, Wisconsin



Existing TID 3 Parcels to be Added to TID 5

A	LB Land Investments Inc \$139,300 Land Value 0.4 Acres
B	Daniel Saks \$145,800 Land Value 0.3 Acres
C	K-Bar, LLC \$116,000 Land Value \$150,000 Improvement Value \$668,000 Total Value 0.9 Acres
D	Daniel G Saks \$119,200 Land Value \$ 64,900 Improvement Value \$584,000 Total Value 0.9 Acres
E	LB Land Investments Inc \$511,500 Land Value 1.5 Acres
F	Knight Hollow Nursery \$184,000 Land Value \$ 10,000 Improvement Value \$194,000 Total Value 0.4 Acres
G	LB Land Investments Inc \$700 Land Value 5.1 Acres
H	LB Land Investments Inc \$700 Land Value 5 Acres
I	LB Land Investments Inc \$1,500 Land Value 5.3 Acres
J	LB Land Investments Inc \$489,400 Land Value 1.6 Acres

Total Existing TID 3 Parcels to be Added to TID 5:
\$2,510,100 Total Land Value
\$ 228,800 Total Improvement Value
\$2,734,900 Total Value

Parcels to be Added to TID 5

K	Pleasant Acres LLC \$8,600 Land Value 30.6 Acres
L	City of Middleton \$0 Land Value 9.9 Acres
M	Ziegler Living Trust Leonard A & Ruth E \$2,800 Land Value 9.8 Acres

Total Parcels to be Added to TID 5:
\$11,400 Total Land Value
\$ 0 Total Improvement Value
\$11,400 Total Value

Parcels to be Added to TID 5

N	Harbor Athletic Club Assessment TBD 1 Acre
O	Captain Bill's Real Estate LLC \$600,200 Land Value \$229,800 Improvement Value \$880,000 Total Value 1.4 Acres
P	Harbor Athletic Club Assessment TBD 0.9 Acres
Q	Thomas Karman \$ 72,900 Land Value \$ 54,800 Improvement Value \$127,700 Total Value 0.2 Acres
R	Thomas Karman \$ 73,600 Land Value \$ 55,800 Improvement Value \$129,400 Total Value 0.2 Acres
S	City of Middleton \$0 Land Value 1.6 Acres
T	City of Middleton \$0 Land Value 0.9 Acres
U	City of Middleton \$0 Land Value 0.9 Acres
V	City of Middleton \$0 Land Value 0.9 Acres
W	City of Middleton \$0 Land Value 1 Acre
X	City of Middleton \$0 Land Value 1.1 Acres
Y	City of Middleton \$0 Land Value 9.1 Acres
Z	City of Middleton \$0 Land Value 2.3 Acres
AA	City of Middleton \$0 Land Value 0.2 Acres

Total Parcels to be Added to TID 5:
\$ 746,700 Total Land Value
\$ 390,400 Total Improvement Value
\$1,137,100 Total Value

TOTAL PARCELS TO BE ADDED:
\$4,508,500 TOTAL LAND VALUE
\$3,545,600 TOTAL IMPROVEMENT VALUE
\$8,054,100 TOTAL VALUE

Total Parcels to be Added to TID 5:
\$1,240,300 Total Land Value
\$2,930,400 Total Improvement Value
\$4,170,700 Total Value

- 1 Property assessed with parcel 0708-014-9660-8 to the north (\$1,268,400 land value, \$2,403,600 improvement value, \$3,672,000 total)
- 2 Property assessed with parcel 0708-121-1289-5 (\$1,494,700 land value, \$1,376,500 improvement value, \$2,871,200 total)
- 3 Parcels Y and Z may need to be re-platted as they are connected to parcels west of Allen Boulevard.



Drawn: 4/21
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- San Diego, CA.....July 29- August 2, 2021
- Cedarburg, WIAugust 14, 2021
- Scottsdale, AZ Sanctuary Spa.....*New Destination!* September 12 -15, 2021
- BudapestSeptember 25 - October 2, 2021
- New York, NYNovember 13 -16, 2021
- Chicago (Christmas shopping trip) December 4, 2021
- Nice, FranceFebruary 2022



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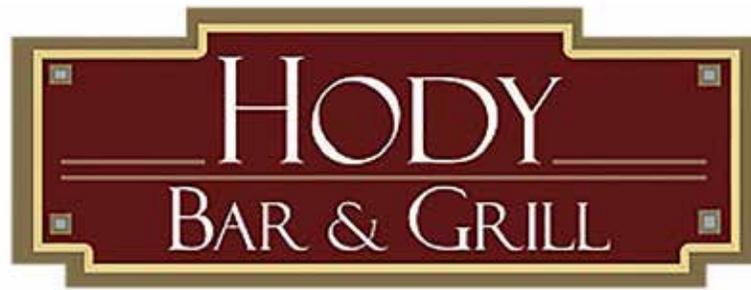


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