

# Map 5

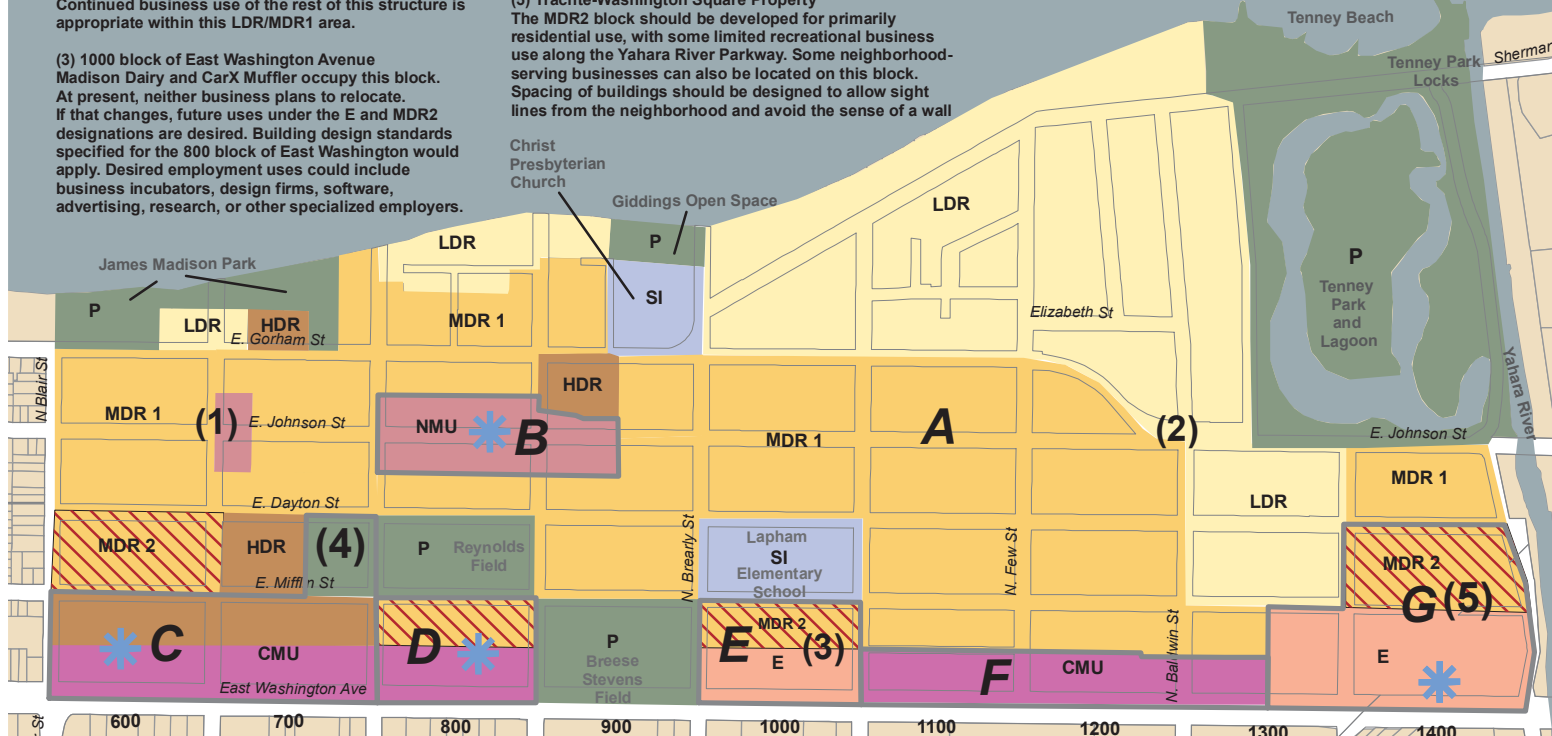
# Tenney-Lapham Neighborhood Plan Land Use Recommendations

## Map Notes

- (1) 700 Block of East Johnson Street  
The west end of this block has businesses today. While near-term goals for growth of the E. Johnson Business District focus on the 800 and 900 blocks, the long-range vision anticipates expansion of the NMU district to the 700 block as well.
- (2) 1200 Block of East Johnson Street  
The multiple storefront structure on the east end of this block has been partially converted to residential use. Continued business use of the rest of this structure is appropriate within this LDR/MDR1 area.
- (3) 1000 block of East Washington Avenue  
Madison Dairy and CarX Muffler occupy this block. At present, neither business plans to relocate. If that changes, future uses under the E and MDR2 designations are desired. Building design standards specified for the 800 block of East Washington would apply. Desired employment uses could include business incubators, design firms, software, advertising, research, or other specialized employers.

- (4) Reynolds Park Expansion  
If the Reynolds Crane Service Property becomes available, it should be redeveloped, at least in part, as an enlargement of Reynolds Park. The park expansion would also include removing all or part of the 100 block of North Livingston Street and replacing it with a pedestrian and bicycle lane. Ultimately, Reynolds Field will become a "village green" with residential structures facing it on all four sides.
- (5) Trachte-Washington Square Property  
The MDR2 block should be developed for primarily residential use, with some limited recreational business use along the Yahara River Parkway. Some neighborhood-serving businesses can also be located on this block. Spacing of buildings should be designed to allow sight lines from the neighborhood and avoid the sense of a wall

between the neighborhood and the river. Miffin Street should be re-established in the 1400 block to serve new development and should cul-de-sac at the Yahara River Parkway for motor vehicles but allow access for pedestrians and bicycles to the parkway. Some residential uses on the south side of Miffin Street are also acceptable.



## RESIDENTIAL DISTRICTS

- LDR Low Density (0-15 units/acre)
- MDR Medium Density (16-40 units/acre)
  - 16 to 25 units/acre
  - 26 to 40 units/acre
- HDR High Density (41 - 60 units/acre)

## MIXED USE DISTRICTS

- NMU Neighborhood Mixed Use
- CMU Community Mixed Use

## COMMERCIAL/EMPLOYMENT DISTRICTS

- E Employment

## OPEN SPACE - AGRICULTURE DISTRICTS

- P Park and Open Space

## SPECIAL DISTRICTS

- SI Special Institutional

## SPECIAL OVERLAY DESIGNATIONS

- TOD Transit Oriented Development (Conceptual Locations)

Source: Department of Planning & Community & Economic Development, Planning Division  
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## Land Use Categories

**LDR Low Density Residential** - Less than 16 units per acre. Acceptable housing types are single-unit detached houses, two and three flats, row houses, and small apartment buildings (maximum of 4 units). Design standards are discussed in the Land Use section of the neighborhood plan.

**MDR1 Medium Density Residential 1** - 16 to 25 units per acre. While density is slightly higher than LDR, acceptable housing types and design standards are the same as LDR.

**MDR2 Medium Density Residential 2** - 26 to 40 units per acre. Acceptable housing types are generally the same as LDR, but with no fixed maximum on the number of units in row houses or apartments. Design standards are discussed in the Land Use Section of the neighborhood plan.

**HDR High Density Residential** - 41 to 60 units per acre. Established sites are Lincoln School Condominiums, Norris Court Apartments, Das Kronenburg Condominiums and Old Market Place Apartments. New HDR development can occur in the 600-700 blocks of Miffin Street with no fixed limits on size or units. Maximum facade height on Miffin is 3 stories and step-back heights are limited by a 30-degree view line from the Miffin facade top.

**NMU Neighborhood Mixed Use** - Average net density of 16 to 40 dwelling units per acre. In general, pedestrian and transit-oriented design principles should be applied. East Johnson Street is a metro transit route. It was historically, and may again be, a streetcar route. Ground floor retail with residential units above is an appropriate design for new structures built in this district. However, the neighborhood does not seek to eliminate all ground floor residential from these blocks. New structures may be 100% commercial or 100% residential, in addition to mixed use. Adaptive-use of existing residential structures to business uses (such as galleries or cafes) is also supported.

**CMU Community Mixed Use** - Average net density of 41 to 60 units per acre. Design standards are discussed in the neighborhood plan. Uses are retail, residential, service, professional, office, institutional and civic. Big Box retail is not appropriate for this area.

**E Employment - Non-residential.** No fixed limit on size but should be compatible with scale of surrounding uses. Recommended predominantly as office, research and specialized employment areas. Does not include retail and consumer services.

## LAND USE GOALS, ACTION STEPS/PROJECTS, DESIGN STANDARDS, AND IMPLEMENTERS

Goal 4 – ACTION STEPS/PROJECTS	Goal 4 - DESIGN STANDARDS	Goal 4 - IMPLEMENTERS
	Street, including the terrace and/or private property, should allow for the planting and maturation of tall trees.	
5. Types of businesses desired.	<p>A variety of businesses could thrive in this CMU area including business incubators, food-related businesses, and design/creative businesses. If TIF funding occurs, it should be used to create affordable commercial space for new small-business entrepreneurs.</p> <p>This area could also act as a Wisconsin Gateway, with state trade associations, non-profit office space, or a marketplace to sell Wisconsin-related merchandise.</p> <p>The typical “Big Box” scaled retail sites are not acceptable for this area.</p>	5. Business community
6. Designate the northside of East Mifflin Street in the 700 Block between East Mifflin Street and East Dayton, part of Area C on Map 5, as High Density Residential (HDR) for the west half and Parks and Open Space (P) for the east half. Adopt an ordinance to amend the Comprehensive Plan accordingly.	If the Reynolds Crane Service property becomes available, it should be redeveloped, at least in part, as an expansion of Reynolds Park. The park expansion would also include removing all or part of the 100 block of North Livingston Street and replacing it with a pedestrian and bicycle lane. Similarly, a small access lane, mid-block, could divide the Reynolds Park expansion from the west side of the block where Das Kronenberg and the Old Market Place apartments are located. Reynolds Park will then become a green space with residential uses facing all four sides. The third brick structure on the west side of the block should also be considered for adaptive re-use, including a public use, such as a library, museum or community space.	6. Department of Planning & Community & Economic Development

## LAND USE GOALS, ACTION STEPS/PROJECTS, DESIGN STANDARDS, AND IMPLEMENTERS

	<p>Architectural features should be consistent on all sides of upper stories so that interesting features face the neighborhood as well as East Washington Avenue.</p> <p>Residential development on the Mifflin Street side is slated for lower density than Area C and should be targeted to families with children to take advantage of Reynolds Park and the proximity of Lapham School. Row houses with individual street-level access would be an acceptable, family-friendly design. Street-level strategies, in addition to the new buildings themselves, to dampen arterial traffic sound from East Washington Avenue into the neighborhood are desirable.</p>	
Goal 5 – ACTION STEPS/PROJECTS	Goal 5 – DESIGN STANDARDS	Goal 5 - IMPLEMENTERS
2. Commercial deliveries.	Commercial delivery trucks should not travel on residential streets. In order to keep commercial truck traffic off of Mifflin Street, development should incorporate alleys that would be large enough to accommodate delivery trucks. Loading zones should be concentrated on these alleyways and loading docks should be located so that delivery trucks do not access them via residential streets.	2. Traffic Engineering
3. Parking, trees and green space.	A mix of street, off-street and underground parking is desirable. Residential parking via alleys can be considered to minimize driveways on Mifflin Street and maximize on-street parking. Underground parking should be limited to allow for green space, water absorption, and the planting of trees in the ground instead of tubs. Therefore, multiple structures built over an extensive underground garage are not acceptable. Redevelopment, both residential and commercial, should be transit-oriented. Limit the ratio of parking spaces to residential units to 1-1.5 spaces per unit. Setbacks along both East Washington Avenue and East Mifflin Street, including the terrace and/or private property, should allow for the planting and maturation of tall trees.	3. Plan Commission
4. Types of businesses desired.	A variety of businesses could thrive in the CMU area including business incubators, food-related businesses, and design/creative businesses. If TIF funding occurs, it should be used to create affordable commercial space for new small-business	4. Business community

## PARKS AND OPEN SPACE GOALS, ACTION STEPS/PROJECTS, AND IMPLEMENTERS

**Goal 4: Protect parks and green spaces from encroachment by public infrastructure such as parking lots and paved areas. Add buffers of green space when parcels next to parks are developed or become available for public purchase.**

**Discussion:** With new developments being proposed in the neighborhood, there will be an increasing need for more green space to accommodate the increased density.

Goal 4 - ACTION STEPS/PROJECTS	Goal 4 - IMPLEMENTERS
<ol style="list-style-type: none"> <li>1. If the Reynolds Crane property west of Livingston Street becomes available, acquire the area and connect it to Reynolds Park by removing all or part of the 100 block of North Livingston.</li> <li>2. Vacate (tear up and remove) part of North Brearly Street between Sherman Avenue and Lake Mendota and incorporate it into Giddings Park. Replace the street with a lane for pedestrian, bicycle and utility access.</li> </ol>	<ol style="list-style-type: none"> <li>1. Parks Division</li> <li>2. Engineering</li> </ol>