

On the following pages is the Steering Committee Report on T. Wall Enterprises' proposal for the Reynolds Crane Lot. At the usual monthly meeting of the TLNA Council on February 12, it is anticipated that there will be a discussion and decision to establish a level of support for the proposal. The TLNA Calendar of Events and TLNA listserv will note any changes to that schedule.

You are encouraged to carefully read the report and go to the TLNA development website and examine all drawings, meeting notes, neighbor comments, etc. If you would like any additional information or clarification, please email me at pwheck@gmail.com. I would also encourage you to begin/follow the dialogue on TLNA's listserv at <https://groups.yahoo.com/neo/groups/tlna/info> regarding this proposal.

- Patrick Heck, Development Chair

Summary Report
TLNA Steering Committee Meeting for
T. Wall Enterprises Proposal for the Reynolds Crane Lot
January 25, 2015

This document presents the findings of the Tenney-Lapham Neighborhood Association's (TLNA) Steering Committee on the proposal by T. Wall Enterprises for 710 E. Miffin St.

NOTE: The TLNA Council is receiving this report for the first time as of the publication date above, hence has not accepted or considered the report, nor has it taken a position on the development proposal.

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1. Purpose:

The report is provided to the TLNA Council as they prepare to consider the Council's position on the proposal. Prior to any Council Member forming a stance on the proposal the Committee encourages Council Members to carefully read this report and all materials on the TLNA Development Committee's website for the project which can be found at the link below:

<http://www.danenet.org/tlna/development.html>

2. Committee Membership:

The Committee has considered its members to be any neighbor who has attended one of its meetings and desires to serve, hence the Committee does not have fixed membership. We prefer not to hinder input from the community and recognize that other commitments can prevent perfect attendance records, so agreed not to further limit membership.

These Tenney-Lapham neighbors have attended at least one of the Committee meetings:

Patrick Heck (TLNA Development Committee Chair), Patty Prime (TLNA President), Pat Kelly, Richard Linster, Jo Drury, Karla Handel, Tyler Lark, Shaun Abshere.

Additionally, District 2 Alder Ledell Zellers and Heather Stouder from the Planning Division of Department of Planning and Community and Economic Development both acted as advisors and also were able to attend one meeting each.

Note that other neighbors have provided valuable input via email and other channels; their

opinions are contained here, in meeting notes and/or separate links on the webpage.

The Committee formed as a result of the Dec. 3 neighborhood meeting called by Alder Zellers and attended by 31 Tenney-Lapham (T-L) residents and interested persons. At that meeting, T. Wall Enterprises (TWE) presented their preliminary concept for the proposal and accepted neighborhood input. As is typical, attendees were given the opportunity to join the soon-to-form Steering Committee and other neighbors were invited via the TLNA listserv in all meeting announcements. Note that postcard invitations for the neighborhood meeting were sent by the City at Alder Zellers' request to the 1037 residences and commercial addresses nearest to the proposal site.

3. Committee Process:

Throughout the process the Committee aimed towards the issuance of this report rather than voting on a level of support for the proposal. Traditionally, TLNA Development Steering Committees have not chosen a committee position, but have instead issued summary findings such as these to the full TLNA Council.

The Committee has met twice – first on Dec. 16 and again on Jan. 12. Both meetings included the development team from TWE. Email communication supplemented the committee's deliberations at meetings.

Depending on the desires and actions of the TLNA Council, as well as the input of the City and TWE, the Committee is prepared to hold additional meetings and provide additional feedback to the developer. These meetings can serve several purposes, including, but not limited to, supplements to or clarification of this report, follow-up design issues, consideration of a modified proposal or consideration of any new information from the developer.

4. TLNA Council Process:

Prior to TLNA Council Members forming a stance on the proposal, the Steering Committee encourages a careful consideration of this report and also recommends that they contact the Committee with any questions. The Steering Committee can be contacted via its Chair, Patrick Heck (pwheck@gmail.com), and if a Council Member so desires, she can be included in issue-specific email dialogues with Committee Members.

5. Summary Findings:

A large majority of the Steering Committee supports the proposal concept submitted to the Committee by TWE at its Jan. 12 meeting. The Committee finds the proposal to be an improvement over the plans previously submitted by TWE at the Dec. 3 neighborhood meeting and at the Dec. 16 Steering Committee meeting. The proposal is also found to be an improvement over the proposal submitted for the same site by Westwood Development in 2012-2013, particularly because the 5th floor of the Westwood proposal was eliminated.

The Committee appreciates that TWE was willing to modify, at the Committee's request, their originally submitted proposal and present several options that the Committee evaluated. TWE

also readily provided information and building renderings to the Committee, although additional shadowing studies and line of site perspectives are still desired.

The proposal version that the Committee majority agreed upon was for approximately 189 apartments in a 3- and 4-story building with one level of partially underground parking under the building and its interior courtyard. The E. Mifflin and E. Dayton facades of the proposal are similar, with 3-stories in the sections closest to the street rising to 4-story sections at the rear of the external courtyard areas on both streets. The N. Livingston side and the sides facing Das Kronenberg, the Century Link building and City Market apartments are 4-stories with no 3-story sections. Note that the 3- and 4-story sections will be closer to 3.5- and 4.5-stories, respectively, due to the partially aboveground parking level, hence most of the building will be 4.5 stories. This equates to about the middle of the fifth floor of 6-story Das Kronenberg.

The proposal meets current zoning code for the parcel and abides by the T-L Neighborhood Plan, as amended by a 6-5 vote of the TLNA Council in September 2013. The Plan Commission and Common Council approved the rezoning and amendment to the Neighborhood Plan in March and April of 2014. That zoning permits the proposed height and density.

It is important to note that several Committee Members expressed their desire for a smaller building, both in height and mass, than is allowed for in the zoning code and the T-L Neighborhood Plan. They believe that the neighboring single-family homes and small apartment buildings, particularly on E. Dayton Street and surrounding Reynolds Park, would be better respected with 2-3 stories of smaller scale apartments. Additionally, the iconic views of the State Capitol Building from Reynolds Park and nearby homes would be better preserved with a smaller building. Those Committee Members recognize that their objections to the TWE proposal are not likely to find support from City staff, Commissions or other entities.

TWE presented options for the E. Dayton and E. Mifflin facades that included gables mixed with patios on top of the 3-floor sections. The majority of the Committee approved of the gabled sections on both E. Dayton and E. Mifflin, primarily because they create a streetscape that integrates into the existing single-family homes and multi-flat homes nearby. A minority of Committee Members preferred flat roofs on E. Mifflin, reasoning that the flat roofs better referenced the Constellation across the street and the soon-to-be constructed Galaxie. An even smaller minority also preferred flat roofs on E. Dayton St. in order to minimize the height of the 3-story sections.

Samples for the exterior building materials have yet to be presented to the Committee. The exterior options presented in renderings at the Jan. 12 meeting drew a mixture of comments and opinions with Committee Members agreeing that they would like to see samples and further explore the options with TWE. Some Committee Members expressed a desire for more vertical sections with brick rather than fiber cement. Several Committee Members felt the façades' exterior materials and designs were too jumbled, but TWE is willing to continue to refine the exterior while consulting the Committee and/or TLNA.

Only a few neighbors contacted the Committee concerning the proposal. Comments were mostly supportive, although one did not support the gabled roofs on either Dayton or Mifflin. Two neighbors did not support the proposal at all due to it not including affordable housing or owner-occupied components and because the high-end apartment market could get oversaturated. Additionally, two neighbors lamented the changes to the zoning code and T-L

Neighborhood Plan that removed the preference for a park on the site and permitted the density and height of a proposal such as TWE's.

Further analyses of the proposal are provided in *Supplementary Materials and Findings* below. If a proposal for this site is endorsed by the TLNA Council, we have included a list of conditions that the Committee feels should be considered by the Council, UDC and Plan Commission.

All Committee Members hope that TWE will continue to address the few remaining concerns and bring forward an improved proposal that will provide benefit to the nearby neighborhood and Tenney-Lapham.

6. Supplementary Materials and Findings:

Further explanations and materials can be found at the TLNA Development Committee website.

-- Pertinent sections of city code, ordinances and planning documents related to height/size/density:

- Maximum Height is 6 stories or 78 feet as a conditional use, from *Madison Zoning Code, Transitional Residential-Urban 2*, Sec 28.051(2).
- Also as a conditional use in *Madison Zoning Code, Transitional Residential-Urban 2*, Sec 28.051(2), Multi-family (>8) units must have at least 500 square feet of lot area per dwelling unit and 250 square feet of lot area per bedroom > 2. The proposal appears to meet these criteria, but the Plan Commission will make the final determination depending on the submitted mixture of bedrooms in each unit.

-- Pertinent sections of city code, ordinances and planning documents related to usage and character of surrounding neighborhood:

- "Goal 2: Encourage the increase of owner-occupied housing and decrease the number of properties with absentee landlords and short-term rentals." From *T-L Neighborhood Plan*. The Committee encourages all developments to address this goal.
- from *Madison Zoning Code*, Sec. 28.151(a): "Buildings or Structures Exceeding Ten Thousand (10,000) Square Feet in Floor Area.
(a) In any residential district, building floor area, bulk, height and massing may be limited as part of the conditional use approval in order to ensure compatibility with surrounding uses."
The above could be used by Plan Commission to assure that the adjacent neighborhood of single-family dwellings and larger apartments and condos is not negatively impacted.
- from *Madison Zoning Code*, Sec. 28.151(b): "Buildings or Structures Exceeding Ten Thousand (10,000) Square Feet in Floor Area."
“(b) In any residential district, an appropriate transition area between the use and adjacent property may be required, using landscaping, screening, and other site

improvements consistent with the character of the neighborhood."

The above should be used by to assure that the adjacent neighborhood is not negatively impacted.

-- Other points the Committee recommends be taken into consideration by TLNA Council and Plan Commission should the proposal move forward:

- Shadowing studies and line of site perspectives should be presented to the Steering Committee to assess the degree to which the building's presence will impact adjacent buildings, the bike boulevard and views of the Capitol from Reynolds Park.
- The developers should work with the Steering Committee and TLNA on exterior design options to assure that the exterior design is not overly varied and/or muddled.
- Neighbors should have input on landscaping and fencing plans for the sections of the site that share property lines with adjacent properties.
- Given that that N. Livingston, E. Mifflin, N. Blount and E. Dayton often flood in heavy rain events, assure proper drainage away from neighboring properties.
- Since the location is 2 blocks from Lapham Elementary School, attracting young families (not just single professionals) should be a focus. The highest possible of percentage of 2- and 3-bedroom units would be ideal.
- Traffic in and out of the parking level should be exclusively through the N. Livingston entrance/exit. The alternate exit near the Century Link communications building should be only for emergencies.
- Street parking on N. Livingston, E. Dayton, E. Mifflin and N. Blount Streets by apartment residents should be discouraged. Residents of the proposed apartments should not have access to residential parking permits should that program be inexistence or established on nearby streets. In addition, the applicant shall inform all tenants of the facility of the restriction in their apartment leases.
- Additional traffic generated by the building should be discouraged from turning onto the E. Mifflin bike boulevard.
- The developer should install an electric car charging station and consider a car-share spot.
- The developer should consider underwriting memberships in TLNA for residents' first year and provide access to meeting space for neighborhood groups.
- TLNA should encourage the developer to support renovation and activation projects in Reynolds Park.
- Indoor and outdoor bicycle parking should meet or exceed City requirements.
- Green space for tenants should be maximized on the exterior ground level and/or in the interior courtyard.

- HVAC systems for the apartments and common spaces, as well as the exhaust fan(s) for the parking level, should create minimal noise and should not negatively impact the neighbors.
- There should be an onsite manager on the property.