

**Notes from 7 April 2016 Neighborhood Meeting
on the 1000 block E. Washington Proposal
from Summit Credit Union and Stone House Development**

This is the first presentation of the proposal to the neighborhood.

Alder Zellers, convener of the meeting, welcomed attendees and introduced TLNA President Patty Prime and TLNA Development Committee Chair Patrick Heck. Ledell also introduced Heather Stouder from the city Planning Department who will assist TLNA and the developer in evaluating the proposal.

Kim Sponem, President and CEO of Summit Credit Union, introduced the Summit and Stone House representatives, including representatives from Strang, Inc. and Findorff Construction.

Ledell then stepped through the city process that a development proposal such as this will go through:

- A CSM (Certified Survey Map) needs to be done to break up or combine any parcels on the site – depends on the proposal details. The CSM eventually goes to Plan Commission and Common Council for approval.
- UDC (Urban Design Commission) is an important player – any new development in UDD-8 (Urban Design District-8) is reviewed by UDC for compliance with UDD-8 requirements. Some are listed below:
 - On E. Mifflin St., the building(s) would need to comply with a 3-story height limit with a 30° stepback – similar to the Constellation’s stepback at E. Mifflin.
 - On E. Washington Ave. there is an 8-story limit with a 15’ stepback requirement at floors 3, 4 and 5. There is a potential for 2 bonus stories to make total of 10 stories. Bonus stories can be awarded if one or several of possible criteria are met, such as LEED gold certification or equivalent, affordable housing components, structured parking shared by multiple users and accessible to the public, and others.
 - Floor-to-floor-height maxima in UDD-8 are based on residential standards: 15’ on the first floor and then 12’ on other floors for a total maximum of 123’. Standard commercial buildings have higher floor to ceiling heights, so we will be hearing more about this issue since this proposal is a commercial/office building. The proposed height could be about 144’ rather than 123’.
- The Plan Commission will need to approve all Conditional Uses for the proposal, including:
 - having housing on E. Mifflin.

- having a drive-thru bank branch, which is anticipated, and for any ground floor retail and/or restaurant space.
- The Plan Commission, Board of Estimates, Joint Revue Board and Common Council will need to approve any amendment to or creation of a Tax Incremental District for any TIF that is offered, as well as any TIF request itself. Ledell mentioned that the process for exploring TIF for the proposal is already underway.
- The TLNA Neighborhood Plan also has to be adhered to since it is part of the City's Comprehensive and the Capital East BUILD Plans. Height requirements are mirrored in all those plans.

Heather Stouder from City Planning added that any deviations from the UDD-8 floor-to-floor height standards would also need to go to Plan Commission and Common Council.

Ledell noted that neighborhood feedback and input on the proposal will be handled by a TLNA steering committee that will form out of this meeting. Patrick Heck will coordinate that process.

Patty Prime then asked attendees from the neighborhood and elsewhere to raise their hands based upon where they lived – within 2 blocks of the proposed site, from the east side of Paterson, west side of Paterson, and outside T-L. Due to high attendance and in the interest of time, individual introductions were not done (It is estimated that 60 attendees were there – many did not sign the registration sheet).

Kim Sponem started the presentation of the proposal (see online slides at <http://www.tenneylapham.org/development.html>). Summit is excited to potentially be part of the neighborhood. Kim grew in the Elvejhem neighborhood and went to their elementary school and Lafollette High School. She said that the newspaper made the proposal a bit confusing – Stone House Development is part of their proposal, but Stone House is also developing the part of the block toward the capital. Summit wants to buy the property that they are looking at, a portion of the block, from Stone House so Summit would be the owner of that.

They are a not-for-profit cooperative with back office staff spread across 4 locations - in the town of Madison, on American Parkway, and at Waunakee and Sun Prairie branches. They would consolidate their back office functions in the new building; it would be more efficient and would include a Summit branch. The branch would have a hidden drive-thru within the parking structure. Their parking structure would be separate from Stone House's already approved parking garage on Stone House's portion of the parcel. Currently, Summit has 33 branch locations, so need to be able to bring their branch employees in for training – they could be coming from anywhere in south-central Wisconsin. She noted that they just opened a branch at East High, adding to branches at Lafollette and Memorial High Schools - they promote financial education.

Kim presented more details (see online presentation slides).

Stone House's portion of this proposal would cover about 0.30 acres of the 1.85-acre parcel. Stone House would have about 10 3-story walk-up townhomes facing E. Mifflin.

Summit isn't interested in being part-owner or owners of a condo-ized commercial space or renters – they want to own their building, so feel lucky that Stone House is willing to sell the parcel for the proposed building. Their building would be about 140,000 square feet of commercial space and would be their headquarters. They need that much space because they are growing. The newspaper article said they have 375 employees, but they actually have 450 and expect to add 35 more this year. On day one, they would occupy 80,000-90,000 square feet of the space and rent the rest to other commercial entities. They want to leave room for future growth and in the long-term expect to occupy the entire building. They are here for the very long-term.

They need 420 parking stalls (actually, maybe more), but will be encouraging bike and public transit usage by their employees so they believe that 420 will be enough. They hope that some employees will live nearby, so won't need to drive. 420 stalls fits within the city parking guidelines which are a minimum of 2.5 and maximum of 4.0 per 1000 sq. ft. of office space. Their proposal is 3.0 stalls per 1,000 square feet of office space, so on the low side.

Kim noted that residential buildings need parking spots at night when residents typically aren't at work – Summit doesn't need that, so they hope to offer parking to the neighborhood at night. They are not looking at having retail space on the first floor for now, but will lease out a couple of floors to businesses.

Employees and people coming for training will be eating, getting gas, shopping, getting meals catered in, etc., - all supporting neighborhood and local businesses,

They don't want their employees to have to drive around the neighborhood looking for parking, so want to have sufficient stalls. The bank branch drive-thru would not put traffic onto the E. Mifflin bike boulevard and neither would Stone House's part of the proposal. Stone House's already approved development will also not have any entrances or exits onto E. Mifflin. The proposed Stone House apartments behind Summit's parking structure would have parking spaces in the Summit structure. There will be no need for traffic from the development to be on E. Mifflin – no chaos for little kids at Lapham School. They will have a large area for bike parking. Cars will be allowed to traverse the block in the mid-block corridor to access the parking ramp. That corridor will be mid-block, in-between and parallel to Mifflin and Washington. Trucks could come off of E. Washington – there will be a space near the mid-block entrance off E. Washington – where CarX now has a driveway. There will be an 8' path between the Stone House tower and the Summit tower, traversing the entire block – opening up the block to pedestrians and bikes.

They will meet all requirements, including traffic, other than the height change they want to support taller commercial floors. They will have 70 bike stalls, meeting the city's

requirement of 1 stall per 2,000 square feet of commercial space. They will meet the setback and stepback requirements and feel that their proposed height fits into the spirit of what has already been built on E. Washington and what Stone House has been approved to build on the same block (see online slides for height comparisons).

Their proposal would be 144' instead of the 123' that UDD-8 allows due to the higher commercial floor heights – would still be about the same height or a bit less than the Constellation and Galaxie. Shadow studies are coming later in the presentation, but the tower is tall and narrow and shadow studies show this is more favorable than an allowed, yet shorter and fatter, design.

Peter Tan from Strang, Inc., architect for the project, said that the building is not yet designed – the images are massing only. Peter reiterated the project's UDD-8 compliance, other than the height. He showed a vertical cut-thru/slice of the site (see online slides). The red outline is what is allowable in UDD-8, whereas they've pushed the mass of building further towards E. Washington. They need a truck dock underneath the 1st floor and trucks are 14' to 15', so need 18' total distance for the 1st floor rather than the UDD-8 allowed first floor height of 15'. Floors 2 through 9 would average 14' in height rather than the allowable 9'-12' of UDD-8. Per the slides, other commercial floors already approved or existing UDD-8 high-rises have lower commercial floors greater than 12'.

Shawn Abshere asked if with an 18' ground floor and they complied with the UDD-8 requirements, would they have 7 additional stories, hence 100,000 sq. ft rather than 140,000? Peter said they would lose about 2 floors – if limited to 123' they could probably have 8 stories. Peter said that if they shortened the building, it would be bigger in the back, but they don't want it to be just a box. They said that they hope that their proposed 10th floor would be interesting – it might be taller even though the average of floors 2-10 would remain 15'. They can't fit the required square footage into a shorter tower. Their shadowing studies show that the narrower taller building of the proposed massing has much less shadowing impact (see online slides). Peter verified that the airport will allow their proposed height.

Patrick Heck asked if mechanical rooms were included in the heights for their proposal or the comparable buildings. Peter said that mechanical penthouses are not included in the UDD-8 guidelines – for their project, there would be a typical 13' tall mechanical penthouse, so the total structure would be about 156', still below the FAA-imposed height limit and less than the Galaxie and Constellation. The Constellation has a small mechanical penthouse that is not included in their 147' height whereas the Galaxie's penthouse is integrated into their top floor. Stone House's tower will have their mechanical room on the same level as their top floor community space.

Marsha Cannon offered that the tower looked skinny and also wide in the other horizontal dimension. Peter Tan said that it would be about 70-75' depth along N. Ingersoll – very narrow. Peter Cannon asked how that depth compares to the Constellation or Galaxie. Peter Tan said he would find that out.

Peter then showed shadow studies. He showed three sets – one each for the summer solstice when shadow impacts should be lowest, one for the equinoxes when shadows should have a middling impact, and the winter solstice when shadow impacts are likely at their biggest. For each, he showed a morning, noon and afternoon shadowing pattern.

He also showed the shadowing for both “allowable” and “proposed” building massing. The allowable is if they built up to the UDD-8 maximum (similar to the Constellation’s wedding cake appearance in its rear), whereas proposed is for their proposed design. They included the shadows cast by the already approved Stone House proposal on the adjacent parcel in the proposed slides. The shadows from the proposed Stone House townhouses on E. Mifflin behind the Summit parking structure are also included.

Peter said that he thought that their proposed version’s impacts were much less than if they built to the UDD-8 requirements. They want to listen to what the neighborhood has to say about the ordinance change required for their proposed tower height, but they feel that Curtis Court, the bike boulevard and some of N. Ingersoll see a lot smaller and fewer shadows in their proposed version.

Summit showed their proposed project timeline (see slides)

Kim Sponem said that they would like to start construction by June 30, 2017. The project is a big deal for Summit, so they really want to think through the exterior and interior design elements. They want sufficient time to do that, so want to minimize a time crunch on that. Summit hopes to be in the building in late 2018 or early 2019. They want to utilize their members’ dollars wisely, so also don’t want to build during the most expensive time for construction.

Patty Prime then opened up the floor for questions/comments. She briefly reviewed the meeting ground rules, including being respectful and brief. If you agree with a previous comment, just say “I agree” - it isn’t necessary to restate the entire comment.

John Belknap welcomed the proposal and said it was so much better than a music venue.

Betsy Thompson, parent of a Lapham School child, would like to see a commitment to the safety of kids - commitments to having crossing guards on school days, traffic management during school hours, commitments to charitable funding and volunteers for the school. She’s also concerned that kids will be dropped off in building shadows in winter.

Shawn Abshere asked how many employees and how many Summit Credit Union members live in 53703 and 53704 zip codes. A Summit representative said that there are about 12 employees in 53703 and 32 in 53704. They have a lot of members who work in the area because of the state office buildings and they will look into how many members live nearby.

Jean-René Gehan-Taubert said that he needs to see more renderings and views of the

project – the two proposed tower developments together – they are only showing the Summit tower. Helen Bradbury from Stone House Development said both towers and developments were on the shadowing studies and most other slides. Helen referred to the slide that showed the back view of Stone House’s tower and approved development for which they hope to start construction on this May/June. It was clarified that Stone House’s development on the western portion of the parcel has already been through the city approval process. Their only role in the proposal present by Summit is selling Summit the land for their tower and parking structure. Stone House would retain the 0.30-acre strip on E. Mifflin to build 3-story townhouses.

Ledell asked about the WHEDA funding for the already approved townhouses. Helen said they should find out from WHEDA in 2 weeks. Helen briefly described the affordable housing component of that project and their parking structure. Ledell asked how many townhomes would be in the new project behind Summit’s garage. Helen said that it was too soon to say – they are waiting to see if Summit can get the desired ordinance change to allow their proposed building height before they put too much effort into designing Stone House’s component, but they hope for 12 townhouses. She mentioned that if the townhomes were to be owner-occupied, it could mean driveways would be needed on E. Mifflin – which she did not want to propose.

Patrick Heck reiterated that the Stone House tower, parking garage and affordable housing apartment building has already been appropriately vetted by the neighborhood with publicly noticed meetings, etc.

Someone who lives on E. Mifflin said she appreciates their massing and shadowing studies, but one critical difference is that housing is impacted. On N. Ingersoll, at times there will be no sun all day. She mentioned the Few St. development that is substantially smaller – this proposal has crazy heights. Helen Bradbury said that Peter Tan had shown what they are allowed to build and those were alarming shadows. It was mentioned that the allowable and the proposed versions would have a big impact on homes some of which have rooftop solar panels.

Bridget Maniaci said that she wants some color in the exterior designs.

Marsha Cannon asked what happened to CarX – will they still be included in the first Stone House project? Helen said it was TBD; they are still in negotiations, but likely that CarX will move off the site. They are looking for another site in the hood. Rich Areneson from Stone House added that it got to be extremely complicated to incorporate CarX into the new building – they had parking requirements, ceiling height issues and the parent company met with the franchise owner and new issues and concerns came up.

It was asked what Summit will do if they don’t get height variance; is there a backup plan and/or a different design plan? Kim Sponem said that Summit has thought about it – they would need to get really creative on a different footprint, but that option would make shadow studies worse. There are probably ways to do it, but that would be their worse solution - at end of day they need enough space to make it work for Summit. Their Board

of Directors has to be on board, meaning they could look for a different site. Stone House retaining the parcel and building the “approved” option at about 200,000+ sq. ft. would be a backup. They would build something like the other side of the parcel. Summit’s option is a lot smaller than the “approved” option.

Rebecca Cuninghame asked about the 420 parking stalls being available off-hours – would that be for a fee? Kim said there would likely be a minimal fee – they need to cover their liability.

Someone asked why 14’ per floor seems to be the thing for commercial buildings – was it aesthetics? Do employees need to see open space when working at computers in order to be comfortable? Peter said that whenever there is a stepback, they need additional space between floors due to the need for transfer beams, etc., so there will be variation. Typically they need 13’ floor to floor, so average is 14’. The ceiling height will be about 9’ – in commercial structures there are large cavities between the floors.

Sue Springman asked how the project was being financed – were they using TIF? Was it self-financed? Kim answered that they will ask for TIF because of the cost of the parking structure and the additional cost of building downtown rather than in the suburbs. If they can’t build on this site, they will likely go outside the community and build surface parking because it is so much less expensive. So the TIF is primarily for the parking structure? Yes, said Kim.

There was more discussion of the impact on Lapham School. It was mentioned that there are going to be 420 cars in the parking structure and there are 250 kids at Lapham – that is a lot of traffic and concern for the kids. It is appreciated that there are not entrances/exits on E. Mifflin. Peter Tan reiterated that given their design, there is no reason for cars to use Mifflin; they can use Ingersoll to get into the ramp. It was asked if Stone House’s parking garage in the other development will still have access to Ingersoll from their parking garage. Yes, that is the agreement and it will allow Stone House parking garage users to access the light at Ingersoll. Several attendees said that the traffic between E. Washington and Johnson/Gorham on N. Ingersoll will be the real problem. Hundreds of kids also cross Ingersoll every day to get to the school. In the last couple of years, more and more cars are cutting through on N. Ingersoll between Washington and Johnson/Gorham.

Jeff Reinke thanked Summit for their presentation and said he hoped Summit was right on the things they say are good about their proposal. He lives one-half block away and is concerned about the proposed façade of the parking structure on Ingersoll. He thinks it needs to be attractive – in fact, he thinks everything needs to be attractive on Ingersoll because it is opposite many homes.

Peter Cannon asked if off-hours Summit could make some of their computer workspace available for computer student training. Kim Sponem said she didn’t know, but would look into it.

John Belknap asked about the quality of the soil on the site. Will it have to be removed? Rich Arneson said that Stone House has done some soil testing; it is required on almost all of isthmus. Generally, if you are digging up soil, it needs to be taken away. There are no basements planned for either project, so they don't anticipate hauling away much soil.

Richard Linster asked about the total number of parking stalls for both developments – what are the formulas they used? He also asked what they have done to limit the number of motor vehicles. Have they promoted bikes? Bus passes for employees? Kim Sponem answered that some day there would be more employees than parking stalls. Summit needs both sufficient parking and all those alternate transportation methods if they are to succeed in the building. She hopes they will also hire more employees from the neighborhood. Helen Bradbury said that, as with all proposed developments, they will have to do a traffic impact management study (and other studies) that will include how they will encourage car pooling, usage of bus passes, etc. Richard asks how many stalls there will be altogether - 420 for Summit and 372 for Stone House's project. Helen says some of Stone House's will be shared between office and apartment tenants since most are on opposite schedules. Patty Prime mentions that Kevin Luecke sent an email that is important – he thinks the number of parking stalls is too many. Helen adds that these are two different developments with different garages and parking needs. Kim says Summit doesn't want to have people coming in for training and saying they have to park elsewhere. Helen says no one wants to build parking – it expensive, but necessary. QTI, who is lined up to be tenants in the approved Stone House development, says they want to reduce parking needs, but that is in the future. Peter Tan adds that the proposed parking ratios are less than all other Summit sites. He reminded all that the parking structure is for office use, so the parking will be available off-hours for events at Breese Stevens, Central Park, etc.

Karla Handel said she is concerned about the request for TIF. She wants to be convinced why she should support a private business, a bank no less. Kim Sponem said that a lot of businesses get TIF and those businesses build residential and/or commercial spaces that they lease – they have a revenue stream from rent. Summit has none of that and it is much more expensive for them downtown that further out. Other than the 4,000 sq. ft. for their branch, there will be no revenue generated from the building. Most businesses don't want to house their back office employees in such a nice space. Rich Arneson says that Summit cannot afford to do the parking component without TIF and that the TIF doesn't come from taxpayers pockets – it comes out of the increased tax base.

Shawn Abshere says that those who have lived for decades in the neighborhood know that the N. Ingersoll and E. Washington corner has been a stranded green area - a nice respite. He encourages them to include some aspect of that in their branch/corner design. Keeping it green would add a lot to the appeal. Karen Banaszak agrees with that point.

Alyssa Ryanjoy says that she thinks the proposal's bringing employment is good. Due to parking concerns, she does worry about those neighbors who don't have driveways. She is enthusiastic, partly because Summit is a non-profit organization.

John Belknap mentions that the N. Ingersoll and E. Washington corner was originally donated by Burr Jones and others to the City as a park/green space. Until the 1970s it belonged to the City, but was sold eventually to Madison Dairy. It is traditionally a park space. There is no other green space in that block and everything will be covered by cement. Kim Sponem says that they don't have the space to keep it a green space because they want to put a branch on the first floor at that corner. Rich Arneson says that a 15' setback is required by UDD-8, so there will be some green space that is accessible – perhaps better than the current situation with a fence.

Karen Banaszak says that she has lived for 25 years on Curtis Court and will be in Summit's shadow. She is appalled with the 10 stories and the amount of parking. She says that if Summit uses something creative with the architecture, they could shadow to the west and have something that isn't so stark and could fit with the townhouses. She thinks it is too tall and has too much parking.

Marsha Cannon said that she worked on campus for most of her career and had no parking - parking was just not available. You pay for parking if you commute or you get a bus pass (maybe shared with your employer). She hopes that in the next 10 or so years our public transportation will be more accessible and more employees will be living in neighborhood. She thinks we will then be stuck with all this concrete in the parking structure with no one to fill it up. Marsha asked Ledell for an update on the proposed 800 E. Main St. parking structure – Ledell said that negotiations continue for what would have 450 parking stalls used during the daytime by American Family and other Cosmos tenants. It would allow public parking in the evenings. Marsha continued by saying that they belong to Summit and they do a great job. If the problem is people coming from elsewhere, couldn't they carpool? Kim said that many don't come every day and they come widely from other branches. She can't pay people that much as a not for profit and they don't have high profit margins, so they can't charge employees for parking. Marsha said that paid parking encourages employees to pursue parking elsewhere or public transportation. If employees had to pay for parking, they would be able to have less parking. They could then use one floor of the parking garage for office space and not have to go so high. Peter Cannon added that there probably would be some carpooling and improvement already. Kim reiterated that they will have less parking than at their other locations. 2.5 per 1,000 sq. ft. is code minimum, they are doing 3.0, and the maximum allowed is 4.0

Ledell said that traffic and parking are big concerns in the neighborhood. We have formed a Tenney-Lapham parking committee to take a look at these issues in the neighborhood, including exploring available options. City staff has been included in some discussions, permit issues are being explored and there is more to look at. It is recognized that parking is an issue. There is also a City Parking and Transit subcommittee that is also looking at parking issues. The proposed E. Main parking structure's impact on street parking on E. Main, where parking is free, is being studied. There is a lot of swirling information around parking issue and there is no great answer, but she hopes T-L neighbors will have input.

A comment was made that light rail got axed, but that would be something to look forward to and then we don't need a massive parking garage. If some employees are commuting in, they could do a park and ride. Also, Summit hasn't touched on environmental aspects of their proposal – he hopes they will have environmental components.

Karen Banaszak said that Epic provides buses and vans to transport their employees - Summit could do that for trainings. She also asked about Stone House's proposed townhouses behind Summit's parking structure – Stone House has decided there will be no owner-occupied units (all rentals), but she thinks there are some that would buy there.

Peter Tan mentioned that they could pursue some level of LEED certification, but it is early in the process – they will look into it.

Patty Prime brought the meeting to a close in the interest of time. Patrick Heck stressed that a TLNA Steering Committee for the project will form and that he would be contacting everyone who signed up via email.

Attendees and the developers were thanked for their attendance and good input.