

2.6 Zoning Diagram

CDA Triangle Properties Existing zoning

The CDA Triangle properties are currently zoned for Residential and Planned Development- PD and TR-U1.

The CDA Triangle properties should be zoned utilizing existing zoning districts (ie, not PDs). The site is encompassed by the TOD overlay creating options for increased density in most zoning districts.

In addition to this, Urban Design District 7 is located North/South along Park Street and will need to be considered on sites C & D.

The downtown district extends to the North Side of Regent Street, consideration should be provided to 10 and 12 story buildings that will neighbor the Triangle site to both the North and West



Existing Zoning CDA Triangle Properties

CDA Properties Existing Surrounding Uses

North:

- New multi-family development, South end of UW campus, low density shopping center.
- UMX (Urban Mixed Use), CI (Campus Institutional), PD (Planned Development District)

East:

- Bayview townhouses, low density housing, Brittingham Park
- TR-U1 (Traditional Residential – Urban District 1), PR (Parks and Recreation)

South:

- Low density mixed use
- TR-C3 (Traditional Residential)



Existing Zoning CDA Triangle Properties + Surrounding Uses

2019 Neighborhood Plan Recommended Zoning

Site A:

- Medium Residential, 3-5 Stories.

Site B:

- High Residential, 4-12 Stories.

Site C:

- High Residential, 4-12 Stories.

Site D:

- Community Mixed-Use, 8-12 Stories.



2019 Monona Bay Triangle Neighborhood Plan

Taking Shape Proposed Zoning

The following zoning districts were selected by the Taking Shape Team in consultation with City Zoning Staff and are recommended as part of the Taking Shape Plan:

Site A:

- TR-U2 (Traditional Residential Urban 2 Use), Medium Residential, 3-5 stories
- Through lot, Conditional use for number of units

Site B:

- TR-U2 (Traditional Residential Urban 2 Use), Medium Residential, 5-6 stories
- Conditional use for number of units and 6 stories.

Site C:

- RMX (Regional Mixed Use), Community Mixed-Use, 8-12 stories
- Conditional use for increased stories above 8.

Site D:

- RMX (Regional Mixed Use), Community Mixed-Use, 8-12 stories
- Conditional use for increased stories above 8.



Taking Shape Proposed Zoning Districts

A Development Plan

FOR THE CDA TRIANGLE SITES





2.1 (b) Existing Site Aerial

EXISTING CDA TRIANGLE PROPERTIES

Building	Year Built	Studio & 1 BR	2 BR	3 BR	Total Units	Existing Community Spaces	HUD Program
Brittingham Apartments	1976	162			162	Common Kitchen, Large Meeting Room, Medium Meeting Room, Library, Health Office, Triangle Community Ministry Office	Public Housing
Gay Braxton	1965	56	4		60	CDA Office	Public Housing
Parkside Highrise and Townhouses	1978	82	8	4	94	Meeting room with kitchenette, CDA Service Coordinator Office, Safety Office (Police)	Section 8
Karabis	1978	3	15	2	20	Community/"Art" Room with Kitchenette	Section 8
Total		303	27	6	336		

2.3 Key Design Features

Driven by the principles defined in partnership with residents, the following design strategies were developed:

Only Move Once

The design and development of the site was planned and is phased such that current CDA residents will only be asked to move once throughout the course of the project, minimizing life disruptions, and allowing all residents to remain on the Triangle.

Raised Private Courtyards

Private resident space is clearly delineated from public spaces to create a feeling of the urban ‘backyard’ and fostering connections to nature, vital to resident wellness. The raised courtyards are landscaped green roofs that enclose the vehicle parking below. The green courtyards create valuable useable green space for the residents while also helping reduce stormwater, reducing the heat island affect, and creating habitat.

Safe and Secure Parking

Meeting residents’ desires for increased green space, the design team minimized surface parking lots and instead planned for structured parking allowing for increased urban density and a pedestrian-centric experience. Special attention was paid to secure resident parking by limiting non-residents from parking in these locations. The internal secured parking lots eliminated all surface parking lots, providing the residents with more control over who parks on the site.

Safe At-Grade Pedestrian Connections

The existing pedestrian bridge across West Washington Avenue does not provide a safe accessible route across the major thoroughfare. Removal of the bridge and creating safer and accessible at-grade street crossings also captured vital site area that will not only allow for larger building footprints which support the desire for increased density, but also the creation of more human-centric streetscape experiences.

Closing the Gap, Shared Use Path

Extending the East Campus Mall to Brittingham Park connects Lake Mendota and Lake Monona with a continuous shared use path, thus increasing the bike and pedestrian connections with the surrounding community and allowing more people ease of access to our lakes.

Connected Common Areas and Shared Amenities

Shared amenities and common use program areas are located at the intersection of Braxton Place and La Mariposa to activate the street and create a neighborhood “center”. This location creates a hub of activity for the overall Triangle with a nod to the nearby Bayview Community Center. By providing an internal site connection from each CDA building to the CDA amenity spaces, all residents will have equal ownership and access to their amenities and will be able to reach them safely, even in poor weather.

Braxton Place Redesign

The existing layout of Braxton Place Boulevard acts as a north/south division line of the Triangle Site with its vehicular focus limiting accessible crossings and isolating residents from their amenities. The current center island in Braxton Place has no pedestrian sidewalks. The redesigned Braxton Place allows for a more pedestrian friendly and defined urban streetscape experience, fostering connectivity across the Triangle site.

Redefined Street Edge + Street Oriented Entrances

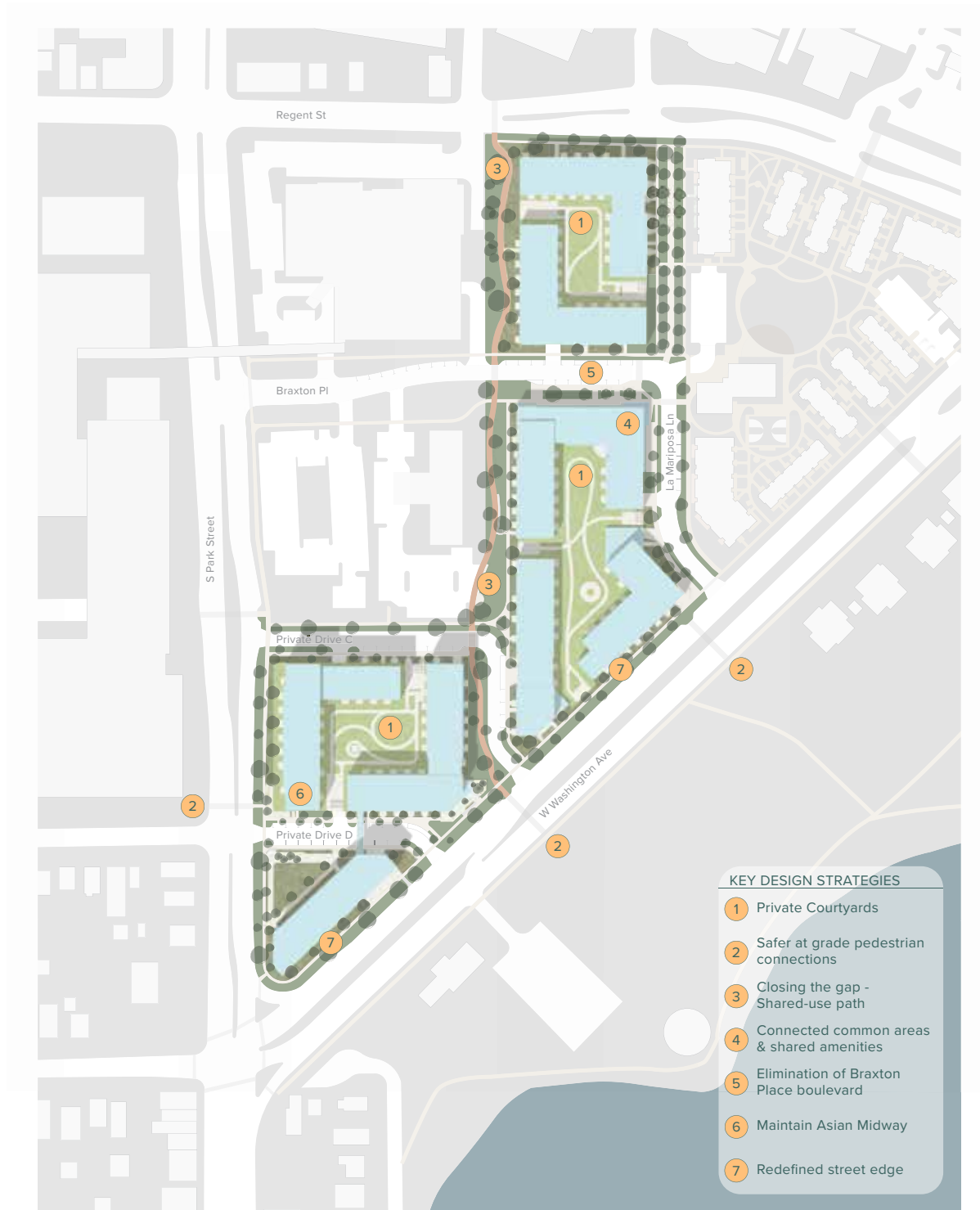
Paying respect to the bounding arterial streets, buildings within the Triangle have been oriented to define the street edge throughout the site, especially along West Washington as a gateway to the State Capitol building. Attention was paid to place entrances to buildings along the street with an associated drop-off area for ease of access, safety, and to activate the street.

Maintain Asian Midway Foods as a Community Asset

Relocating the Asian Midway Foods along Park Street provides high visibility. The planned phasing of the redevelopment eliminates any downtime of operations for the market. As a vital asset for residents and the surrounding community, access to food within the site is critical to resident quality of life.

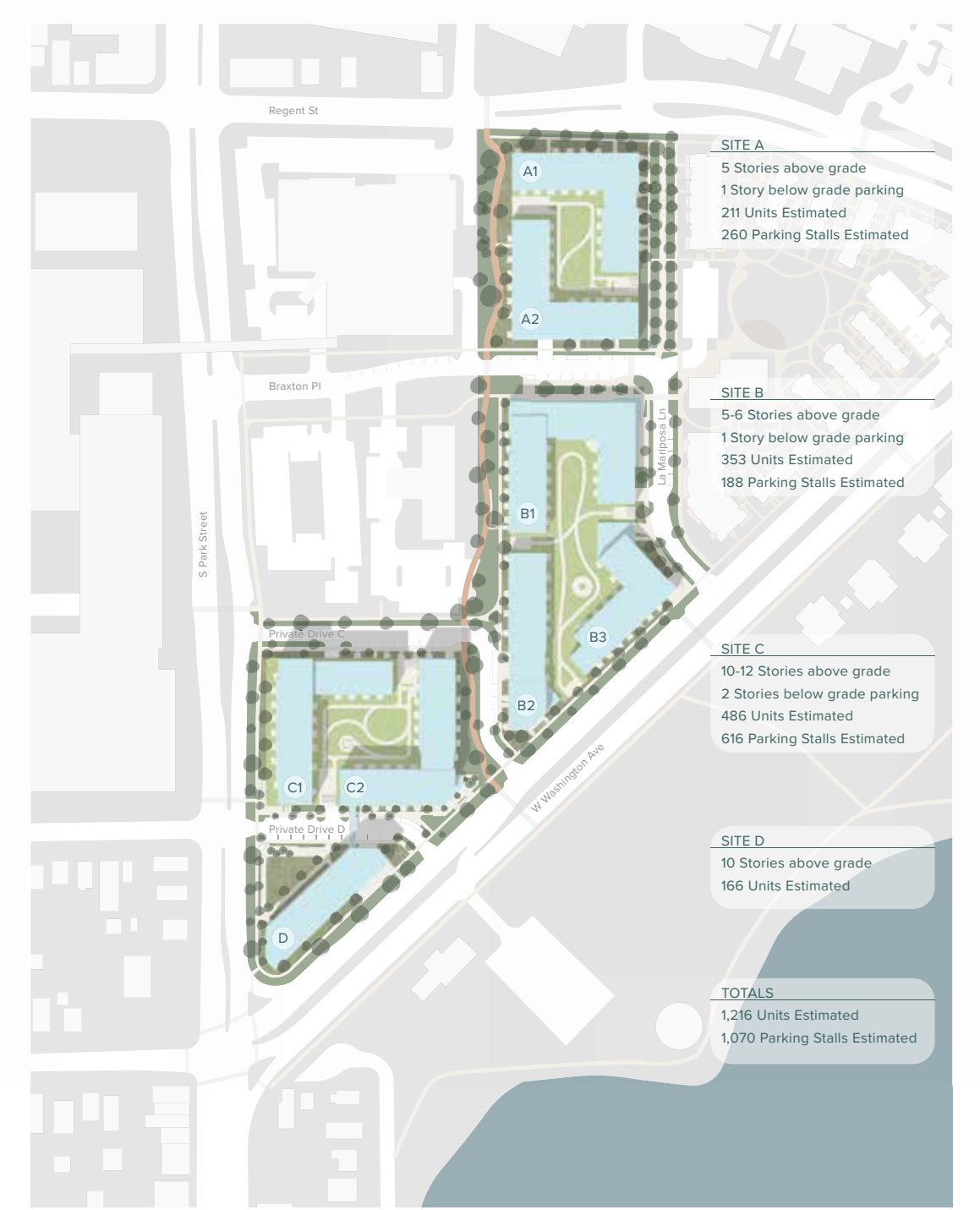
Limit Public Streets

Focus on providing private drives and pedestrian paths instead of public streets to focus on pedestrian circulation and safety and discourage additional vehicular traffic.



2.2 Key Features

2.4 Site Plan



Site Plan

2.7 Site Matrix

The Site Matrix below indicates the number of likely units in each site and building. The unit and parking counts are conceptual based on the master planning estimates. The unit counts, particularly in the later phases will fluxuate as the sites and individual building designs are developed.

Within Site B, it is recommended that the B2 and B3 buildings be designed in such a way to provide ground floor priority and a distinct space for the Karabis resident and caregiver community with a separate secured entrance to accomodate the Karabis community needs.

WORKING SITE PROGRAM

Site	Building	Unit Count	Parking Count	Notes
A	A1	93		
A	A2	118		
Subtotal Sites A		211	92	* Site A shares parking on Site B
B	B1	166		B1 Includes CDA Offices and Centralized Community Spaces
B	B2	98		
B	B3	89		
Subtotal		353	362	*includes parking shared with Site A
C	C1	180		C1 to include Grocery
C	C2	306		
Subtotal		486	616	
D	D	166		
Subtotal		166	0	*Site D shares parking with Site C
Site Total		1216	1070	*site parking ratio of .88 spaces per unit



Concept Diagram Massing



Fire Access



Community Connectivity

2.5 Building Types

Site A

Construction type

- VA or IIIA over IA Podium

Building Height

- 1 story underground parking & 5 stories above grade

Program

- Site A is a mix of multi-family residential units with building specific amenity spaces such as fitness rooms and lounge areas. The site is composed of 1 story of underground parking and 1 story of parking wrapped with first floor level units. The parking level is capped by a landscaped courtyard that serves the building residents. Together, both buildings on site A provide approximately 211 units (75% 1-bedroom units, 25% 2-bedroom)

Site B

Construction Type

- VA or IIIA over IA Podium

Building Height

- 1 story underground parking, 5-6 stories above grade.

Program

- Site B will be constructed in two phases to directly replace all current CDA Triangle units. The buildings are connected by the underground parking level. The lower level will also include an enclosed route connecting each building to the common area and shared amenity spaces. A CDA maintenance shop, storage lockers for each resident and bicycle storage also reside at the parking level. A landscaped courtyard sits atop the parking level to provide residents access to green space in an 'urban backyard' setting.
- Between all three residential buildings on Site B, there is a projected 353 Units (89% 1-bedroom Units, 9% 2-bedroom Units, 2% 3-bedroom Units) with the unit type and mix to align with the current CDA Triangle Units.

Site C

Construction type

- IA

Building Height

- 2 stories underground parking, 10-12 stories above grade

Program

- Site C will be home to the relocated grocery store along Park Street and approximately 486 Units (71% 1-bedroom units, 27% 2-bedroom units, & 1% 3-bedroom units). To serve both site C & site D, there are 2 levels of below grade parking and 2 levels of wrapped parking. Residents will have access to a landscaped courtyard that sits on top of the parking levels.

Site D

Construction type

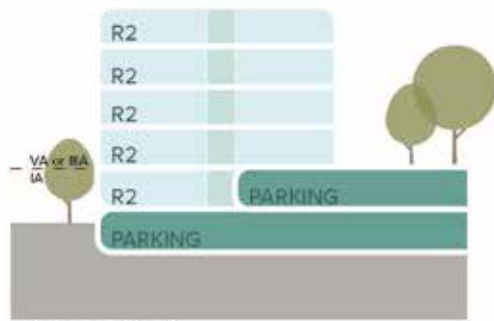
- IA

Building Height

- 10 Stories above grade

Program

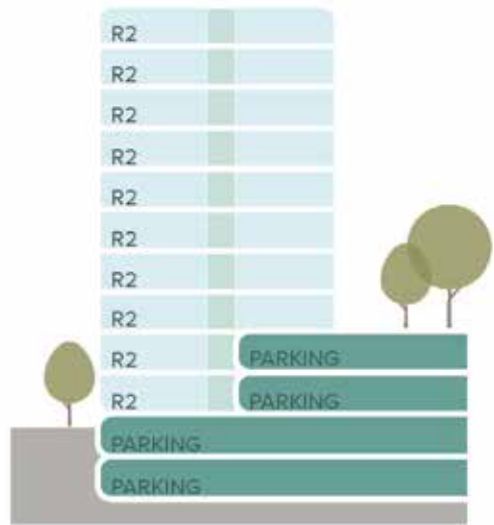
- Building D is a standalone building that acts as the architectural gateway into the south tip of The Triangle. The plan proposes approximately 166 residential units (70% 1-bedroom units, 24% 2-bedroom units, 6% 3-bedroom units) with parking access via a pedestrian bridge between building D and building C2.



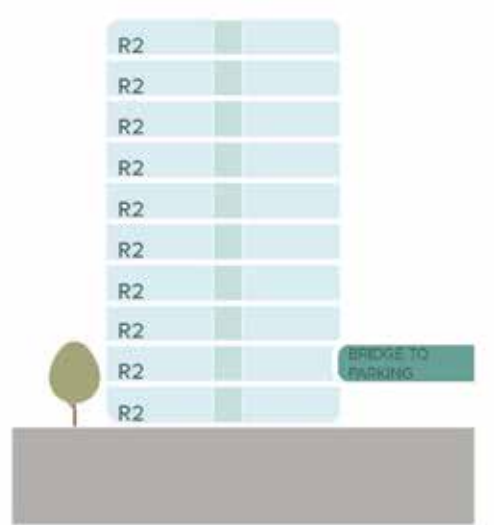
Buildings A1 & A2



Buildings B1, B2 & B3



Buildings C1 & C2



Building D

2.5 Building Sections

The phasing plan prioritizes having residents move only once and meeting the needs of existing residents first.



Phasing Diagram