

To: Urban Design Commission  
From: Bay Creek Neighbors  
Date: December 27, 2018  
Re: Proposed conditions on T. Wall's Revised Plans for the Peloton development

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Note: We recognize that these concerns are not entirely within the purview of the UDC; however, given the location of the Peloton, it is impossible to dissociate the issues of parking, environmental safety, and the health of Monona Bay from design and construction.

This letter represents the views of 100+ Bay Creek neighbors who have called for solutions to widely held concerns about the impact of T. Wall's Peloton development on Bay Creek since 2015. Their views are informed by formal and informal conversations with our past alder, with T. Wall's development team, and with Planning staff, and have been expressed in petition and past letters to the city. In light of the latest proposal to add another 16 units to the Peloton, we bring them before you again today.

Although T. Wall's revised plans were received by the city on or before December 14, 2018, neither neighbors nor Alder Arntsen received them until December 26, 2018. This short-time frame did not allow for thorough or updated input by Bay Creek neighbors on these revised plans as called for by the city's process.

We, therefore, request that you scrutinize the plans before you for changes to exterior design (especially considering recently discovered inconsistencies in the 2017 accepted plans) to ensure that all design changes are in keeping with the UDC's previous design specifications for this building. We ask, too, that you take into account Bay Creek neighbors' proposed conditions on development listed below as a means of lessening the impact of the Peloton on the surrounding Bay Creek neighborhood and better integrating it into the existing residential community. Some of these conditions became part of the city's conditions of approval for the 2015 iteration of the Peloton and were again adopted in 2017. The need for them has not changed, and we urge support for them again now.

**Parking.** The 2017 Peloton's parking ratio of slightly less than 1:1 parking stalls to residential units has slightly decreased by the addition of the 16 new units. The accommodation for day-time commercial customers still presumes that residents will vacate their unassigned parking spots by day and that the owner of the building will select only low-volume business occupants. These flex spots will revert to resident-only use at 8 p.m. after the time when commuters typically return home from work. Nighttime retail parking space was not considered in the parking study that looked at the impact of the Peloton on Bay Creek; it only measured the availability of spaces during daytime hours.

Parking congestion around the intersection of Park and Fish Hatchery increased dramatically with the addition of Wingra Point I. We anticipate another substantial increase with the addition of the Peloton since many tenants will have dual-car households as well as visitors. The extra congestion and traffic that the Peloton will bring to Bay Creek's quiet residential streets, if uncontrolled, will lead to a reduction in the quality of life for nearby neighbors.

In light of the 2017 consideration of a nighttime restaurant or other high-volume establishment and the new 2018 proposal to turn 16 lofts into 32 units, we will urge the Plan Commission and Common Council to retain Conditions on Approval 55 and 61 from 2017 should they decide to approve the increase in units.

55. Any late-night (defined as open past 8:00 p.m.) restaurant, nightclub, brewpub, restaurant-tavern, or restaurant-nightclub proposed to occupy the commercial areas of the building shall be reviewed by the Plan Commission as a conditional use.

61. That one parking space be included in the price of rent for each dwelling unit in the project (i.e. no separate rent shall be charged for the first parking space leased by the tenant of a unit), with the ability for a residential tenant to opt-out of this requirement.

In addition, we urge that residential permits for parking should be instituted for surrounding streets (West Olin, Emerson, West Lakeside, Lake, Brooks, Midland, etc.). Overnight street parking without a permit should not be allowed and daytime street parking for those without a permit should be limited to two hours.

We note the following facts in substantiation of our concern:

- City Planning staff has indicated to us that a portion of tenants choose not to lease a parking stall and instead take their chances on finding street parking. (This has occurred at Wingra Point I, where parking is not currently folded into tenants' leases.)
- Neighbors west of Park Street have identified spillover parking on Brooks, High, and Midland Streets as a constant problem since the completion of Wingra Point I, which has 66 parking spots for 67 units.
- West Shore, South Shore, West Lakeside, Emerson, Lowell, and other cross streets east of Park Street are currently filled by the cars of commuters who work downtown, and by the employees and patrons of 2 small restaurants located in the 1000 block of South Park.
- Nearby neighbors include tenants of existing, long-established small apartment buildings in Bay Creek who rely on on-street parking for their cars as well as long-time single-family home owner/occupants, some of whom rely on on-street parking. Neighbors report already experiencing on-street parking congestion.
- The proposed solution of assigning Peloton tenants parking spots at Wingra Point is not a long-term solution. While it acknowledges the need (and the 2017 Condition on Approval) for assigned spots for tenants, it maintains and potentially worsens the parking burden of Wingra Point I tenants on surrounding streets.

**Other Concerns:** Neighbors have raised several other issues that have also drawn considerable attention and support during the past three years:

- Shed lighting of stairwells and the apartments at the point: The necessity of providing adequate interior building lighting for safety in addition to lighting from glass-walled living and common spaces should not impact Bay Creek neighbors. *We request adequate light-shielding features to prevent light from spilling over into adjacent streets and restrictions on the sorts of lighting allowed inside and out for stairwells and other common spaces.*
- Water Quality/Green Space: We have witnessed the impacts of poorly planned storm water management at this site on repeated instances in the past. Best management practices are particularly important during construction for sediment and erosion control and dewatering. *Given the limited space and the the long-term sustainability of a building on this site, we urge that adequate and best management practice and additional green space and features be a part of this plan.*
- Commercial space: The building should be an asset to the community, adding local businesses for shopping and gathering spaces for neighbors and neighborhood groups. *We request that Plan and Wall familiarize themselves with the results of the city-funded Bay Creek Neighborhood Needs Assessment 2018-19 in exploring and vetting suitable sustainable businesses for the building's commercial spaces.*
- Neighborhood space: It is common and appropriate with new and large development to include a community room for neighborhood access in perpetuity. *Mr. Wall has promised regular access to a community room in the Peloton in writing to neighbors and we encourage the city to encourage him to uphold his promise.*
- Signage: The bold, red street-level "Peloton" sign is out of keeping with the neighborhood and poses an eyesore. *We urge that something more modest and in keeping with the main street character of S. Park Street as it passes through Bay Creek, be substituted in its stead.*