

# *PARTIAL WORKING DRAFT*

## Triangle Monona Bay Neighborhood Plan

*Adopted by the City of Madison Common Council, Resolution I.D. #  
as a Supplement to the City of Madison Comprehensive Plan on (DATE)*

## Acknowledgements

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## Executive Summary

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## I. Introduction

Situated on the shores of Monona Bay and within a stone's throw of the state capitol and central business district, the Triangle Monona Bay area is one of the most unique neighborhoods in Madison. Residents of many different backgrounds call the area home. They enjoy the access to affordable housing, medical facilities, community centers, small business districts, pedestrian, bike and transit facilities, and greenspace.

Much of the area has also been mired in a historically charged past where residents were uprooted during the urban renewal era of the 1970s. Today's residents are quick to say that the past did wound the fabric of the neighborhood, but the current neighborhood fabric is cherished – people value the affordable housing situated near beloved amenities like the ethnic and culturally diverse restaurants and groceries, renowned medical facilities, Brittingham Park and Monona Bay.

### Why plan?

All places change over time. Although we wish we could predict what changes will

occur in the future, we do not have that sixth sense. However, what the community does have is the ability to come together and identify desired changes, and actively promote what is determined best for this area while keeping in mind that it is part of a larger context of the City. This proactive position is extremely helpful – it sets the stage for how and what is important for the community.

### Why plan now?

Triangle Monona Bay property owners anticipate upgrading housing in the near future, and adding new employment and business uses to complement existing medical facilities. It is timely for residents and other stakeholders to come together and strategically assess their assets and issues, and determine best strategies to invest in housing, open space, streets, lighting, and bike, transit, and walking facilities.

The Triangle Monona Bay Neighborhood Plan sets the stage for enhancing existing assets and attributes of the area, through policies and implementation strategies that will guide future development. A primary focus of the plan is to provide a

*"It is better to be prepared for an opportunity and not have one than to have an opportunity and not be prepared".*

Whitney M Young, Jr, American Civil Rights Leader

framework for future redevelopment of publicly- and privately-owned properties in the context of *complete neighborhood principles, below.*

### Complete Neighborhood Principles

- Safe and convenient access to stores, schools, places of worship and services all residents need in daily life
- A range of housing types and costs
- A network of well-connected streets and blocks
- Vibrant, active public spaces
- A system of well-connected parks, paths, and greenways
- Nearby transit service and bike facilities that take residents to employment, regional shopping, entertainment, and civic opportunities

## Planning Process

The City of Madison resolution (RES-17-00739) authorized the development of a neighborhood plan for the study area bound by: Proudfit and Regent Streets on the north; Monona Bay on the east and south; and S. Park Street on the west - see Map 1.

The Mayor appointed an Ad-Hoc Neighborhood Plan Steering Committee to advise city staff in preparing the plan. The Common Council confirmed the Steering Committee on January 18, 2018.

The planning study area is distinguished by three focus areas:

- Triangle
- Monona Bay
- S. Park Street

Map 2 highlights neighborhood amenities.

As part of the planning process, residents of the study area were invited to participate at several public open houses, in community surveys and as part of smaller focus groups and individual interviews. Conversations were also initiated with major multifamily, commercial and institutional property-



owners, especially in regard to proposed land use changes in strategic focus areas.

City agencies also participated by sharing background information and upcoming projects which could help shape plan recommendations.

## Neighborhood History

*To be completed*

## Neighborhood Profile

Residents living in the planning study area appreciate the unique character, diversity, and location of the neighborhood. In addition, residents have been willing to express ways to make it better for themselves and future generations.

The neighborhood is home to 1,138 people. There are 378 people living in CDA housing – Karabis, Parkside Tower, Parkside Townhomes, Brittingham Tower and Gay Braxton.

Bayview is home to 287 people, most of whom are people of color, and non-English speakers.

CDA residents have an average annual income of \$12,477 compared to \$53,857 in the city as a whole.

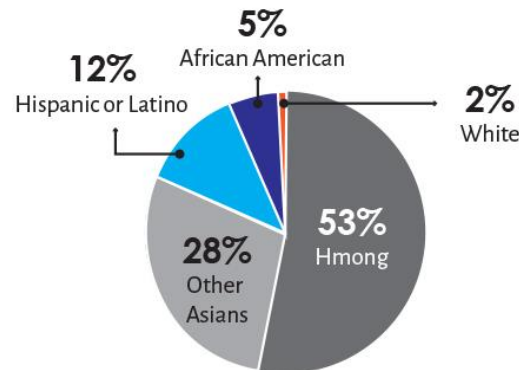
Similarly, Bayview residents have an average of household income of \$17,000. Whereas only 5% of CDA residents are younger than 20 years old, 40% of Bayview's population is under 18 years old.

There are 487 residents in the Monona Bay area, off Proudfit and S. Park Streets. The population is a combination of college students, professionals, families with kids, and retirees.

Only one person out of every two residents in the TMB neighborhood owns a vehicle, which is 14 percent less than the rate of other Madison residents.

Madison Metro serves this area well. It is relatively convenient to access most parts of the city by bus. There are xx bus stops in the neighborhood and xx routes that traverse it. Bus stops are on Park Street, W. Washington Avenue and Proudfit Street.

### Bayview Race and Ethnicity



### Income in CDA Housing



Average of annual income is **\$12,477**  
Vs. **\$53,857** in the City as a whole

## Shared Values

The neighborhood is cherished by many as a place to live, work and play. To help preserve what's working well, and guide improvements, this planning process identified commonly held values. Through Steering Committee discussions, public engagement, and review and consideration of complete neighborhood principles, a number of common values emerged as being the most important to guide plan content. These *Shared Values* of the neighborhood are included in the adjacent sidebar.

### We want to:

- Preserve the Triangle as safe, familiar and secure with stable and affordable housing for residents.
- Offer people with different lifestyles and incomes a range of housing options.
- Be an intentionally diverse, inclusive and welcoming neighborhood for people of all backgrounds and abilities.
- Be a green and environmentally friendly place with a healthy bay and beautiful, welcoming open spaces that encourage play relaxation and joy.

### We want our neighbors to:

- Build a sense of community and belonging with neighbors in the Triangle, and with people living near Monona Bay, in Greenbush and Bassett. We want our neighbors to get to know each other, form friendships, and socialize.
- Realize a high quality of life through health services, educational resources, employment training, commercial enterprises and other offerings that support residents' health and well-being.

### We want our neighborhood to be truly great by:

- Celebrating the unique character of the area with the relation to the bay, multicultural pride and traditions, and historic roots.
- Nurturing native habitats in Monona Bay and Brittingham Park, and expanding their reach onto commercial and residential properties.
- Preserving and enhancing iconic views of Brittingham Park, Monona Bay, and the State Capitol.

We want to continue to be responsive to future generations who may want new ways of working, living and playing.



## II. A Framework for Change

The City of Madison is anticipated to grow by 70,000 people over the next 20 years. Where will all of these people live? Where will the businesses that serve them be located? How will people get around?

Neighborhoods rich with amenities such as Triangle Monona Bay and other centrally located places, are increasingly facing development pressure. One need only look a few blocks south of the planning study area to see the new developments of The Dude, The Ideal, and 8Twenty Park. All have recently opened up affordable and market rate housing, and first floor commercial opportunities.

This growth and development trend is anticipated to reach into the Triangle Monona Bay planning study area over the next 10 to 15 years (*see sidebar*).

On N. Park Street, Meriter Hospital is looking into possibilities for expanding its medical facilities. And, property owners along the north side of Regent Street are looking into potential new commercial

### What's Anticipated

Below is a list of changes that might occur over the next 10 to 15 years:

- Park Street could see a bus rapid transit line and stations to increase bus service and possibly spur redevelopment along this major corridor.
- Bayview Foundation, Inc. plans to redevelop its entire housing site. New housing, community site, and open space are planned with a starting date in 2022.
- Meriter Hospital owns a parking lot abutting N. Park Street. This property owner is discussing how best to use it for future medical purposes.
- Redevelopment sites lying to the north of the 700-800 blocks of Regent Street could support additional buildings. Commercial and offices uses complementary to the University, Kohl's Center, or medical facilities are likely.
- Continued increase in Madison's population growth with planned and anticipated new residential growth in the downtown and nearby neighborhoods.
- New developments, such as The Dude, The Ideal, and 8Twenty Park, have opened up affordable and market rate housing within blocks of the planning study area.
- Continued numbers of vulnerable populations- including economically disadvantaged, the elderly, the homeless, and those with other chronic health conditions, including mental illness needing affordable housing choices.
- Upgrades or reconstruction of existing affordable housing stock within the Triangle by the Community Development Authority (CDA). Economic feasibility and financial resources from the city, state, and national entities will in part determine major decisions on future rehabilitation or phasing of new development.

development between the existing office buildings and rail tracks.

In addition, Bus Rapid Transit and Smart Street Technology are planned for Park Street, further expanding possibilities for growth and development in this area.

It is also the case that Bayview Foundation, Inc. is planning to redevelop its entire housing site, and the Community Development Authority is about to begin a planning process to help determine how it will upgrade and/or rebuild its housing.

### **An Opportunity to Create an Even Better Place**

Anticipated neighborhood changes present an opportunity to create an even better Triangle Monona Bay Neighborhood. Within the framework of the neighborhood's *Shared Values* and this plan's *Complete Neighborhood Principles*, this plan recommends ways to address issues and take advantage of opportunities.

Because the Triangle sub-area is anticipated to undergo the most change in the planning study area, recommendations are focused in this area.

Many Triangle residents are vulnerable people including those who are economically disadvantaged, elderly, homeless, non-English speakers, and people with chronic health conditions and/or mental illness.

Many older Triangle residents will live out their lives in CDA and Bayview housing. They will need facilities and programs to serve their specific needs especially over time as people age and their abilities change.

Further, while Triangle residents benefit greatly from their location, they are also hemmed in by the major road corridors which may provide fast, convenient access, but are also unsafe and inconvenient to cross, especially for the very young, very old and all people living with disabilities.

It is also the case that the single public access into the Triangle poses problems. It limits resident and visitor access. Residents sometimes find it difficult to get to their homes, and to explain to visitors how to get there. Further, in the case of an emergency, if the intersection of Braxton Place and N. Park Street were to be blocked, emergency personnel would

have a very difficult time accessing the Triangle. Also, if there were a fire at one of the apartment buildings, or a flood, it would be extremely difficult to evacuate the many residents via the only street into the area, especially all of the residents with mobility limitations.

## **Recommendation Themes**

### ***Neighborhood Cohesion and Connection***

Improving neighborhood cohesion and connection includes creating safe and convenient crossings of major corridors and creating a safer, well-connected internal path system so that neighbors can interact with each other and get to where they want and need to go on a regular basis.

Recommendations to improve cohesion and connection are included in the Plan Recommendations on the next page. This includes such features as better-connected internal paths and greenspaces that bring residents closer together, external path system to bring people into and through the Triangle, a new street to improve access to homes for residents and their visitors and for emergency services,

and improved pedestrian crossings of all major corridors.

### ***Upgrade and Consider Expanding Affordable Housing***

Housing on the Triangle is aging. Built in the 1960s, Bayview and CDA housing is nearly 60 years old. Bayview Foundation conducted a structural and financial analysis and an extensive public engagement process concerning its housing. Bayview determined that rebuilding all housing and the community center is the most economical and beneficial for the future of its community.

The Community Development Authority will conduct a similar process to determine the best path forward for upgrading and/or replacing its housing on the Triangle.

This plan recommends that all Triangle housing be upgraded and/or rebuilt over the next 10 to 15 years. Further, the plan recommends adding some affordable units, so that even more people with very limited incomes have the chance to live in this highly desirable neighborhood.

If property owners add affordable units, this plan recommends that accompanying

programs and services be established on the Triangle. This could take the form of an expanded Bayview Community Center with additional programs and services, as well as community rooms and service offices in some of the CDA buildings, and the possibility of a central CDA community wellness space.

### ***Specialized Design for People***

Many residents on the Triangle live with disabilities. In addition to specialized design of building interiors, the spaces between the buildings should be designed for people living with disabilities (*insert sidebar and images from service professionals who work with people with mental and physical disabilities*). The following features should be included:

- Wide sidewalks with accessible surfaces for people using wheelchairs, walkers and other forms of assisted mobility.
- Large print signage for people with visual impairments.
- Multi-lingual signage in languages commonly spoken in the neighborhood.

- Signage with color-coding and symbols for people with dementia and other cognitive impairments.

These themes are primary emphases in plan recommendations. Future land use for the entire planning study area is included on the next page, followed by plan recommendations organized in Focus Areas:

### **Plan Focus Areas**

- Triangle
- Monona Bay
- S. Park Street

## Future Land Use: 10 to 15-Year Outlook for the Planning Area:

Over the next 10 to 15 years, the Triangle Monona Bay Neighborhood is anticipated to undergo land use and development changes. To guide these changes, this plan recommends future land use and building heights shown on the map at the far right of the adjacent image. All areas, except A and B, are consistent with the 2018 Comprehensive Plan.

Area A includes the CDA's Gay Braxton apartments and the Bayview townhomes. This plan recommends Medium Residential for Area A, rather than High Residential as in the Comprehensive Plan. This change helps preserve the existing neighborhood scale and character, while allowing property owners to build slightly taller buildings, with additional units. In this way, more people with very low incomes will be able to live in this highly desirable neighborhood, and there will be more land available to create greenspaces and other amenities for residents.

Area B covers a small collection of residential properties at the corner of Proudfit Street and W. Main Street. This plan recommends a change from Low-Medium Residential in the Comprehensive



Plan, to Low Residential. Low Residential is also recommended for the rest of this residential area between W. Main Street and S. Brittingham Place. This category helps preserve the existing neighborhood scale and character.

All other areas of this plan's future land use map are consistent with the Comprehensive Plan.

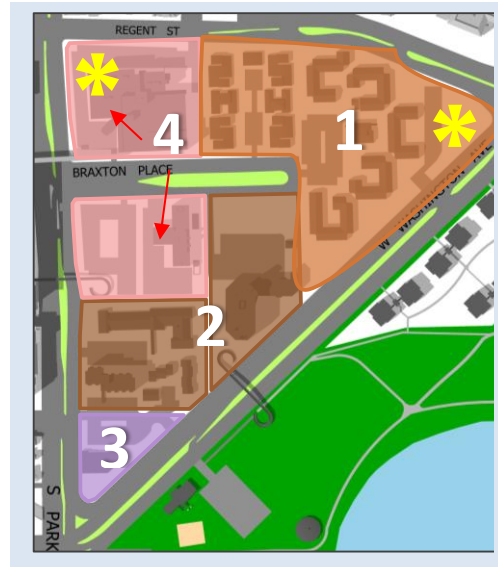
## Triangle Focus Area

### Future Land Use

Future land use recommendations for the Triangle focus area are shown on the adjacent map. To preserve housing scale, while having the option of adding units, this plan recommends Medium Residential (MR) land use for the Gay Braxton and Bayview properties in Area 1, rather than High Residential recommended in the Comprehensive Plan.

MR accommodates 2 to 5-story buildings of a variety of types such as rowhouses, small multifamily buildings, and large multifamily buildings. MR areas are generally located close to major streets mixed-use areas, or commercial/employment areas to provide convenient, walkable access to transit, shopping, restaurants, and other amenities.

Detailed land use and urban design recommendations for Gay Braxton Apartments are on pages x.xx to x.xx, and on pages x.xx to x.xx for Bayview.



In Area 2, HR is recommended for the Brittingham Tower, Parkside Townhomes and Tower, and Karabis properties to allow CDA the flexibility of maintaining existing scale and character, while adding housing.

No matter what, CDA plans to provide housing for all current residents and possibly additional residents of similar demographics. This means that there will be housing long into the future for people living with very limited mobility and a variety of different mental health needs.

A potential scenario could be that CDA rehabs some of the existing housing over the next 10 to 15 years, and rebuilds some of it, resulting in a mix of housing type and scale appropriate to the MR and HR land use designations.

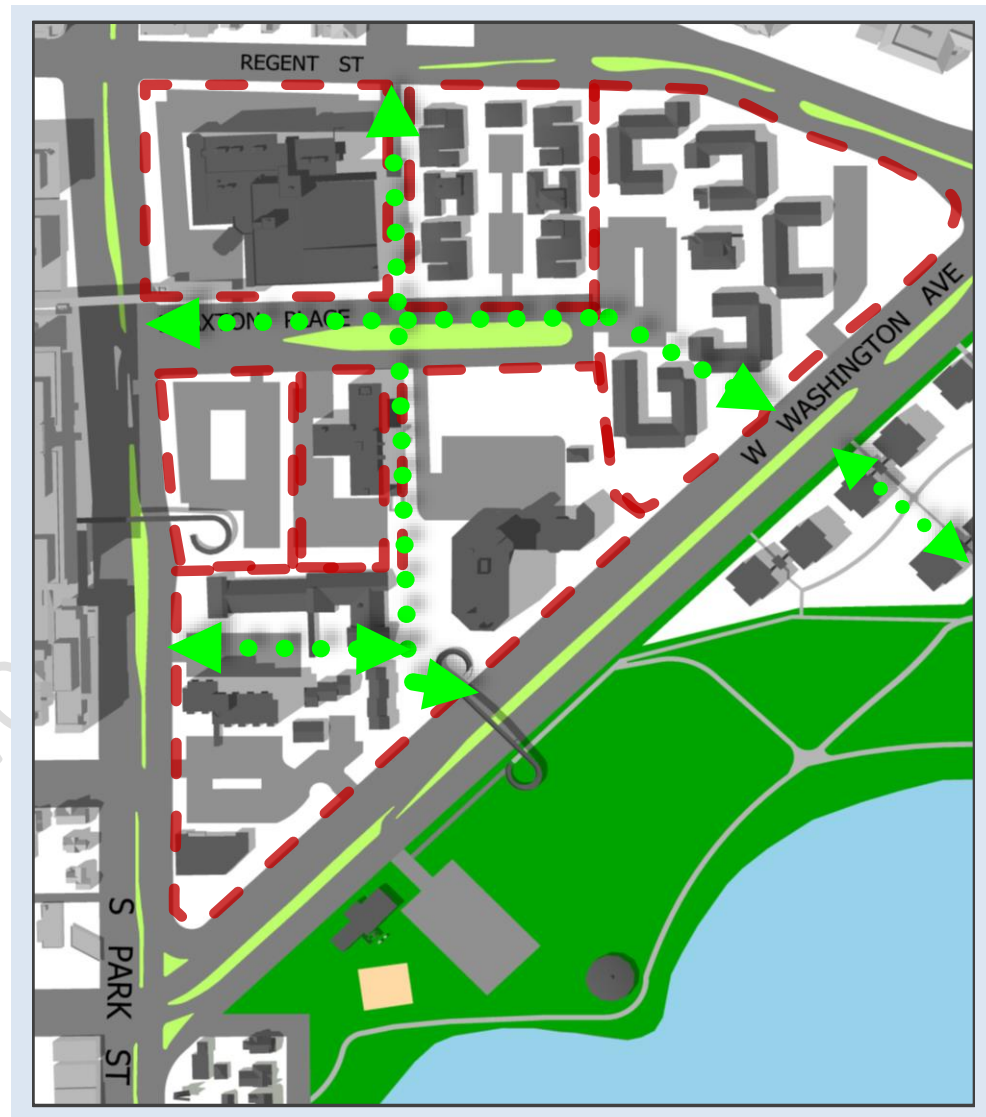
In Area 3, the CDA's property that includes a 1-story commercial building currently rented by Asian Midway Foods, and a surface parking lot, is recommended for Community Mixed Use. An iconic gateway building is recommended to mark this prominent entry into the neighborhood and W. Washington Avenue gateway corridor. A future land use concept and urban design recommendations for this corner are included on pages x.xx to x.xx.

### Greenspace on the Triangle

As Triangle property owners plan for land use changes, this plan recommends that, they consider creating a variety of greenspaces, some of which are publicly accessible and interconnect with nearby greenspaces. In this way, each property owner's greenspace could build upon those adjacent, eventually creating a palette of greenspace throughout the Triangle.



The concept to the right shows a primary network of publicly accessible pedestrian paths in green dotted lines to be established as property owners redevelop (approximate property lines shown in red dotted lines). The East Campus Mall is one of the primary paths, north-south through the Triangle to Brittingham Park – a cross-section of its design features is shown on the next page. The primary public paths would interconnect with public sidewalks, and a series of smaller, private paths and a variety of types of greenspaces, some semi-public, such as passive spaces for sitting, community gardens, active playspaces, and other types of greenspaces.

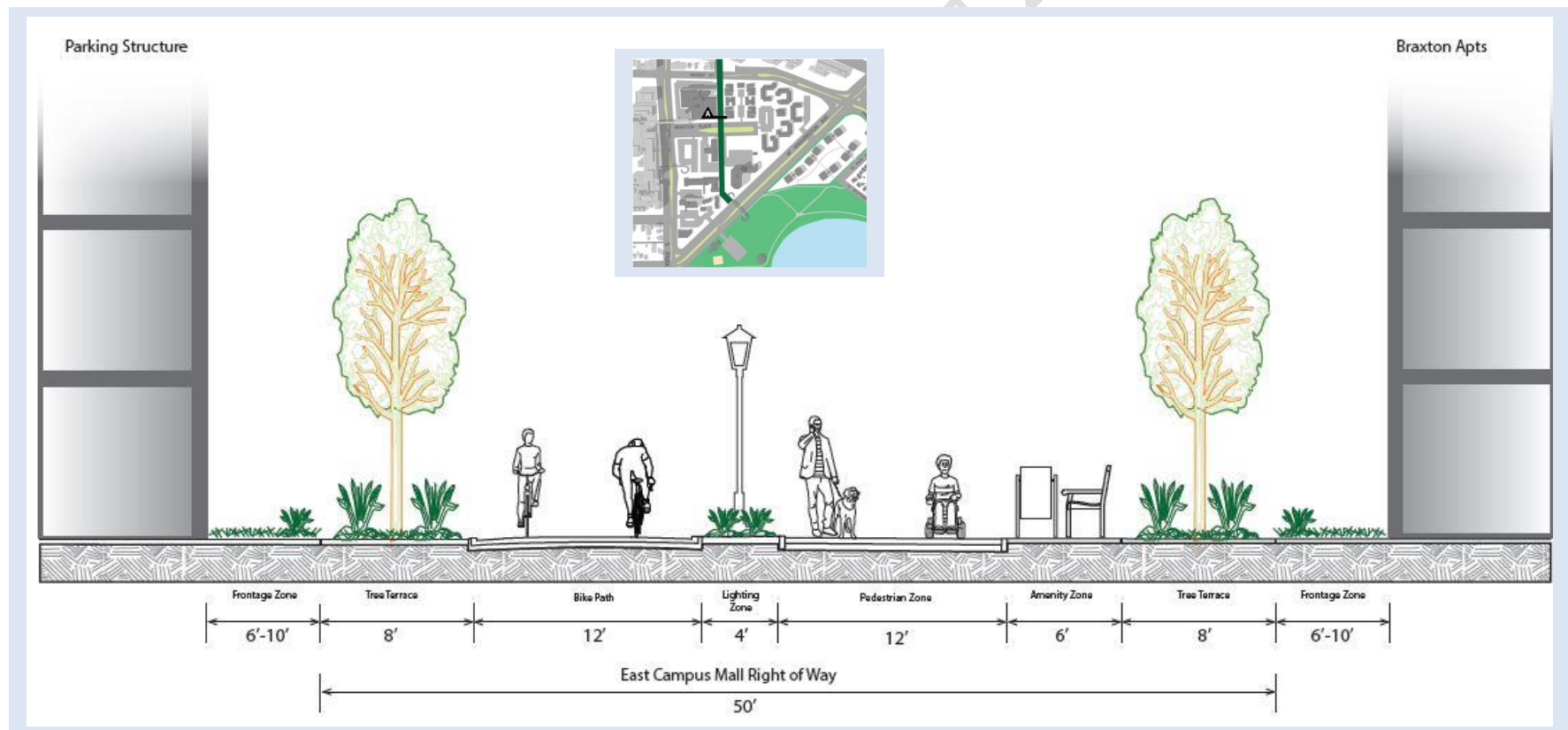


### East Campus Mall Extension

Currently East Campus Mall runs from Alumni Park on the shore of Lake Mendota to Regent Street. This plan recommends extending the mall through the Triangle area to Brittingham Park as shown in the

adjacent image and the cross-section below. A primary difference between the existing mall and proposed mall extension is that the proposed mall has a separate lane for bikes and other faster moving traffic to allow people with disabilities, families with small children, and other

slower moving travelers to feel safer and more comfortable.



## Gay Braxton Apartments

### **What is it Like Now?**

Residents tend to know each other at the Gay Braxton Apartments. They form lasting friendships, sometimes getting together for parties and meals, or gathering at the benches outside their apartments to talk and enjoy a sunny afternoon. Many also help each other out, driving friends to the grocery store and doctor, and simply being there in times of need.

The Gay Braxton Apartments are about 60 years old and include 61 units. Most of the apartments are efficiencies, and there are a few one and two bedroom units. The buildings are two-stories. Some apartments have balconies, and a few of those have a view of the Triangle greenspace across Braxton Place.

Residents live with very low incomes. The average annual income of CDA residents on the Triangle is \$12,477 and residents pay an average rent of \$277.

Residents generally like the existing housing style, the gathering places along



the central drive/parking lot, and greenspace across Braxton Place. They also like the convenient access to Brittingham Park, public transit and East Campus Mall.

Residents are not happy about the major roads bordering their neighborhood making it difficult to cross the street. They are also do not like the aging roofs that sometimes leak, the dark corridors between apartment buildings, and lack of storage space. Some are interested in having the opportunity to beautify their outdoor areas with decorative plantings.

### **Looking to the Future**

The Community Development Authority (CDA) may make improvements to its housing on the Triangle over the next 10 years. Gay Braxton Apartments may be one of the first complexes to undergo changes.

CDA will undertake its own in-depth planning process. This may take several years and it will start with extensive public engagement to determine what residents value most, and what changes they would like to see. There will also be a structural



analysis of buildings, and financial assessment, followed by a plan for change.

CDA may rebuild or rehab some or all of the housing. Residents may continue to live on the Triangle during renovations or at a place nearby. All existing residents will be able to move back into the newly upgraded Triangle housing if they choose to. Residents will not incur rent increases because of housing upgrades.

### **Recommendations**

The Proposed Future Land Use Concept and Urban Design principles on the next page are recommended for the Gay Braxton Apartment property. The recommendations were developed in consideration of input and analysis from this planning process. They provide CDA different options for redevelopment and/or housing upgrades.

## Proposed Future Land Use Concept and Urban Design, Gay Braxton Apartments



### What's There Now?

- Safe, affordable housing for low-income eligible families, the elderly, and persons with disabilities
- Low Residential, 1 to 2 stories
- Built in 1968, there are six, aging, 2-story buildings with 61 housing units and an administrative office building
- Surface parking lot
- Central, outdoor corridors and some balconies
- Entrances front internally, onto corridors and parking lot

### What's Recommended?

- No change
- Medium Residential, 3 to 5-stories (change from Comprehensive Plan - High Residential, 4 to 12-stories)
- Building height along Regent St. of 3 to 5-stories, stepping down to 3 stories along Braxton Plc.
- Underground parking to the extent feasible, and very limited surface parking
- Buildings fronting Braxton Plc., new north-south street, Regent St., and East Campus Mall with front doors that open to the sidewalk, and windows that face the sidewalk and street

### Why?

- CDA plans to continue providing housing for the same type of population; current residents will have a place to live in eventual, upgraded housing
- Taller buildings allow CDA to add housing units, giving more people the chance to live in quality affordable housing in this highly desirable neighborhood
- Taller buildings and underground parking allow more land for greenspace and pedestrian paths
- Buildings facing public thoroughfares welcome people, and provide an engaging and attractive public gateway to the neighborhood, and other parts of the city

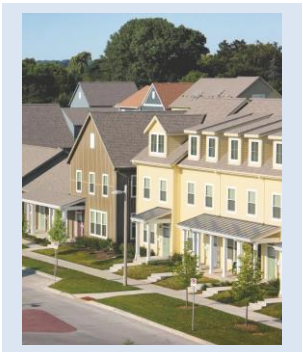
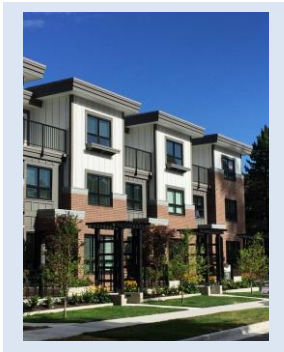
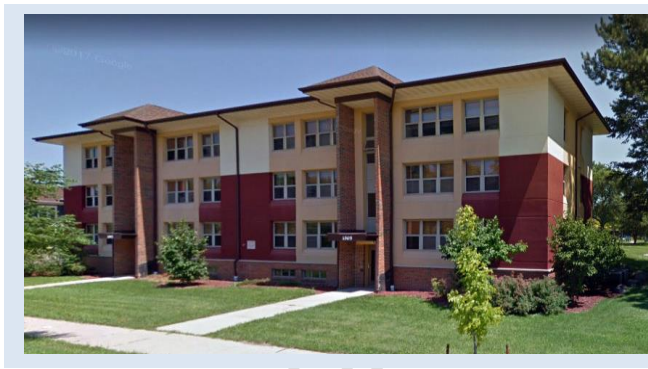
## Proposed Future Land Use Concept and Urban Design, Gay Braxton Apartments, continued

<i>What's There Now?</i>	<i>What's Recommended?</i>	<i>Why?</i>
<ul style="list-style-type: none"> <li>• Groups of benches along parking lot and sidewalks</li> <li>• Triangle greenspace, playground and community gardens across from apartments</li> </ul>	<ul style="list-style-type: none"> <li>• Some private courtyards internal to new buildings</li> <li>• Some semi-private greenspaces, possibly along East Campus Mall and between apartment buildings</li> <li>• Shaded, accessible benches</li> <li>• Rooftop greenspace</li> <li>• East Campus Mall extension with separate lanes for pedestrians, bikes and wheelchairs - partially on CDA property, and SSM Dean property (<i>also see East Campus Mall, page x.xx</i>)</li> <li>• Outdoor exercise equipment and space for fitness classes and other group activities</li> <li>• Accessible pedestrian paths connecting to apartment buildings and larger primary path system leading residents to Bayview housing and community center, Brittingham Park, medical facilities, adjacent neighborhoods, and other destinations</li> <li>• Gardens where residents can plant flowers and other decorative plantings</li> </ul>	<ul style="list-style-type: none"> <li>• A mix of private and semi-private gathering areas accommodates differing comfort levels and interest in outdoor enjoyment</li> <li>• More people might take advantage of outdoor spaces</li> <li>• East Campus Mall extension would provide safer, more convenient and enjoyable pedestrian and bike access from Gay Braxton Apartments and larger community to Brittingham Park, U.W. facilities, Fresh Market and other nearby shops, State St., Lake Mendota, and other destinations</li> </ul>
<ul style="list-style-type: none"> <li>• Regent streetscape – apartment buildings and administrative office back up to street; shallow building setback; narrow street terrace and narrow sidewalk</li> </ul>	<ul style="list-style-type: none"> <li>• Regent streetscape - buildings fronting street with entrances and windows, deeper front yards, and pathways that lead to designated, safe crossings of Regent St.; wider sidewalk and street terrace with trees along Regent St.</li> </ul>	<ul style="list-style-type: none"> <li>• Buildings that face public thoroughfares welcome people to them, and provide an engaging and attractive public gateway into the neighborhood, and to other parts of the city</li> </ul>
<ul style="list-style-type: none"> <li>• Braxton Place Boulevard</li> </ul>	<ul style="list-style-type: none"> <li>• New narrow north-south street from Regent St. to W. Washington Ave. half on CDA property and half on Bayview property – include wide sidewalks, stormwater management features, native plantings, safe crosswalks (<i>see page x.xx</i>)</li> </ul>	<ul style="list-style-type: none"> <li>• Improve access for residents and their visitors, emergency service providers, and others</li> </ul>



## Apartment and Greenspace Examples, Gay Braxton Apartments

The examples below from neighborhoods in Madison and other cities are included to help convey the vision of what would be appropriate in this location – the buildings are purely residential forms with well-articulated features, windows and doors fronting on public spaces, playspaces, community gardens and small gathering spaces



## Bayview

### What is it Like Now?

Bayview residents cherish their neighborhood. The population of 287 is rich with multi-cultural and ethnic diversity. Most residents are people of color (98 percent), and non-English speakers (85 percent). Many are from Southeast Asia, followed by African American and Latino backgrounds. There are approximately 120 kids and teens, and a small, but increasing senior population (*insert infographic*).

People enjoy gardening in plots along their apartments, or in the Triangle and Brittingham community gardens. They celebrate cultural events and host family gatherings in greenspaces between their townhomes.

People also love the programs and services at Bayview's International Center for Education and Arts, and they like being close to Brittingham Park, Monona Bay, downtown, the university, and medical facilities. For those that do not drive, there are nearby bus routes, and ped/bike facilities, though its not safe for



Bayview International Center for Education and Arts



Bayview Townhomes and Greenspace

pedestrians to cross the major streets bordering Bayview.

### Looking to the Future

While Bayview is a beloved place, it is in need of upgrades. Bayview recently completed an extensive public engagement process, structural assessment, and financial analyses of its housing and community center. Based on this work, Bayview is planning to rebuild all of its housing, much of it in a similar style, scale and layout to its existing housing. There will also be a larger, welcoming community center.

In order to maximize highly valued greenspace and community gardens, Bayview is also planning to build several apartment style buildings. Connecting the neighborhood together and to places beyond it, there will be a series of pedestrian paths, and a narrow north-south street from Regent Street to W. Washington Avenue.

## **Proposed Future Land Use and Urban Design, Bayview**

<b><i>What's There Now?</i></b>	<b><i>What's Recommended?</i></b>	<b><i>Why?</i></b>
<ul style="list-style-type: none"> <li>Affordable housing for income eligible families and individuals</li> </ul>	<ul style="list-style-type: none"> <li>No change</li> </ul>	<ul style="list-style-type: none"> <li>Bayview would like to continue providing housing for income eligible families and individuals</li> </ul>
<ul style="list-style-type: none"> <li>Low Residential, 1 to 2-stories</li> </ul>	<ul style="list-style-type: none"> <li>Medium Residential, 3 to 5-stories (change from the Comprehensive Plan of High Residential, 4 to 12 stories)</li> </ul>	<ul style="list-style-type: none"> <li>Allows increase in housing units while maintaining scale and character, and providing as much greenspace as possible</li> <li>More people can live in this highly desirable neighborhood</li> </ul>
<ul style="list-style-type: none"> <li>Built in 1971, there are 102 units in five aging townhome buildings, and a community center</li> </ul>	<ul style="list-style-type: none"> <li>Rebuild all housing and community center</li> <li>Include an iconic gateway apartment building of up to 5 stories at corner of W. Washington Ave./Regent St. with unique and interesting architecture that complements and enhances the character and context of the neighborhood</li> <li>3 to 5-stories on Regent St. and W. Washington Ave.</li> <li>2 to 3-story townhomes interior to site</li> <li>Buildings along Regent St. and W. Washington Ave. with front doors that open to the sidewalks and street, and windows that face the street</li> <li>New community center fronting new north-south street</li> <li>Public east-west sidewalk from Braxton Plc. and W. Washington Ave. leading people to community center</li> <li>Underground parking to the extent feasible, and very limited surface parking</li> </ul>	<ul style="list-style-type: none"> <li>Many people regularly pass through this prominent intersection and gateway corridor leading to the State capitol and city's central business district; an iconic building helps define the corner and neighborhood, and beautifies the corridor</li> <li>Buildings fronting public thoroughfares welcome people, and provide an engaging and attractive gateway to the neighborhood, and other parts of the city</li> <li>A new community center on a public street and sidewalk is more open and accessible to everyone</li> <li>Underground parking maximizes ability to create greenspace and develop housing, reduces visual eyesore of vehicles and reduces vehicle-pedestrian conflicts</li> </ul>
<ul style="list-style-type: none"> <li>Central greenspaces between townhome buildings; gardens in front of townhomes</li> <li>Playground, community gardens and Triangle greenspace on adjacent CDA property</li> </ul>	<ul style="list-style-type: none"> <li>Internal pedestrian paths accessible to people of all abilities leading them to apartments, community center and other places</li> <li>Primary public paths leading people to nearby destinations like CDA housing, medical facilities, Brittingham Park, community center, grocery store, and shopping areas</li> <li>Central greenspace between apartment buildings and community center; playground (s); community gardens; outdoor cooking facilities; gathering areas w/some covered benches and tables, public art, pedestrian lighting, and accessible paths</li> <li>Healing garden and aesthetic botanical garden for residents</li> </ul>	<ul style="list-style-type: none"> <li>Improve neighborhood cohesion and connection by establishing pedestrian paths accessible to people of all abilities and helping people get safely to where they want and need to go on a regular basis</li> <li>Foster increased enjoyment and health and wellbeing with greenspaces tailored to what resident input</li> </ul>
<ul style="list-style-type: none"> <li>Braxton Place Boulevard</li> </ul>	<ul style="list-style-type: none"> <li>New narrow north-south street from Regent St. to W. Washington Ave. with wider sidewalks, stormwater management features, native plantings, safer crosswalks</li> </ul>	<ul style="list-style-type: none"> <li>Improve access for residents and their visitors, emergency service providers, and others (<i>see Figure x.xx</i>)</li> </ul>

*This document dated February 23, 2019 is a partial working draft. City staff are continuing to work on it, with advisement by the Steering Committee and comments from the public and other stakeholders.*



## Street Network

The Triangle area was originally developed with a grid of well-connected streets and sidewalks (*see adjacent figure*). In the early 1960's, the Madison Housing Authority purchased all of the homes and relocated the residents. The Housing Authority replaced the well-connected street system with a cul-de-sac, and built the existing apartments that CDA now owns. The Bayview Foundation acquired its property, and built its townhomes in 1971, followed by its community center in 1985 (*see History page x.xx*).

Triangle medical facilities, Bayview, Brittingham Tower and Gay Braxton Apartments are accessible from Braxton Place. Parkside Townhomes and Tower, and Asian Midway Foods are accessible via S. Park Street and W. Washington Avenue, and Karabis is accessible by S. Park Street. There is also a drive on W. Washington Avenue to a small parking lot for access to Bayview.

Visitors, emergency care providers, and other service providers sometimes find it difficult to figure out where residents live with the current cul-de-sac design. Fire



truck drivers also report that it is difficult to turn their trucks around at the end of the cul-de-sac. Additionally, if the sole entrance to the neighborhood at N. Park Street and Braxton Place was blocked, or, if there was a fire at an apartment

building, flooding, or other emergency, it may take far too long to evacuate residents from the Triangle, many of whom live with very limited mobility and/or complex mental health issues.

### **Future, Improved Access: New North-South Street**

As Triangle property owners reimagine residential, employment and commercial uses, it is an opportune time to look holistically at the area and plan for access improvements.

A recommendation of this plan to improve access by adding a narrow, north-south public street from Regent Street to W. Washington Avenue, half on Bayview



Proposed North-South Public Street

property, and half on CDA property. The proposed street would allow residents, visitors, service providers, and emergency vehicles to access the apartments and

community center from three different entry points rather than one, while minimizing cut-through traffic through specialized design as described in the

illustration and design principles below on the next page.

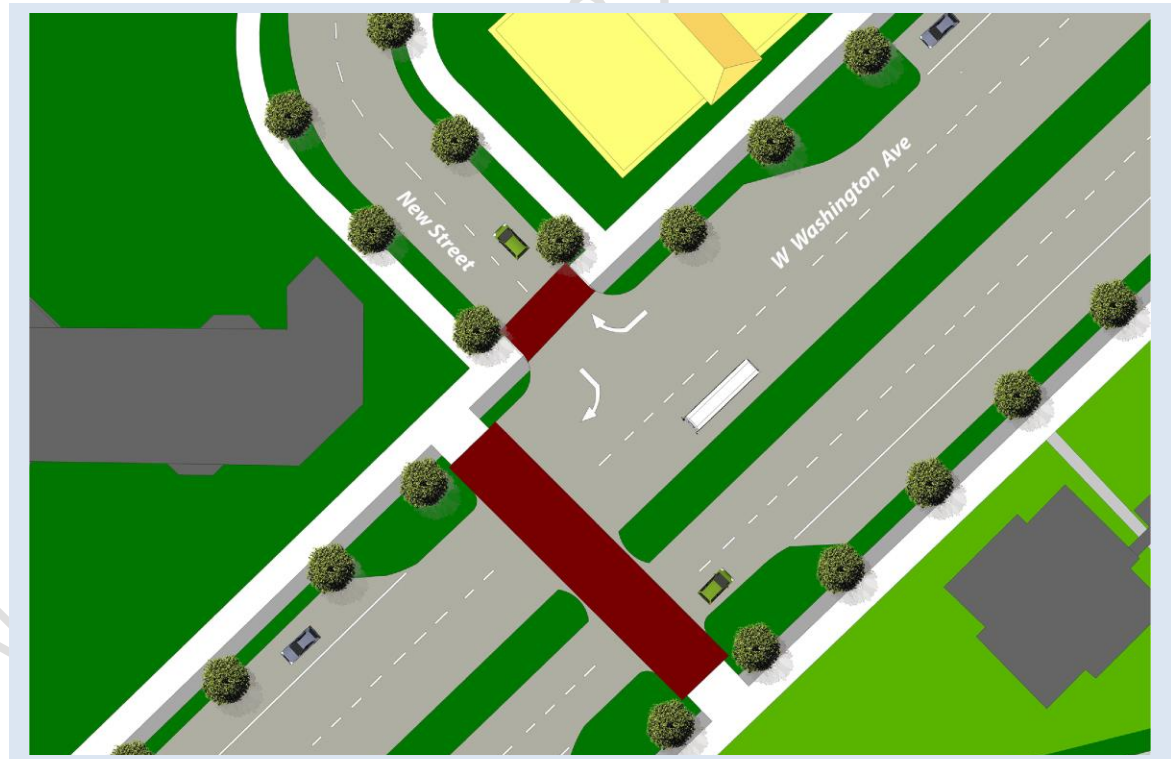


Illustration of Intersection of Proposed New Narrow, North-South Public Street from Regent St. to W. Washington Ave. and improved pedestrian access of W. Washington Ave.



If and when the decision is made to build this street, this plan recommends that the City conduct a Racial Equity and Social Justice analysis of the street design. This will help ensure that the street is as beneficial as possible to improve access and safety for all the Triangle's resident, while minimizing potential negative consequences.

#### Guiding Street Design Principles

- Right in/right out only from Regent St. and W. Washington Ave.
- Enhanced pedestrian crossings at these two new Triangle entrances with bumpouts, raised tabletop crosswalk with tinted pavement, etc.
- Traffic circles
- Decorative lights
- Buildings fronting street and sidewalks

#### Examples of Traffic Calming Features

The examples below from other places are included to help convey the vision of design features that could be considered with a new narrow north-south public street and/or rebuilt Braxton Plc. depending on eventual street design needs, and budgetary considerations. Such features as bumpouts at neighborhood entrances, traffic circles, continental crosswalk markings, speed humps and others are intended to slow traffic and minimize cut-through traffic, yet the street will still improve access for residents and their visitors, emergency vehicles, and others that need and want to access uses on the Triangle.

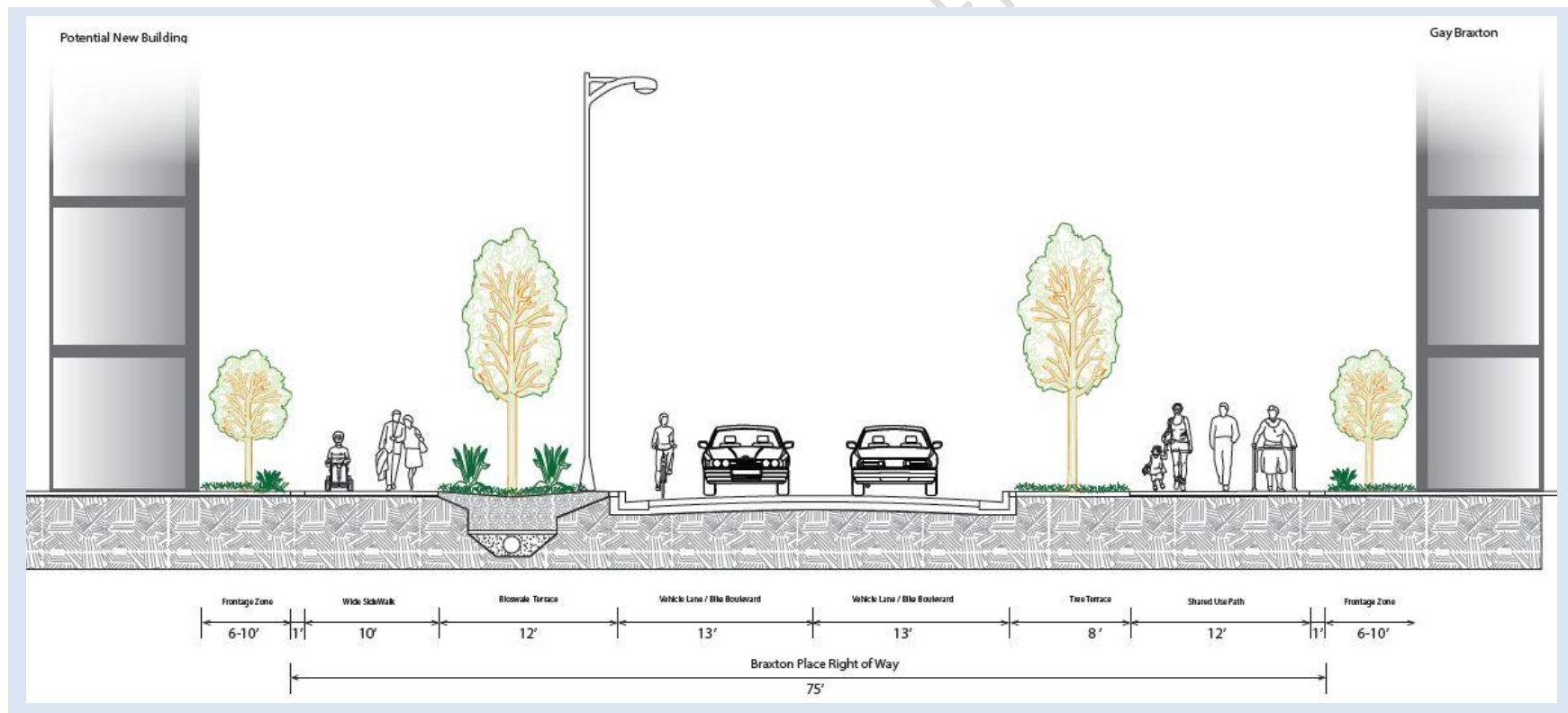


### Future, Improved Access: Rebuilt Braxton Place

Braxton Place is a wide boulevard with a landscaped median that is mostly functioning as a place to house a large utility box for CDA apartments. As property owners plan to redevelop, Braxton Place improvements could be

planned to make it a more pedestrian friendly and aesthetically pleasing entrance to the Triangle. If the utility box were to be moved, and the median eliminated, the resulting land could be attached to the adjacent properties. Further, stormwater management features could be added along with street trees and other plantings. A wider

accessible sidewalk could be also be built to accommodate all users, including people using different forms of assisted mobility. Further, the street could be a bicycle boulevard with wider, continental crosswalk markings, bump outs, and other traffic calming features.



*Live, Work, Shop –  
S. Park St./W. Washington Ave.*

At the corner of W. Washington Ave. and S. Park St. is a 1-story building owned by the Community Development Authority and rented by Asian Midway Foods. This specialty food market is a favorite of many neighborhood residents, and others in the city.

As mentioned in other parts of this plan, Triangle residents live with very low incomes, and many live with limited mobility. Some would prefer that there be an all-purpose grocery with affordable prices at this corner. Being able to walk or ride in wheelchairs to such a grocery would increase resident access to healthy, affordable food. It would also be a great asset for many other nearby residents along with the larger community.

To allow for continued use as a grocery store, and provide CDA with the opportunity to add housing units at this location, this corner is recommended for Community Mixed Use (CMU) in both this plan and the Comprehensive Plan. This would allow an intensive mix of residential, commercial, and civic uses for

residents and visitors. CMU areas are generally located at intersections such as this one which supports a high level of traffic and transit capacity. CMU should be well-connected with surrounding neighborhood areas. A recommended future land use concept and urban design recommendations are included on the pages below.



## Live, Work, Shop – W. Washington Ave./N. Park St.



### ***What's There Now***

- Commercial Use
- 1-story building built in 1967, surface parking lot
- Specialty grocery store – Asian Midway Foods
- Deep building setbacks from sidewalk, established trees and shrubs, Greenbush Neighborhood History Sign

### ***What's Recommended***

- Community Mixed-Use
- 8-story, iconic gateway building with unique architecture that complements and enhances neighborhood character and context
- Mixed-use building with commercial below and market-rate or affordable housing above
- Underground parking as much as feasible, very limited surface parking
- Wide terrace with street trees, public art reflective of history or other important neighborhood features
- Accessible, wide sidewalks; bike path between landscape terrace and sidewalk, along W. Washington Ave.
- Rooftop greenspace

### ***Why?***

- This prominent corner near the central city, and on two major corridors, could support taller buildings and additional units allowing more people to live in this desirable neighborhood; additional commercial space could serve neighborhood residents and the larger community
- Marks neighborhood entrance and major gateway to state capitol and central business district

## Employment and Healthcare Services on S. Park Street

(to be completed)

### **Land Use**

- Employment Use
- Up to 11-story building height
- Incorporate structured parking into new development, possibly shared between employment and other uses on the Triangle.
- Incorporate bike parking and other bike facilities to encourage bike commuting and general bike transportation to and from this area.

### **Urban Design**

- Incorporate green space and walking paths.
- Enhance street-level pedestrian entrance (s) to medical facilities.
- Ensure that taller buildings transition to East Campus Mall and residential development through use of such tools as building design and orientation, outdoor gathering areas, landscaping and more.

- Establish a farmers market with fresh food, arts and crafts and other merchandise.

### **Transportation**

- Incorporate land from medical properties to create dedicated left turn lanes in the west and east bound lanes of Regent St. at N. Park St. intersection; create a wide enough median for pedestrian refuge; extend pedestrian crossing light.
- Study potential changes to the Braxton/N. Park St. intersection to make it safer for pedestrians.
- Enhance wayfinding from pedestrian bridge to Meriter hospital second level entrance.
- Incorporate Bus Rapid Transit station into lower level of new N. Park St. fronting building.

## **Monona Bay Focus Area**

### **What is it Like Now?**

The Monona Bay area is a residential neighborhood adjacent to Brittingham Park and the bay, with convenient bike path to downtown and UW. It includes the Park View Apartments and there is a mix of two story single-family and multi-family residential buildings. There are many college students, professionals and some families with kids.

### **Future Land Use Recommendations**

If and when property owners redevelop along W. Washington Avenue and Proudfit Street, this plan recommends continued High Residential land use, with buildings up to 5 stories along W. Washington Avenue, except for the Proudfit Street corner, where a building height of up to 12 stories could be appropriate, stepping back to 5 stories along W. Main Street.

*(insert future land use drawing and table of recommendations)*

### **Transportation Recommendations**

If and when the Park View Apartment property redevelops, the city will work with the developer to create an east-west public pedestrian easement for better connection between the Triangle and the Monona Bay area, and access to Brittingham Park, the Bayview Community Center, community gardens, bike path and Monona Bay.

A north-south public pedestrian easement is also recommended from Proudfit Street to Rodney Court as properties in this area if and when property owners redevelop there to improve access for pedestrians.

Further transportation improvements include enhanced pedestrian/bike crossing at Proudfit/W. Main Street with continental crosswalk markings, wider pedestrian refuge islands and pedestrian flashing lights. Bump outs are also recommended, if feasible.

Moving east on Proudfit Street, a continental crosswalk is recommended at the Proudfit/S. Brittingham Place intersection, and a bike path is recommended for the west side of North Shore Drive.

*(insert graphic and further detailed recommendations)*

### **Parks and Open Space Recommendations**

*(insert Brittingham Park recommendations)*

## **S. Park Street Focus Area**

*(to be completed)*

median for landscaping and pedestrian waiting areas, and adding landscaping along building frontages.

### **Land Use**

- Neighborhood Mixed-use along S. Park St. and Low Residential along W. Shore Dr.
- Encourage locally owned businesses that serve the neighborhood such as veterinary and dental offices, coffee shops, groceries, restaurants, and civic uses.

### **Urban Design**

- Require that upper stories of buildings along S. Park St. transition to lower-scale, residential area along W. Shore Dr.

### **Transportation**

- Conduct a study of the S. Park St. corridor seeking improvements that make it safer, more convenient, and more enjoyable for walking and biking; consider adding bike lanes, lengthening pedestrian walk times at stoplights, widening sidewalks for better ADA access, widening



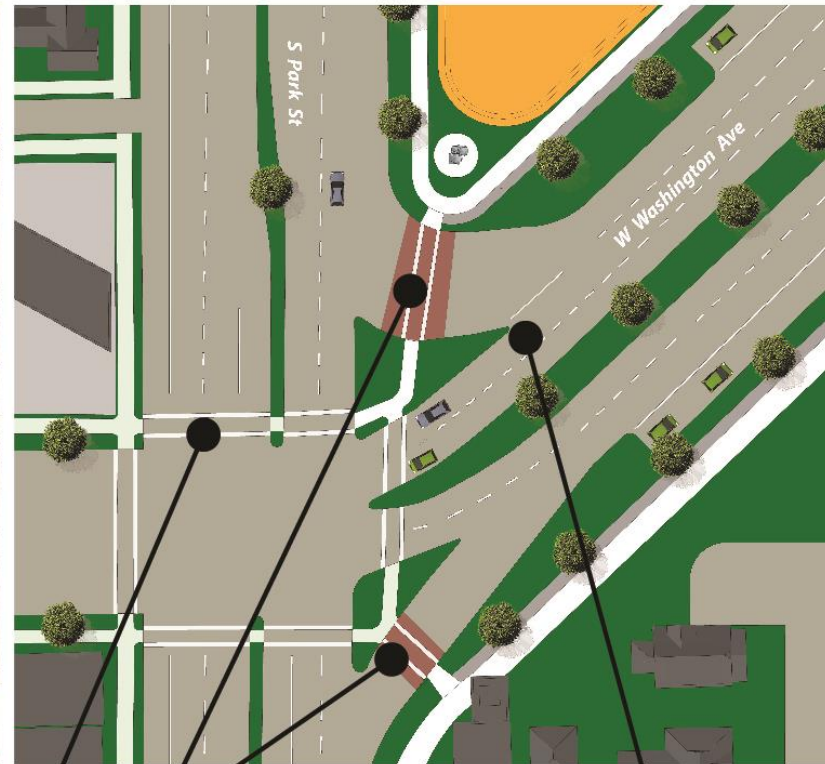
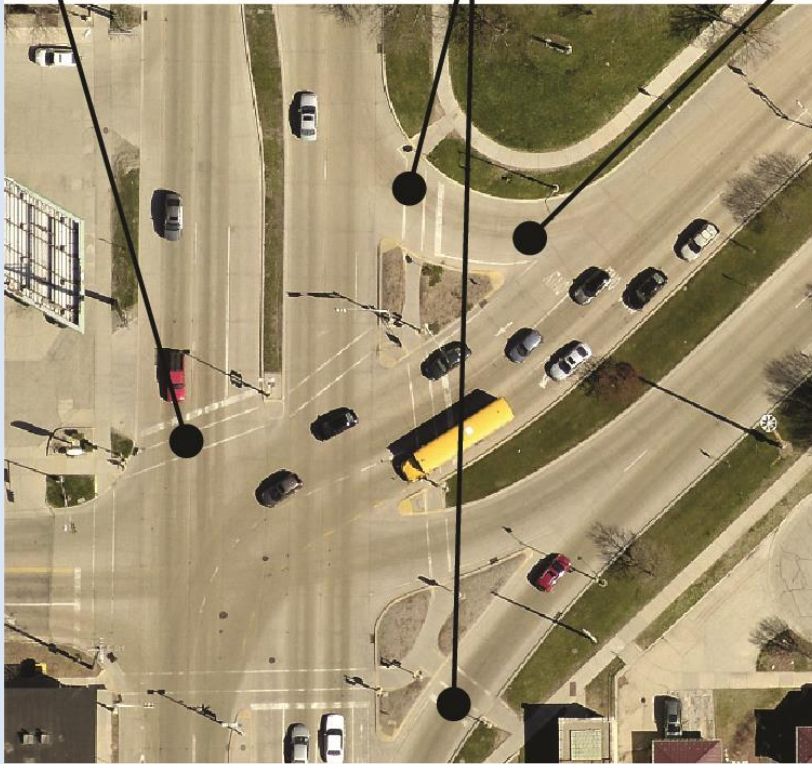
## Walk, Bike and Bus – W. Washington Ave./S. Park St. Intersection

### Existing Conditions

Long distance to walk and awkward angle - difficult and unsafe to cross, especially for people with limited mobility

High traffic weekday mornings and evenings, university and downtown events – drivers roll into crosswalk

Long distance to walk and minimal refuge area



Realign crosswalk to eliminate angle and shorten walking distance

Install tabletop crossing with tinted pavement

Eliminate a southbound drive lane on W. Washington Ave. and increase size of refuge island



### III. Implementation Plan

*(insert table of detailed recommendations  
with Lead Implementers, Timeframe and  
Cost)*

PARTIAL WORKING DRAFT 2.23.19

## IV. Adopting Resolution

PARTIAL WORKING DRAFT 2.23.19

## Appendices

PARTIAL WORKING DRAFT 2.23.19