

From: [Karolyn Beebe](#)
To: [All Alders](#); [Mayor](#)
Subject: I strongly oppose item #7
Date: Tuesday, January 17, 2023 5:27:07 PM

Caution: This email was sent from an external source. Avoid unknown links and attachments.

Dear Mayor and City Council members,

Madison Metro has taken me where I need to go and home again for 40+ years. My only wish has been for bus stops in the shade of canopy trees, cooling the roads, parked cars, and rooftops. They turn a bus stop into a wonderfully cool place to be, most of a Madison year. I usually find needed coolness and welcome shade provided by trees on private lands, -- the source of most of Madison's canopy.

At stops with limited tree space, imagine trellises of vines, their roots in beds cut into the concrete. Even wild grape vines would offer a wonderfully shady solution! And lately, I've also wished for a bench at every stop. That's what I consider a "pedestrian friendly" Madison Metro experience.

Many trees and land that supports them would be lost to development under the proposed Transit Oriented Development Overlay (Legistar 74703).

At least 8 beautiful trees would be lost if the owner of 222 Merry and 2 adjacent properties on Winnebago, carried out his development plans.

My backyard is already a 'raingarden' for much of his land, and flooding is increasing in the area as more runoff is forced into the Yahara river from hard surfaces elsewhere. So I also appreciate how big trees are able to suck up and transpire tons of water. The proposed TOD overlay invites chainsaws and more hard surfaces.

Please work in favor of welcoming bus stops as part of a healthy canopy over Madison.

Thank you
karolyn Beebe
220 Merry Street, 53704

From: [Janette Baley](#)
To: [All Alders](#)
Subject: City Zoning
Date: Tuesday, January 17, 2023 5:38:56 PM

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My husband and I are vehemently opposed to the latest proposed changes to zoning in Madison. It is ANOTHER step towards absolutely destroying the sense of community in Madison. This proposal is one contribution towards ruining this beautiful city.

Janette and John Bernard
4902 South Hill Drive
Madison 53705

Sent from my iPhone

From: [David Braun](#)
To: [All Alders](#); [Mayor](#)
Cc: dbraun8484@gmail.com
Subject: TOD Legistar 74703
Date: Tuesday, January 17, 2023 8:47:55 AM

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I oppose item 7 (Legistar 74703) amending sections within Chapter 28 of the Madison General Ordinances to implement the new Transit Oriented Development Overlay District. I oppose this item for several reasons:

- Lack of transparency with those impacted by the suggested zoning changes
- Lack of information related to the funding of the proposed BRT project which is the reason for the requested zoning changes. Specifically, how much is federal funding vs city funded..has the cost budget been hard bid? If not that is a big concern given where cost of construction and supply chain issues have moved since the summer of 2022.
- We are in an inflationary time period with raising cost of capital etc. Is a \$200mm BRT prudent given lack of detail around ridership percentages. Wouldn't it make more sense to table the zoning changes until BRT is actually a functioning transit solution.
- Zoning lines seem to be just carte blanche 0.25miles distance from the proposed BRT route without consideration for specific neighborhoods and the economic likelihood of density development. This is poor planning from a density standpoint. The density needs to be focus and concentrated where it makes economic sense for a developer to risk equity and develop a project. Re-zoning SF neighborhoods to permit duplexes does not accomplish density.
- Parks (valued parks and a big reason a lot of residents purchased homes in the neighborhoods) are included in the TOD overlay maps...why..this makes no sense and leads to distrust of alders, city officials and the mayor. I implore you to exclude parks from the maps.
- Back to my fist point of transparency and time. Zoning changes of this magnitude need public discussion and there has been a complete lack of public forum to discuss this. Many of my neighbors never heard of the zoning change till this past week. As Alders you should be ashamed of this fact and this important topic should be tabled for future discussions within all the neighborhoods and areas impacted by the TOD overlay. Again, cart before the horse with the zoning change before the successful implementation of the proposed BRT.

David Braun | Senior Vice President – Commercial Real Estate | TCF Bank, now part of The Huntington National Bank | Mobile: 608-217-2182 | tcfbank.com



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From: [Brian S.](#)
To: [All Alders](#)
Subject: Opposed to rezone properties in the areas of the new bus rapid transit routes.
Date: Tuesday, January 17, 2023 7:10:57 AM

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Hello,

I am opposed to rezone properties in the areas of the new bus rapid transit routes. Sounds like a bad idea and it has not been well publicized or explained to the public. Feels like the city is trying to sneak this past us, as they have tried in the past. Please vote No to rezone. It needs more discussion and analysis.

Brian

From: [Richard Coelho](#)
To: [All Alders](#)
Subject: Yes on TOD in Historic Districts
Date: Tuesday, January 17, 2023 3:54:05 PM

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Alders,

I have lived in Madison for 11 years now. It is the longest I have lived in one place since I was 16. My wife and I had our son here and this has been his home for the 4.5 years of his life. We want to make this our forever home.

We have been renters our entire time in Madison.

While life circumstances have at times not helped, the explosion of housing costs has severely limited my family's potential to become home owners. The supply problem in this city is real and we need to be taking a multifaceted approach to solving the crunch or this city will become as expensive as the coasts.

TOD in historic districts will not instantly solve all problems with our housing crunch. But it can be part of a set of policies to move towards equitable solutions.

This is a real test of the progressive values of the city. Will it take concrete steps to become more equitable and inclusive or will it seek to lock in the gains of one set of winners who got the right draw of the cards.

Please support TOD overlays in historic districts on item number 7 tonight.

Best,
Rick Coelho

1422 E Dayton Street Apt 20
Madison, WI 53703
District 6

Rick Coelho
Cell: 603-978-5775

From: [Mike Cofrin](#)
To: [All Alders](#)
Cc: [Karolyn Beebe](#)
Subject: Important: Agenda item 7 at the Common Council Meeting tonight
Date: Tuesday, January 17, 2023 8:07:15 AM
Attachments: [IMG_1442.PNG](#)
[IMG_1443.PNG](#)
[IMG_1444.PNG](#)
[IMG_1445.PNG](#)
[Legistar 74703 AW.pdf](#)

Caution: This email was sent from an external source. Avoid unknown links and attachments.

Dear Members of the Madison Common Council,

Karolyn Beebe owns the home at 220 Merry Street, she is my mom. She has owned this property since 1982. She purchased it while working as a janitor at the Madison Public Library in the 80' and 90's.

I am writing this note on her behalf.

Please consider the following points and observations for the Common Council with respect to TOD and Agenda Item #7 and its impact on Merry Street.

1) It is Karolyn's belief that if TOD is applied to Merry Street it would allow for vastly increased developments compared to present zoning and City planning. It would allow, for instance, a 5-story building to be built within 10' of existing homes in the location where 222 Merry Street currently stands.

2) She is in firm support of the attached Legistar 74703 regarding flooding in the area. Flooding in her backyard and along the entire riverway is a critical concern as you contemplate more construction in this area. Please see attached photos from the 2018 flood.

3) The image with the ducks shows the backyard of 222 Merry Street owned by Apex. Meanwhile water came up to about 12' from Karolyn's house. This occupied about 100 ft of her backyard from the bank of the river.

4) On a personal note, you can be 100% confident that as a long time resident and neighbor to a potential construction project of any magnitude this would have a dramatically negative impact on her quality of life. She lives directly next door to the apartment building at 222 Merry Street that is subject to redevelopment if this passes.

As a long time resident who cares deeply for the environmental health of Madison and for the reasons stated above, she opposes the passage of any ordinance that allows for further development of Merry Street.

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Sincerely,

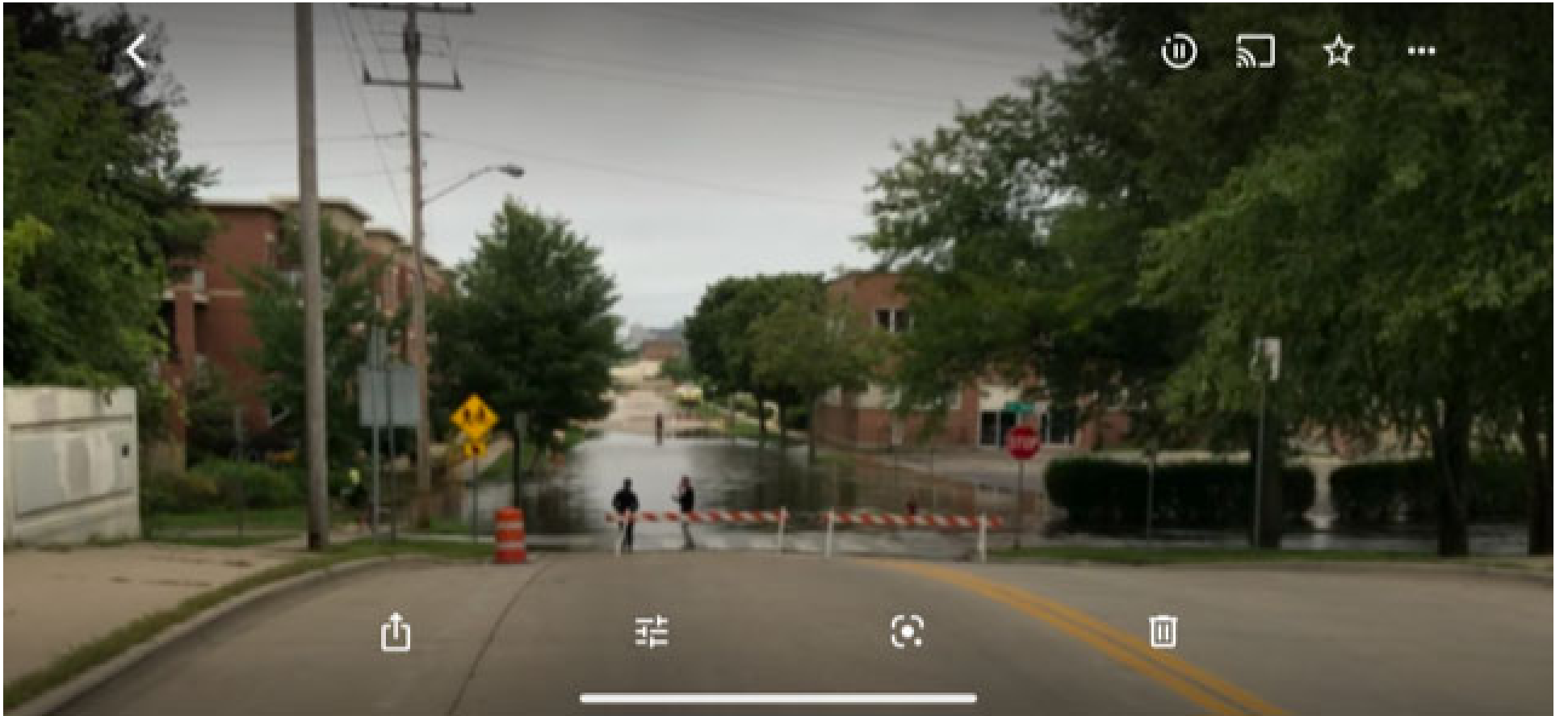
Mike Cofrin

Son of Karolyn Beebe



10:38







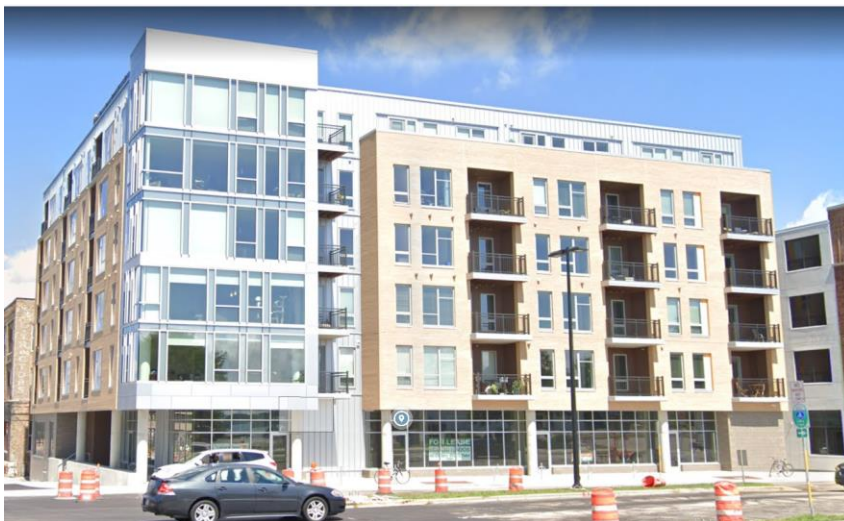
Legistar 74703

Dear Plan Commission Members,

While I am a strong supporter of BRT, I do not support increasing the density on Merry Street at 222 Merry from 36 dwelling units per acre to 60. During the City of Madison Comprehensive Plan process, increasing the density on the river side of Merry St was specifically addressed at both Plan Commission and Common Council. Both the Plan Commission and Common Council rejected an increase in density here, and determined that the appropriate density for the area was Low Density Residential (LDR).

222 Merry is zoned as TR-U2 and is an anomaly. This is the only location in the entire city where TR-U2 exists in a Low Density Residential area. Common Council specifically lowered the amount of allowed dwelling units per acre from 60 to 36 dwelling units per acre because of this anomaly. The TOD overlay would once again raise the number to 60, an increase that Common Council did not support.

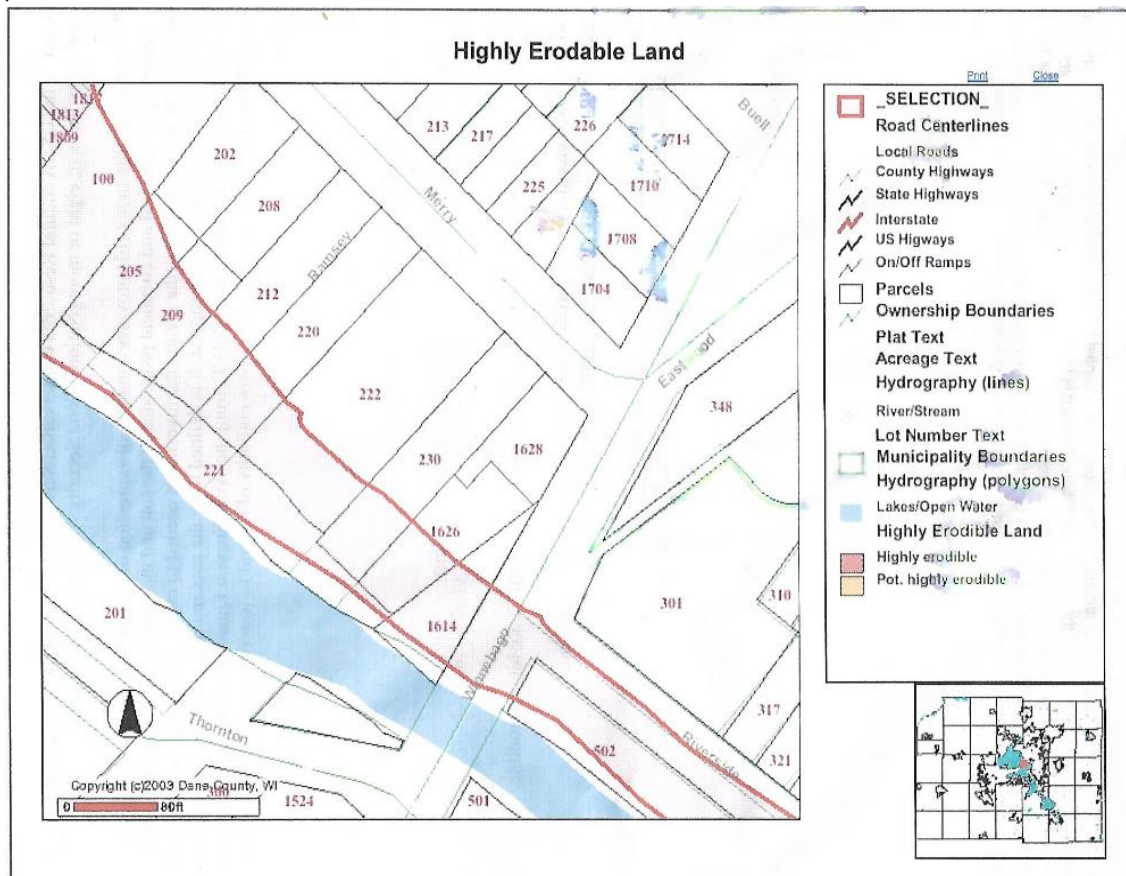
Mixed-use districts have a side and rear height transition to residential districts, TR-U2 does not. The TOD Overlay would allow for a 5-story, 68' TR-U2 building to be built within 10' of existing homes that are generally 1 1/2 story's to 2 story buildings. These transitions should also exist for TR-U2, and most especially in locations such as this. For example: "Where a TSS District abuts a residential district at the rear or side lot, building height at the rear or side yard setback line shall not exceed two (2) stories/twenty-five (25) feet. From this point, building height may increase at a ratio of one foot of rise to one foot of horizontal distance away from the property line, (a 45 degree angle) up to a maximum allowed height. Transitions exceeding this height and/or ratio limitation require conditional use approval."



704 Williamson is just 4 feet taller than what would be permitted under TR-U2. (704 Willy is .36 acres while 222 Merry is .64 acres.)

222 Merry also abuts the historic Yahara River Parkway. A building of this size, this close to the river would loom over the parkway. The Friends of the Yahara River Parkway (Ed Jepson) have consistently not supported this kind of density, so close to the parkway. The Friends group also has not supported development using the parkway as their front yard, especially in a greenspace deficient, park deficient neighborhood.

An issue that neighbors have consistently raised at both the Plan Commission and Common Council is that the Yahara River floods. The first flood I experienced was in 1993 and it has flooded many times since. In 2018, the National Guard was called in to sandbag the foundations of homes, as well as the apartment building at 222 Merry. Common sense indicates that flooding along the river is very likely to continue to be an issue. Increasing density in this location is not logical. It would also make transitioning to increased wetland/increased parkland in the future much more expensive. Quite a few neighbors on the river side of Merry can imagine a future in which their homes no longer are present.





View of 222 Merry from 220 Merry during flooding, 2018 flooding was far worse.

I would ask that 222 Merry be exempted from the TOD Overlay. I am additionally asking that the zoning for 222 Merry be changed from TR-U2 to TR-V2. While more dense than the areas Low Density Residential designation, TR-V2 is a more appropriate designation that allows for the existing apartment building as a permitted use. If this site remains TR-U2, the residential transitions need to be implemented.

Respectfully,
Anne Walker

From: [Daniel Cox](#)
To: [All Alders](#)
Subject: Single Unit Housing Zoning is Destroying Our Planet
Date: Tuesday, January 17, 2023 8:43:03 AM

Caution: This email was sent from an external source. Avoid unknown links and attachments.

You all spend so much time pretending you care about climate change and protecting the environment, up until it requires you to stand up to the out-of-touch boomers who are keeping housing expensive and ensuring planet-destroying sprawl with their hatred of apartments and desire to live in a growing community but maintaining rural zoning policies.

Single Unit Housing zoning and living on this planet are irreconcilable.

From: [Jill Davis](#)
To: [All Alders](#)
Subject: re: tonight's meeting 1/17/2023 re: Item #7
Date: Tuesday, January 17, 2023 12:50:56 PM

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I strongly oppose the council motion which would allow multi unit housing in historic districts. It's a complete contradiction in terms to encourage development in neighborhoods which have gone through the rigorous screening that has resulted in the historic designation. It will destroy the historic nature of these neighborhoods. In addition, areas like Monroe Street with its small scale are a huge draw to the city, and their character will be ruined by large scale development. Small shop owners will be forced out as the owners seek to profit from tearing down their smaller buildings. Please vote down any attempt to transform long standing residential neighborhoods.

There is enormous growth in housing throughout the outskirts of the city. Perhaps improving bus lines will make these areas more accessible to downtown.

It also worries me that the biggest support for this measure comes from real estate developers. The city should not cater to those who seek to financially profit.

Jill Davis
3710 Council Crest
Madison, WI 53711

From: ulrike.dieterle@gmail.com
To: [All Alders](#)
Subject: [All Alders] Item #74703 TOD Overlay District
Date: Tuesday, January 17, 2023 11:47:49 AM

Recipient: All Alders

Name: Ulrike Dieterle
Address: 323 N Blackhawk Ave, Madison, WI 53705
Phone: 608-233-9151
Email: ulrike.dieterle@gmail.com

Would you like us to contact you? No, do not contact me

Message:

The current amendment is seriously flawed. I will point out two areas that are particularly troublesome.

Historic districts do not belong in the overlay. They should be exempt as originally decided. As a docent for the Madison Trust for Historic Preservation, I conduct tours in a number of our historic neighborhoods.. The integrity of these districts should stand and not be tampered with by the Plan Commission or the Council Please correct this.

Development under the overlay areas would loosen parking requirements previously in place for new developments. This is misguided. People will continue to own cars. To state otherwise, which this amendment attempts to do, is ridiculous. They may not drive as much or drive E-cars, but cars they will have. And where will these cars park? To minimize parking requirements in new developments would only disperse cars to surrounding streets.

Neighborhoods do not need anymore of this.

I would respectfully suggest Council send this amendment to wherever they send unacceptable documents.

Thank you.

Michael & Ulrike Dieterle
323 N Blackhawk Ave 53705

From: [ulrike dieterle](#)
To: [All Alders](#)
Cc: [ulrike dieterle](#); [dieterle michael](#)
Subject: Item #74703 TOD Overlay District
Date: Tuesday, January 17, 2023 1:56:31 PM

Caution: This email was sent from an external source. Avoid unknown links and attachments.

The current TOD document is seriously flawed. I will point out two areas that are particularly troublesome.

-- Historic districts do not belong in the overlay. They should be exempt as originally decided. As a docent for the Madison Trust for Historic Preservation, I conduct tours in a number of our historic neighborhoods.. The integrity of these districts should stand and not be tampered with by the Plan Commission or the Council Please correct this.

-- Development under the overlay areas would loosen parking requirements previously in place for new developments. This is misguided. People will continue to own cars. To state otherwise, which this amendment attempts to do, is ridiculous. They may not drive as much or drive E-cars, but cars they will have. And where will these cars park? To minimize parking requirements in new developments would only disperse cars to surrounding streets. Neighborhoods do not need anymore of this.

I would respectfully suggest Council send the entire TOD Overlay document back for review by appropriate committees and commissions and also allow for more discussion at public forums. . Thank you.

Michael & Ulrike Dieterle
323 N Blackhawk Ave
53705

From: [Wasniewski, Darrin](#)
To: [All Alders](#)
Subject: AARP WI supports Transit Oriented Development ordinance
Date: Tuesday, January 17, 2023 8:01:44 AM
Attachments: [Madison TOD comments Council.pdf](#)

Caution: This email was sent from an external source. Avoid unknown links and attachments.

As a member community of AARP's Network of Age-Friendly States and Communities, AARP Wisconsin supports Madison's proposed Transit Oriented Development Ordinance. Comments attached.

Should you have any questions I may be reached via the contact methods below.

Darrin Wasniewski

Interim Data Storyteller

Operations, Strategy & Analysis | Planning & Performance Analysis

AARP Wisconsin

Associate State Director- Community Outreach

222 W. Washington Avenue #600

Madison, WI 53703

Office: (608) 286-6303 | E-mail: dwasniewski@aarp.org



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twitter: @aarpwi | [facebook.com/AARP Wisconsin](https://facebook.com/AARPWisconsin)

17 January 2023

Comments of AARP Wisconsin Regarding Madison's Draft TOD Overlay Zoning

On behalf of AARP Wisconsin's almost 30,000 members in Madison, we write to submit comments regarding the City of Madison's DPCED Planning's proposed TOD Overlay Zoning. AARP is a nonpartisan, nonprofit, nationwide organization that helps empower people to choose how they live as they age, strengthens communities, and fights for the issues that matter most to families, including issues that support the creation and preservation of livable communities.

A livable community has affordable and appropriate housing, supportive features and services, and adequate mobility options for people, regardless of age or ability. While for many communities the general shortage of affordable housing is a challenge, a community can increase its livability by implementing measures to facilitate transit-oriented developments (TODs) that intentionally incorporate affordable housing. Without this intention, the desirability of TODs can exacerbate the challenges of housing affordability due to increased land and property values.

AARP applauds the overall direction of the DPCED's proposed plan along Madison's soon-to-be implemented Bus Rapid Transit corridors and along some High-Frequency Local Bus Routes. We especially appreciate the broad scope of the DPCED's efforts to support and encourage TODs, as well as engaging in a development process that has included substantial public input and technical analysis. Wisconsin Department of Transportation estimates that over 30% of Madison residents are non-drivers. This number is sure to grow in coming years with our aging population as research shows a typical person outlives their ability to drive by 8-10 years. We believe proactive measures, such as TOD, work to ensure every person's right to mobility.

As Madison's policymakers seek to extend the benefits of TODs, we urge you to ensure that those benefits are available to people of low and moderate incomes and to those with different mobility challenges and needs. TOD policies must ensure that these developments provide both housing and transportation options and a range of features that allow people to retain independence as they age.

For these reasons, AARP offers the following additional recommendations:

- In general:
 - To foster the ability of people to retain their independence, residential housing in TOD policies should encourage incorporation of visitability and universal design features, like wide doorways and hallways, accessible bathrooms, and accessible kitchens to name a few. Although the term "visitability" refers to

design elements that enable mobility-constrained neighbors and relatives to visit socially, the features also allow for some degree of aging-in-place and are relatively low cost.

- To ensure that streets in TOD districts are safe and accessible, Madison's Complete Green Streets and Vision Zero policies and principles should be incorporated to focus on the safety and security of pedestrians in the design and operation of transportation facilities.
- To facilitate housing affordability, policies should include incentives to promote affordable housing and mixed-income housing served by high levels of transit to ensure a diverse mix of households.
- Specifically, as drafted:
 - Inclusion of TOD in Madison's historic districts, both local and national. Local districts require approval before building or alteration thus already providing a level of protection to these areas and national districts have review requirements in place when federal dollars are proposed to be spent. Excluding these areas hampers potential housing near the city's investment in public transit.
 - Page 5, 7a1, Max Principal Building Setbacks "Buildings shall occupy at least 30% of the primary street frontage." The possibility of up to 70% of the block without a building façade runs contrary to environmental psychology and urban design principles, which, in turn, is not good for TOD. We encourage the street frontage floor to be raised to something more appropriate to TOD.
 - Page 5, 7a3, "When more than one principal building is developed on a zoning lot, additional buildings shall be exempt from the maximum setback requirement." We suggest language that establishes a standard setback and building façade line in order to create that edge for the best pedestrian experience.
 - P. 6c4, Minimum Number of Stories and Height. Exclusions to the minimum story requirement of 2 stories could cause the block to feel like a strip mall more suitable for an outlying commercial district instead of an urban TOD. We suggest this exclusion be eliminated.
 - P. 7 We suggest inclusion of bike lockers to promote the use of bicycles as a means of transportation and to access other modes of transit. Less parking in TOD helps to activate the street and sidewalk. Less parking also enables construction to be more compact and to be done more affordably.

AARP Wisconsin appreciates the opportunity comment on this important matter. We believe that the city of Madison is on the leading edge of promoting the creation of robust TOD districts to make Madison a vibrant city where residents of all ages can participate fully and live independently. We commend you for the proposed transit-oriented zoning overlay and your efforts to expand Madison's housing and transportation options.

Should you have any questions or need any further information, please feel free to reach out to me at dwasniewski@aarp.org or 608-286-6303.

Sincerely,

Darrin Wasniewski

Associate State Director- Community Outreach, AARP Wisconsin



From: [Darrin Wasniewski](#)
To: [All Alders](#)
Subject: Support Item 74703, TOD
Date: Tuesday, January 17, 2023 8:51:23 AM

Caution: This email was sent from an external source. Avoid unknown links and attachments.

Alders,

I write today in support of item #74703, second substitute, TOD. As a resident, an urbanist who focuses on creating communities for all ages and all abilities, and a preservationist I applaud staff and members of TPPB and PC for getting the ordinance before you tonight. Being proactive in developing higher density (and let's be clear- in some areas this merely moves from single-family to a higher density of two-family) along Madison's BRT and higher-frequency bus routes makes good policy.

Currently, WisDOT estimates that over 30% of Madison's residents do not drive. This number is sure to increase as our population gets older and the cost of owning an automobile steadily rises. And let's be honest, the roadways in our community are not designed for every person to own an auto, nor do we wish them to be. Increasing the density along these routes adds options for people and is one approach that may promote more affordable housing in the city.

I have read numerous posts and comments on various social platforms and in print over the last few days about the inclusion of historic districts in TOD. I sent an e-mail last fall that outlines my thoughts on including them so I will not rehash all the specifics, suffice it to say that I support the inclusion of historic districts in the ordinance. As a preservationist, I know the value of our built environment in the context of our history. The commentary that I've read almost exclusively refers to the National Register of Historic Places District of Hill Farms and almost all claim to want to protect the "character" of this neighborhood.

While I do not live there, I have had the opportunity to travel through it. It is a beautiful neighborhood, without a doubt. But one thing stood out to me on a recent trip, low and behold I found duplexes that exist within this neighborhood. So I'm not understanding how if duplexes exist currently, and the new ordinance would allow the construction of two-family dwellings (duplexes), how would including this neighborhood in the ordinance alter its character?

As a preservationist, I offer unsolicited advice to all those residents who wish to preserve the character- take the next step and get your neighborhood listed as a local district so that all proposed exterior alterations would have to be reviewed.

In summary, I support Madison's proposed TOD ordinance, to include historic districts, and firmly believe it is good policy for this city.

Thank you.

--

Darrin Wasniewski

From: [Hannah Eldridge](#)
To: [All Alders](#)
Subject: Supporting TOD overlay districts
Date: Tuesday, January 17, 2023 10:42:05 AM

Caution: This email was sent from an external source. Avoid unknown links and attachments.

Dear Madison Alders,

As a resident just outside the boundary of the historical University Hill Farms neighborhood, I write urging you to support the second substitute of the TOD overlay district #74703 V3.

There's been much furor in the press about 'protecting' these historic districts and the 'young families with starter homes' in these areas, but I don't see how refusing to ever tear down any building in the entire district does that. Furthermore, there are no 'starter homes' in these areas for anyone except millionaires--you have to go all the way to the edge of Madison to find anything under \$300,000. I'm recruiting for a position at work right now, and it's hard to ask people to move to Madison for a starter salary when they can't live close to work, childcare, restaurants, and the things that make Madison such a wonderful place to live. If Madison wants to live up to its progressive reputation, we need public transportation and we need affordable housing around that public transportation for a green, just, and diverse future.

Sincerely,

Hannah V. Eldridge
2626 Park Place
Madison, WI 53705
(District 5)

From: [Mark Elsdon](#)
To: [All Alders](#)
Subject: expressing support for TOD overlay zoning change
Date: Tuesday, January 17, 2023 11:56:37 AM

Caution: This email was sent from an external source. Avoid unknown links and attachments.

Greetings Madison Common Council,

I am a resident of the Hill Farms neighborhood in Madison. I am writing to express my support for the TOD overlay zoning change that may allow for higher density housing options in our neighborhood and elsewhere in the city.

We have a massive housing shortage in Madison. The benefits of our neighborhoods should be available to new people moving in, not just to those of us who already live here. The only way Madison will continue to grow and be a good place for all to live is if we increase density everywhere in the city. I'm in favor of adding density. I support increased density independently of the transit question.

Thank you,
Mark

Mark Elsdon, MBA, M.Div
www.melsdon.com | [LinkedIn](#)
608.469.9513

My "day jobs" are as Co-Founder & Lead Builder at [RootedGood](#) and Executive Director at [Pres House](#).

From: [Rachel Fields](#)
To: [All Alders](#); [Mayor](#)
Subject: Please do not let NIMBYs prevent the city from building much-needed housing
Date: Tuesday, January 17, 2023 9:18:47 AM

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Hi Alders,

Please do not let neighborhood groups prevent zoning policy changes that would make our neighborhoods more affordable, dense, and diverse.

Yes, there will be a lot of angry people at the Common Council tonight, spitting fire about neighborhood character, property values, historic designations, green space, blah blah blah, all the classic NIMBY arguments that get trotted out every time housing or zoning changes are proposed.

But at the end of the day, their comments all boil down to one thing: *We don't want anything to change, and we think we have the right to prevent change because we own homes.* And that isn't a good reason. It's just privilege talking.

As we've heard a million times before, Madison is in a housing crisis. We need more density. The TOD zoning changes will help us increase that density by gently upzoning neighborhoods. Living next to a duplex instead of a single family home is not the crisis that neighbors are making it out to be.

Please vote to approve TOD, and do not exempt historic neighborhoods (aka, often the wealthy, white neighborhoods) from the zoning changes.

Thank you.
Rachel Fields
656 Crandall St
Madison WI 53711

From: [Nancy Gleboff](#)
To: [All Alders](#)
Subject: Rezoning. #7
Date: Tuesday, January 17, 2023 2:35:58 PM

Caution: This email was sent from an external source. Avoid unknown links and attachments.

I'm opposed to agenda item number 7- rezoning along new bus route. I believe that the rezoning plan would destroy our carefully planned hill farms neighborhood. I have seen what the repetitive ugly apartment buildings have done to other areas in Madison. And I have seen what it does to our green landscape when these almost identical buildings have no setback and are built right up to the sidewalk. It is sad and I believe the rezoning plan will only benefit the developers.

From: [Jeni Guyot](#)
To: [Al Alders](#)
Subject: SUPPORT TOD second substitute
Date: Tuesday, January 17, 2023 10:35:15 AM

Caution: This email was sent from an external source. Avoid unknown links and attachments.



Jeni Guyot <jeniguyots@gmail.com>

10:26 AM (6 minutes ago)



to district6



Dear City of Madison Alders,

My parents Richard and Judith Guyot own 933 Williamson Street, a two-unit building built in 1899. The 66-foot lot also includes the only vacant space still remaining on Williamson, the former 935 Williamson. My sister Samira Guyot and I are currently managing their affairs as POAs.

For the last 8 months, we have been trying to split the lot so that we could possibly build or sell the vacant space for development. This land division was approved in October 2022 but zoning required us to convert the two-unit 933 into single-family home because multi-family dwellings require a minimum 40-foot width while a single family only requires 30 feet. There is really no flexibility in the code other than a costly and miracle zoning variance.

My parents owned four properties on this city block and were deeply involved in the comeback of this neighborhood. They believe in density and have been great advocates of the historic district they live in. Including historic districts in the TOD is the right call. In our case, it gives us a better chance to divide the lots back to how they were originally created. It also would allow a multi-family dwelling to remain so and still allow housing to be built next door. Being able to do this is important as my parents have invested more than 50 years in this neighborhood and now their investments are being used to fund their care as they are both in memory care. I urge you to support the second substitute.

Regards,

Fareed Guyot
302 Dempsey Rd.
POA for Richard and Judith Guyot, 936 Jenifer Street

From: bettyandandrew@yahoo.com
To: [All Alders](#)
Subject: [All Alders] Opposition to the TOD
Date: Tuesday, January 17, 2023 11:25:01 AM

Recipient: All Alders

Name: Elizabeth and Steven Helland
Address: 5138 Buffalo Trl, MADISON, WI 53705
Email: bettyandandrew@yahoo.com

Would you like us to contact you? Yes, by email

Message:

We wish to state our opposition to having our property rezoned to a TOD. We live within 1/4 mile of the BRT route. This property was originally exempted to protect its historical designation, then at the last minute the rezoning was switched to include the Hill Farms property adjoining the BRT for a quarter of a mile on either side of the route. This will ruin the purpose of this neighborhood. We feel this is wrong and a big mistake. Steven and Elizabeth Helland

From: jhirsch@chorus.net
To: [Mayor](#); [All Alders](#); [Conklin, Nikki](#)
Subject: CC Mtg on 1/17/2023 Oppose TOD Zoning District
Date: Tuesday, January 17, 2023 9:25:03 AM

Caution: This email was sent from an external source. Avoid unknown links and attachments.

RE: Item #7 TOD Overlay Zoning

I request that you **OPPOSE** the implementation of the Transit-Oriented Development Zoning Overlay District.

As a property owner within 2 blocks of Mineral Point Road, I reject the drastic change that this will bring to our neighborhood.

Disappointingly, none of the owners of property within the proposed Overlay District boundaries received any notification from the City about this change. The increase in building height, loss of open space, change in parking requirements and increase in density are among the issues that are contrary to the qualities that brought me and my neighbors to the District 9 area.

I also find it underhanded that there are additional changes being introduced at the January 17th Common Council meeting. As residents, we are asked to participate in the West Area Plan, yet it appears that the City is already moving forward with several planning decisions ahead of any public engagement. These include:

- the change in zoning of properties along Mineral Point Road in District 9 and to the east,
- Item #88, the mapped reservations for future streets between Odana and Mineral Point Roads,
- Item #96, the mapped reservations for future streets in the area of West Towne Mall.

Once again, the City is developing plans and will use "public meetings" to check the box rather than to obtain meaningful neighborhood input.

Again, OPPOSE Item #7, implementation of the Transit-Oriented Development Overlay District.

Janet Hirsch
District 9

From: [becky HUSTAD](#)
To: [All Alders](#)
Subject: TOD overlay
Date: Tuesday, January 17, 2023 1:41:27 PM

Caution: This email was sent from an external source. Avoid unknown links and attachments.

I would like this vote postponed.

I just heard from a neighbor yesterday about the TOD overlay/zoning vote that is set to happen tonight. I think the owners on Masthead and Driftwood (and throughout Madison) should have been personally alerted by their alders about this. Why wasn't there notice via mail? I would like to know how this might impact my property values and the feel of my neighborhood. I know that it's difficult for lower income and young people to get a foothold in the market. I know increasing density and public transport is desirable when it's done in a thoughtful way.

I could maybe be on board with this plan, but right now I'm angry about not being included in the discussion. I would appreciate the council delaying this vote until the property owners being impacted are alerted and informed. You should have tried harder to promote these changes and get buy in from constituents. Is this overlay really necessary on the north side of Mineral Point? It seems like there is plenty of room between Mineral Point and the Beltline to fill in first. Also, where are the park and ride locations for the rapid transit? Or are neighborhoods throughout the city going to be the lots for commuter cars? I've been watching the most recent city council meeting and trying to catch up now, but it's a slog with everything else I need to do to day.

Becky Hustad
6413 Masthead Dr.

From: [Hannah Jackson](#)
To: [All Alders](#)
Subject: Amended General Development Plan
Date: Tuesday, January 17, 2023 8:12:24 PM

Caution: This email was sent from an external source. Avoid unknown links and attachments.

Hi, my name is Hannah and I recently moved into a little house on Marsha Dr, zip code 53705.

I planned to speak tonight, but I must have registered incorrectly or too late. I'm emailing my little prepared speech.

I'm taking a break from painting my first home as I speak to you. I am in favor of this plan. It will not fix everything, as one speaker claimed we in favor believed a while ago, but it's a start and sets a good precedent for the future. Racism and classism are systemic yes, but small, local steps are how we begin to put one foot in front of the other.

I cannot help but feel amused and angry about a speaker who claimed everyone should feel the pride of owning a single family home. Nearly all people my age cannot even afford an apartment, with salaried jobs. That comment smacks of living in a previous era. Change is scary, but necessary. I would give up my backyard for someone to have a home. Young families are starting here.

I would also like to say that if changing zoning laws smacks of Marxism, then call me a Communist and let commie blocks reign free.

Thank you,

Hannah Jackson
5502 Marsha Dr
Madison, WI 53705

From: [Jayne Meyer](#)
To: [Mayor](#); [All Alders](#)
Subject: Opposition to Item 7
Date: Tuesday, January 17, 2023 9:52:05 AM

Caution: This email was sent from an external source. Avoid unknown links and attachments.

Oppose Item 7, the implementation of the transit oriented development overlay district.

I am exceedingly frustrated and irritated by underhanded methods the city uses to jam programs through to achieve their goals irrespective of how those that have to live with it feel.

As residents, we are asked to participate in the West Area Plan, but participation is basically meaningless as the City is already moving forward with several planning decisions ahead of any public engagement just like they have done with other projects in the area. These include: the change in zoning of properties along Mineral Point Road in District 9 and to the east, Item #88, the mapped reservations for future streets between Odana and Mineral Point Roads, Item #96, the mapped reservations for future streets in the area of West Towne Mall.

Once again, the City is developing plans and will use "public meetings" to check the box rather than to obtain meaningful neighborhood input.

Again, OPPOSE Item #7, implementation of the Transit-Oriented Development Overlay District.

From: [John HB](#)
To: [All Alders](#)
Subject: Strong support for second substitute to include historic districts in the Transit Oriented Development (TOD) Overlay District!
Date: Tuesday, January 17, 2023 5:41:49 PM

Caution: This email was sent from an external source. Avoid unknown links and attachments.

Hi,

I strongly support the second substitute to include historic districts in the Transit Oriented Development (TOD) Overlay District.

Best, John

From: [Susan Ketchum](#)
To: [All Alders](#)
Subject: blanket inclusion of historic district in TOD Overlay District
Date: Tuesday, January 17, 2023 12:37:02 AM

Caution: This email was sent from an external source. Avoid unknown links and attachments.

Dear Alders,

As a long-time supporter of housing equity and mass transit - I served two terms as a citizen appointee to the Madison's city transportation/transit utilities in the '70s and am versed in many of these issues as we've struggled with them in Madison over the years! I live in the Regent Neighborhood and have been a good steward of my historic architect-built Prairie-style home for over 50 years, as was my grandmother before me.

I oppose the inclusion of historic districts contiguous to UW-Madison campus in this TOD overlay proposal and the accompanying changes lifting occupancy limits because it opens doors to inappropriate development pressures that will make our neighborhood housing even less affordable! There are reasons city staff did not support the inclusion of local or national historic districts in this overlay proposal!

Without sufficient safeguards, this proposal is naive, shortsighted and inadequate. Many of our homes are on narrow, steep, small lots that are not conducive to expansion. Allowing increased occupancy opens the door to overcrowded, student population density by that is not well managed by absentee landlords and the accompanying problems.

Please protect our high quality, well built, architect-designed houses in the historic districts that are adjacent to UW-Madison facilities. One size does not fit all situations. As it stands, the proposed changes will NOT RESPONSIBLY provide for increased housing units within the historic district, nor does it recognize our home ownership as a stabilizing influence in our neighborhoods.

Sincerely,

Susan Ketchum
1926 Rowley Avenue
Madison, WI 53726

--

Susan

From: [Gary Knowles](#)
To: [All Alders](#)
Subject: Agenda item 7 - note
Date: Tuesday, January 17, 2023 5:02:29 PM

Caution: This email was sent from an external source. Avoid unknown links and attachments.

This proposal needs a lot more thought and public discussion - And more people need to understand the implications for their neighborhood(s) and look at the long term impact for the city. No need to rush it through with such limited public review. This is Madison - not Moscow.

Gary Knowles
487 Presidential Lane
Madison, WI. 53711
608-231-3884

From: [Dayna Long](#)
To: [Foster, Grant](#)
Cc: [All Alders](#)
Subject: Support for TOD Overlay, even in historic districts
Date: Tuesday, January 17, 2023 1:39:08 PM

Caution: This email was sent from an external source. Avoid unknown links and attachments.

Dear Alder Foster and all Alders,

I'm writing to support the proposed TOD overlay (74703, item 7 on Jan 17th agenda) and am in favor of including historic districts. Making it possible for more people to live close to transit access just makes good sense from an environmental, logistical, and quality of life perspective. Just anecdotally, I rented on Willy Street for six years, and my proximity to transit (and the bike path) enabled me to sell my car. I am a healthier, happier, and more financially stable person because of it. I want this for more Madison residents and I want people who are already living car-light and car-free to have more options for housing.

Thanks,

Dayna Long
District 15 resident

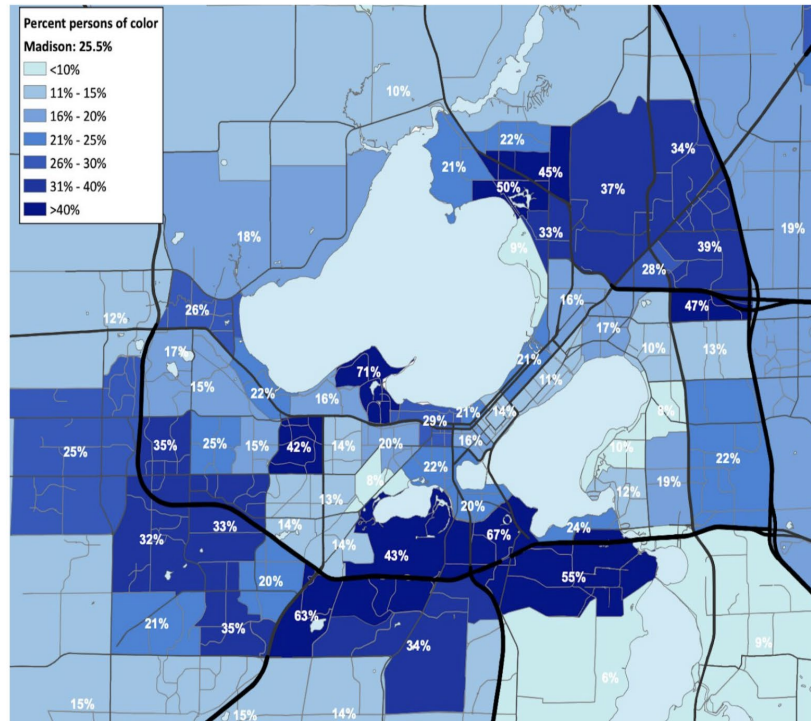


Figure 3.1 *Percent Persons of Color*, City of Madison Planning Division 2019, 7

From: [Merry St Neighbors](#)
To: [All Alders](#)
Subject: Legistar 74703 (Item #7)
Date: Tuesday, January 17, 2023 10:41:50 AM
Attachments: [Legistar.74703.Letter.Jan.17.pdf](#)

Caution: This email was sent from an external source. Avoid unknown links and attachments.

Dear Common Council,

Please find attached a letter signed by Merry St area residents in opposition to Legistar 74703 (Item #7).

Best,

Jeremy Manheim

January 17th, 2023

Re: Letter in Opposition to Legistar 74703

Dear Common Council,

While I am a strong supporter of BRT, I do not support increasing the density on Merry Street at 222 Merry from 36 dwelling units per acre to 60. During the City of Madison Comprehensive Plan process, increasing the density on the river side of Merry St was specifically addressed at both Plan Commission and Common Council. Both the Plan Commission and Common Council rejected an increase in density here, and determined that the appropriate density for the area was Low Density Residential (LDR).

222 Merry is zoned as TR-U2 and is an anomaly. This is the only location in the entire city where TR- U2 exists in a Low Density Residential area. Common Council specifically lowered the amount of allowed dwelling units per acre from 60 to 36 dwelling units per acre because of this anomaly. The TOD overlay would once again raise the number to 60, an increase that Common Council did not support.

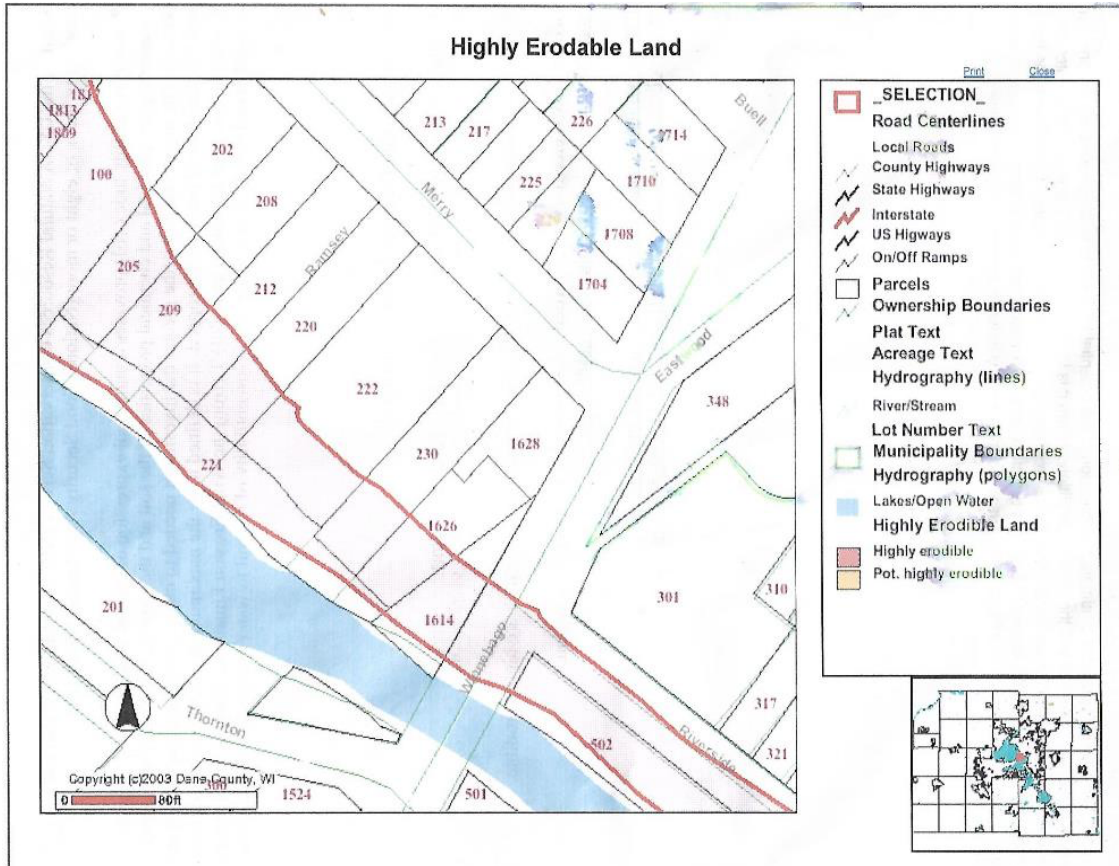
Mixed-use districts have a side and rear height transition to residential districts, TR-U2 does not. The TOD Overlay would allow for a 5-story, 68' TR-U2 building to be built within 10' of existing homes that are generally 1 1/2 to 2 story buildings. These transitions should also exist for TR-U2, and most especially in locations such as this. For example: "Where a TSS District abuts a residential district at the rear or side lot, building height at the rear or side yard setback line shall not exceed two (2) stories/twenty-five (25) feet. From this point, building height may increase at a ratio of one foot of rise to one foot of horizontal distance away from the property line, (a 45 degree angle) up to a maximum allowed height. Transitions exceeding this height and/or ratio limitation require conditional use approval."

704 Williamson is just 4 feet taller than what would be permitted under TR-U2. (704 Willy is .36 acres while 222 Merry is .64 acres.)



222 Merry also abuts the historic Yahara River Parkway. A building of this size, this close to the river would loom over the parkway. The Friends of the Yahara River Parkway (Ed Jepson) have consistently not supported this kind of density, so close to the parkway. The Friends group also has not supported development using the parkway as their front yard, especially in a greenspace deficient, park deficient neighborhood.

An issue that neighbors have consistently raised at both the Plan Commission and Common Council is that the Yahara River floods. The first flood I experienced was in 1993 and it has flooded many times since. In 2018, the National Guard was called in to sandbag the foundations of homes, as well as the apartment building at 222 Merry. Common sense indicates that flooding along the river is very likely to continue to be an issue. Increasing density in this location is not logical. It would also make transitioning to increased wetland/increased parkland in the future much more expensive. Quite a few neighbors on the river side of Merry can imagine a future in which their homes no longer are present.



View of 222 Merry from 220 Merry during flooding, 2018 flooding was far worse.

I would ask that 222 Merry be exempted from the TOD Overlay. I am additionally asking that the zoning for 222 Merry be changed from TR-U2 to TR-V2. While more dense than the areas Low Density Residential designation, TR-V2 is a more appropriate designation that allows for the existing apartment building as a permitted use. If this site remains TR-U2, the residential transitions need to be implemented.

Respectfully,

1. Tullia Dymarz 1708 Winnebago St
2. Johnathan Finnerud 222 Merry St #19
3. Craig Howering 201 Merry St
4. Emily Sonnemann 225 Merry St
5. Dave Drapac 208 Merry St
6. Rebecca Parmentier 222 Merry St #14
7. Raven Parmentier 222 Merry St #14
8. Atticus Curwen 222 Merry St #14
9. Martin J Schwartz 221 Merry Street
10. Jeremy Manheim 209 Merry St
11. Sonam Yangchen 209 Merry St
12. Anne Walker 1704 Winnebago St
13. Jasmine Banks 213 Merry St
14. Tamir Smith 205 Merry St
15. Amie Heeter 229 Merry St
16. Andy Miller 229 Merry St
17. Keedo Beebe 220 Merry St
18. Christopher Burant 212 Merry St
19. Damon Terrell 212 Merry St

From: judefm5@yahoo.com
To: [All Alders](#)
Subject: [All Alders] Re Zoning
Date: Tuesday, January 17, 2023 4:39:19 PM

Recipient: All Alders

Name: Judith Marcin
Address: 522 Hilltop Dr, Madison , Wi 53711
Email: judefm5@yahoo.com

Would you like us to contact you? Yes, by email

Message:

I read with interest an article published by the Capital Times and it has caused me concern of what exactly is going on in our city.

Being a lifetime resident I have seen many changes ..some good some bad.

During the past few years I cannot help but think of the bad that is happening to a city , once known for green space, parks , schools and Advantages for arts and learning.

We have become a yet again another larger city that has , supposedly a empty well for finances. Dip in and you have bucketful of money to waste on any idea that come across the mayor desk with full approval by its council, it seems.

Now the immediate problem is the rezoning of neighborhoods that were and had been promised otherwise. This bus problem is out of control and is picking up more problems as it grows the new routes not being able to service many riders , redevelopment of neighborhoods and it just keeps moving towards more questions and concerns.

Perhaps a new study ? Perhaps realizing that this project was a losing venture before starting it?

Yes , we are facing shortage of housing, but it seems the only ones making out are the builders and realtors...no regard for the type of building, the lasting appearance and functions.

Maybe the young families, as was stated in the article , should look in different directions then try to build / buy a home in Madison where perhaps

You never know how it will be zoned

From: [Carol Martell](#)
To: [All Alders](#)
Subject: Agenda #74703 Transit Oriented Development
Date: Tuesday, January 17, 2023 3:59:04 PM

Caution: This email was sent from an external source. Avoid unknown links and attachments.

I live on Oakridge Avenue in the SASSY neighborhood, three blocks from Atwood Avenue. The density in my neighborhood has increased a great deal in the past few years. Traffic has increased and parking has become very difficult.

Additional density will certainly not decrease parking pressure. Most of the 2 flat units in my immediate neighborhood do not have enough off street parking to accommodate two cars. Most of the apartment tenants have 2 cars per unit. That means at least two cars per building must find street parking every day. We don't have room for more cars.

Where will the people who move into new buildings on Atwood Ave, Williamson Street and the rest of our near East Side neighborhood park their vehicles? Will each new rental unit be required to provide parking for at least two vehicles?

I support better bus transportation for folks who live away from the central city. I think it should be possible for anyone to get to work by bus from anywhere in the city. I don't think many of the people who really need help with transportation will be moving into the incredibly expensive neighborhoods near downtown. Density in these areas will bring more affluent people who will not give up their cars.

Carol Martell
2147 Oakridge Ave
Madison, WI 53704
608-249-4854

From: Mgpalmz05@gmail.com
To: [All Alders](#)
Subject: [All Alders] ReZoning
Date: Tuesday, January 17, 2023 5:27:20 PM

Recipient: All Alders

Name: Mike Palm
Address: 30 N woodmont circle, Madison , Wi 53717
Phone: 608-669-2850
Email: Mgpalmz05@gmail.com

Would you like us to contact you? Yes, by email

Message:

Please vote no regarding the rezoning! I strongly oppose this!

From: [Josh Napravnik](#)
To: [All Alders](#); [Evers, Tag](#)
Cc: [Mayor](#)
Subject: Support for TOD - Agenda Item 74703
Date: Tuesday, January 17, 2023 9:21:01 AM

Caution: This email was sent from an external source. Avoid unknown links and attachments.

Hello All Alders,

I am a homeowner within the TOD overlay and am enthusiastically supportive of the TOD project. Building smart density and upzoning along frequent transit lines is a method of urban development that has been successfully implemented across the country and the world. If we want to build more homes for Madisonians (current and future), combat sprawl and global climate change, and address housing prices, then this project is a no-brainer.

I actually wish that this upzoning overlay was more ambitious with its goals. The overlay area could be slightly higher and the allowed zoning could attempt to push rowhouses, triplexes, and other types of townhomes to add density and more opportunities to buy or rent.

Thank you for supporting a policy that will help address the housing and climate crisis in Madison,
Josh Napravnik
Crandall St.
Madison

From: [Sharon Nebuda](#)
To: [All Alders](#)
Subject: TOD Agenda Item 74703 for 17 Jan 2023 Common Council Meeting
Date: Tuesday, January 17, 2023 5:43:55 PM

Caution: This email was sent from an external source. Avoid unknown links and attachments.

To Madison City Council,

I am writing in regards to 17 Jan 2023 Agenda Item 74703, the proposed TOD Overlay Zoning. I was unaware of this TOD proposal and surprised that homeowners were not notified by letter about this potential change in their neighborhood zoning. The width of the TOD Overlay is very large and impacting neighborhoods which have been unchanged for decades. I agree with the comments submitted by Michael Rewey which summed up my concerns:

- Continue to have local and national historic districts excluded from the transit-oriented development overlays.
- Consider narrowing the TOD overlays to better protect owner occupied housing. This should promote more orderly density development and have less impact on owner occupancy. If the overlays are narrowed, they can be always reviewed and widened in the future.
- At the same time consider widening the overlays in poorly planned or undeveloped fringe corridors/areas. These are potentially high traffic generators that could negatively impact the isthmus.
- Consider any ways that TOD overlays could encourage owner occupancy and also lessen unintended consequences for renters, such as open space, in new dense development.

I was a Monday-Friday Metro bus commuter until my route was cancelled (14) and miss that convenience. I support the idea of reducing sprawl and redeveloping areas to improve the quality and desirability of our city.

Thanks for your consideration.
Sharon Nebuda

From: pcanderson21@gmail.com
To: [All Alders](#)
Subject: [All Alders] Transportation Oriented District
Date: Tuesday, January 17, 2023 5:59:37 PM

Recipient: All Alders

Name: PETE ANDERSON

Address: 330 CHEYENNE TRAIL, MADISON, WI 53705

Email: pcanderson21@gmail.com

Would you like us to contact you? Yes, by email

Message:

I can't say I understand the purpose of transportation oriented districting, at least for a city like Madison. Is it to encourage lower-income residents to live near a major bus corridor so as to increase bus utilization? Plainly we have failed over the past 3 or 4 decades to place convenient bus routes near where lower income residents already live. Is this what we want, a half-mile wide low income housing corridor running across the length of Madison? And if the intent is to grease the skids for developers to transform single-family neighborhoods into swaths of inexpensive rental property, do we have any idea how long it will take to accomplish any significant change in either local demographics or bus ridership? Will developers rent out their duplexed properties at below market prices? Does anyone believe that aside from neighborhood disruption, any significant change will be observed within ten years?

it's a bus route. At bottom, it's a line drawn on a map. They are in the process of finishing up over a hundred units on what was formerly Westgate Mall. I've got to believe one of the selling points for the project when it was planned was its proximity to the West Transfer Point. The West Transfer Point will now close this June.

If we want to increase the stock of lower-price housing, why limit it to a bus corridor? Why not get rid of single family zoning altogether and let lower income folks decide for themselves where they'd like to live.

If nothing else, the matter deserves more discussion, I would certainly think as part of the upcoming mayoral election, and a clearer delineation of underlying assumptions and available data.

Thank you.

From: plannergary@sustainablegary.com
To: [All Alders](#)
Subject: [All Alders] Supporting the Proposed Residential Rezoning in the Hill Farms Neighborhood
Date: Tuesday, January 17, 2023 4:01:00 PM

Recipient: All Alders

Name: Gary Peterson
Address: 210 Marinette Trail, Madison, WI 53705
Phone: 608-334-0397
Email: plannergary@sustainablegary.com

Would you like us to contact you? Yes, by email

Message:

Proposed Zoning Change to Increase Housing Density
Opinions and facts by Gary Peterson, AICP

1. City Problem Lack of an adequate number of dwelling units now or in the for see able future.
2. City Opportunity The City will be installing and operating a convenient public transit system that will serve the north and west sides of the Hill Farms Neighborhood. This will provide a significant opportunity to change the method by which we travel to work, school, recreation and other destinations. The transit system will bring us even closer to the University, downtown and other job centers
3. Neighborhood Problem First, Land Covenants/Deed Restrictions developed 70 years ago are items of major consideration. Our neighborhood was on the edge of the City at that time, not in the middle of the growth activity as we are now. Today enforcement of the covenants is weak with no serious consequences of violations. We also have the City issuing permits in violation of our covenants. When the Neighborhood requests an owner not to do something that is in violation of of covenants, their response many times is, “well the City gave us a permit.” Most Covenant Compliance is by land owner volunteer compliance. Second, the Neighborhood is in a Historic District. The benefits are a sense of PRIDE and tax credits for maintaining houses that support the theme of the Historic District. There are no restrictions on demolition, home remodeling or home construction that is not in compliance with the theme of the Historic District. Also, there is no reason to believe that the Historic District will ever go away no mater what we do with our buildings or land. Third, Gary Peterson has never observed the neighborhood doing anything to increase the number of dwelling units or the number of work force housing units.
4. Neighborhood Opportunity – A large low density residential area available for development with excellent schools.
5. Neighborhood Land Value – The increase in property value is satisfying to current property

owners. However, increases in land values open the possibility of changes to our neighborhood. As an example, we know about the redevelopment along our lake shores. Some really big changes. There is redevelopment occurring in our neighborhood, just not to that scale, yet. Our continued increases in land values will just drive more and larger changes, whether the zoning is changed or not. We will not stay the neighborhood of 70 years ago. I recommend we accept the rezoning and plan for the inevitable change.

From: mdpenco@gmail.com
To: [All Alders](#)
Subject: Common council agenda item 7- overlay zoning
Date: Tuesday, January 17, 2023 5:01:48 PM

Caution: This email was sent from an external source. Avoid unknown links and attachments.

Good evening,

I am writing to inform you of my concerns over agenda item 7 in your common council meeting. This item refers to the transport overlay for zoning. Although I oppose this as a homeowner, my biggest concern comes from how horrible the process and representation has been. More important, I am concerned about the process and the lack of representation for areas with populations that need these resources most. I am a lifetime resident of Whitney way, and you are about to vote to change the zoning of my house. I have not been notified of this AT ALL. Madison used to be a place that aimed to represent everyone, and there was a duty to notify residents of large changes. In the process of the BRT and now this zoning change, myself and my neighbors have not been notified but found out by word of mouth or social media. I am someone with resources and access. I can take the time to come to your meeting, to write you all this email and voice my concern. For many this is a luxury and if constituents are not even notified, how are you representing those other individuals?! How are you hearing them?

I am a strong supporter of affordable housing and access to resources for all residents, however, madison is doing it wrong right now. You are putting a tremendous amount of energy and dollars into an east to west BRT to serve an existing ridership rather than creating a north to south line that would serve our low-income residents who actually lack the access to transport. In addition, Rather than look at the fact that “affordable” housing for those who meet a threshold of 60% or below median income is not actually affordable for a large percentage of madison residents (and definitely not for the low-income populations I serve), you are wanting to build density and touting greater “affordable housing” on the west and east sides along a BRT line that is being created based largely on upper class needs and complaints of “biker and pedestrian equity” on the west side! Try biking down park street or crossing the street at Dryden. None of this is about equity, or about serving all of Madison’s residents equally. This seems like with these choices the common council is considerate first and foremost of developers, those with lots of resources and serving the agenda of the few -who already have access to plentiful resources -over the needs of the many.

Also, your overlay should be applied to everyone equally, so ensuring that the hill farms neighborhood (across the street) and the random singular block of Whitney way after regent street is not included seems to be in violation of that. Unfortunately, the maps are not labeled with dates so I can’t see whether this problem has already been addressed or not. If not though, I would like to ask for clarification as to how this overlay would not be discriminatory, similar to redlining.

The “experts” who come to your table should never be valued above the constituents you serve, and the voice you don’t hear should speak to you most loudly.

Sincerely,

Margaret Porco

Sent from my iPhone

From: [Carol Prugh](#)
To: [All Alders](#)
Subject: Overlay Zoning
Date: Tuesday, January 17, 2023 10:36:31 AM

Caution: This email was sent from an external source. Avoid unknown links and attachments.

I oppose #7 TOD Overlay Zoning.

Carol Prugh
5 Red Oak Trl

Sent from my iPhone

From: n609mike@aol.com
To: [All Alders](#)
Subject: [All Alders] TOD Overlay amendment support
Date: Tuesday, January 17, 2023 8:16:38 AM

Recipient: All Alders

Name: Michael Pudelwitts
Address: 5113 Door Dr, Madison, WI 53705
Phone: 608-345-0319
Email: n609mike@aol.com

Would you like us to contact you? No, do not contact me

Message:

I live in a Hill Farms single family home within 1/4 mile of the BRT and I feel that we should not be excluded from the zoning overlay. Reducing the hurdles to add more housing is the most important thing our city should be doing.

From: [Dominick Reuter](#)
To: [All Alders](#)
Cc: [I](#)
Subject: 74703 TOD
Date: Tuesday, January 17, 2023 3:27:37 PM

Caution: This email was sent from an external source. Avoid unknown links and attachments.

My wife and I are the owners of 5013 Regent St., and unlike some of our neighbors, we support the city's initiative to increase housing density along the entire BRT route, without exception.

We both work full-time and are raising two children so we don't have a lot of free time to write long letters or attend weeknight meetings to voice our opinions on this issue.

Frankly, the classist and exclusionary position taken by the neighborhood association here is sad to see and not reflective of the younger generation of families who must live with the consequences of this decision in the coming decades.

This city is changing, and its neighborhoods should change with it.

- Dominick Reuter

From: [Harry Richardson](#)
To: [All Alders](#)
Subject: tod vote today
Date: Tuesday, January 17, 2023 5:50:09 PM

Caution: This email was sent from an external source. Avoid unknown links and attachments.

To the Common Council

I have concerns over the new proposed TOD development proposal. I do not believe the historic districts in the Williamson Street area should be included. This area is dense enough already and this would encourage higher denser development . The area historical districts three, four and five is one of the few tools we have to resist the overreaching development that is gentrifying our neighborhood. A certain amount of increased density may be appropriate along some parts of the new bus lines but a blanket overlay is not the answer. Thank you for your consideration of this important issue.

Sincerely Yours,
-Harry Richardson
456 N Few St
Madison

From: [Bonnie Roe](#)
To: [All Alders](#)
Subject: #7
Date: Tuesday, January 17, 2023 10:11:20 PM

Caution: This email was sent from an external source. Avoid unknown links and attachments.

Dear Alders

it is not just a lack of community engagement regarding the TOD Overlay, but the last-minute change on Historic Districts.

I attended a town hall meeting in my district i, put on by my Alder and featuring the Mayor. During that meeting Ben Zellers of the Planning Dept. said (with the Mayor right there) that historic districts would be excluded from the TOD Overlay.

Just a few weeks later, Transportation Director Tom Lynch (who reports to you, Mayor) apparently approached the Federal Transportation Administration for a ruling to include historic districts. And it was granted. But for whatever reason, this information was not publicly available until the December 5th meeting of the Transportation Policy and Planning Committee...just AFTER the date to contest it had passed. So the public was given no opportunity for recourse.

I'm curious...why did city staff first recommend excluding the historic districts?

This is no way for the City to conduct its business, but it is becoming common. And that is what I am trying to point out here.

This whole proceeding has lack of transparency.

Thank you,

Bonnie Roe
District 11

From: [Russell Romney](#)
To: [All Alders](#)
Subject: Support for TOD overlay including historic districts
Date: Tuesday, January 17, 2023 11:46:37 AM

Caution: This email was sent from an external source. Avoid unknown links and attachments.

Dear Alders,

I'm a Madison resident living in the Monroe Street area. I've lived in Madison since 2018 when I moved here after college. I've changed jobs and homes since then a few times, but I've fallen in love with Madison. I'm lucky to work as a software engineer and afford a lovely place to live near the city's downtown. It's a neighborhood which has seen a lot of development recently - more neighbors, more bus service, more shops and restaurants, etc. Development and improvements have made this neighborhood even more lovely than before, and more people are able to benefit from its amazing proximity to lakes, shops, etc.; simultaneously, more shops and services exist in the first place. And because I live in a new-build apartment, I didn't have to replace any existing residents to live here!

But not everyone can afford to live in this neighborhood - especially young families, people who are just starting their careers, and people who are pursuing lives not defined by earning high incomes. I'm glad that this neighborhood has expanded without losing its feeling of small shops, families bustling about, and amazing amenities. If we didn't have all the new homes in the area, each existing home would become much harder to access. And if the neighborhood had tried to stop that development to "preserve its character", perhaps we wouldn't see as many students and families in the delightful coffee shops and bars in the neighborhood.

With this in mind, I want to voice my emphatic support for the BRT system and the effort to allow more development near its route, including in historic districts.

Allowing development in those places lets people like me to move to and stay in Madison, and it allows middle- and lower-income folks to stay in the area as well. If the argument is to be made on the basis of neighborhood character, I'd say that the character and distribution of the people living there is exactly as important as the shape and size of the homes, and exclusionary zoning turning a neighborhood into an enclave of the wealthy and tenured does as much to change character as adding a few duplexes. To wit, the measure to allow slightly more development in the historic districts does not allow developers full rights to do anything they want - this is still a historic district with architectural review, after all! - and would not create large buildings etc. in the area. Rather, it would allow more people to enjoy the area without physically or financially displacing existing or future residents, and it would make the transportation improvements brought on by BRT more sustainable and useful.

I can tell you that many of my friends feel the same way. They are excited to see transportation improvements and new development occurring in Madison, and would love to make this place their forever home. Sadly, many, including those who grew up here, have voted with their feet in moving to Chicago, Iowa City, Milwaukee, Denver, and Boise as they can no longer afford to buy homes or build families in this lovely city. They speak of their time here with longing and regret - for the bike paths, the Terrace, and the joys of walking between park and coffee shop with their partners and friends. We need to enable more of our friends to stay here.

So, I want to voice my strong support to this measure, and commend the mayor and the planning office for their hard work to make Madison more livable, affordable, and sustainable.

Best,

Russell Romney

russellromney@gmail.com

From: [Mary Savage](#)
To: [All Alders](#)
Subject: TOD zoning in historic districts
Date: Tuesday, January 17, 2023 1:28:24 PM

Caution: This email was sent from an external source. Avoid unknown links and attachments.

Dear Madison Alders,

We urge you to vote against the zoning changes that would weaken zoning in the historic districts along the BRT corridor. The changes in the TOD zoning would eliminate the protection of historic areas from redevelopment that would alter the character of the neighborhoods that have been designated for protection. Madison is a city of neighborhoods, as it proudly proclaims with each beautiful neighborhood sign. Splitting the neighborhoods into redeveloped areas and original areas will interrupt the coherence of the neighborhood. The neighborhood that I live in already has 2000 high density apartments. These people too are members of the neighborhood and contribute to the vibrancy of the neighborhood. Increasing density by another 30 or so units will have insignificant effects on BRT ridership, but will increase auto traffic and change the mid-century modern historical nature of our neighborhood to 21st century uncontrolled growth models as envisioned by real estate developers.

Whether or not the neighborhoods that you represent include designated historic areas we ask you to oppose this change to the plan.

Sincerely,
Mary and Rob Savage

From: [Brad Schwoerer](#)
To: [All Alders](#)
Subject: Comment on Transit Oriented District Overlay
Date: Tuesday, January 17, 2023 10:33:36 AM

Caution: This email was sent from an external source. Avoid unknown links and attachments.

Thank you for the consideration in reading all submitted comments.

I feel Madison has tried doing a good job for as long as I have lived or worked in the city of trying to preserve the general neighborhood feel of the different neighborhoods across Madison, especially the historic neighborhoods. This preservation leads to the uniqueness of the neighborhoods and allows Madison to give current and potential residents a good selection of different neighborhood characteristics.

The proposed Transit Oriented District (TOD) Overlay seems to go against the neighborhood preservation in an arbitrary manner. The 1/4 mile distance overlay divides these neighborhoods at previously unused dividing lines. This 1/4 mile distance is arbitrary in that walking distance, nor driving distance appears to have been used in picking which properties are included or excluded. #10 Cheyenne Circle is a perfect example of this arbitrary distance characteristic. The property may be at 1/4 mile as the bird flies, but no other measure that makes this property included while the neighboring properties are not included. A majority of the properties on Juneau Ave have much further than 1/4 mile of walking distance to get to a bus stop and would walk past the properties on Eau Claire and Regent St that are skipped. Similar issues exist in most of the other neighborhoods too. Galley Ct is another such example. Neighborhoods shouldn't be divided along arbitrary lines, they should be held together with common development guidelines and goals.

Another issue is that these arbitrary lines will cause issues of neighbor against neighbor when neighborhoods have deed restrictions and this overlays are at odds with these deed restrictions. The city tries to stay out of these disputes, but this arbitrary boundary puts these disputes front and center into neighborhood divisions.

Please consider rejecting this in current form to not arbitrarily divide these neighborhoods.

Brad Schwoerer

From: Treemarcin@yahoo.com
To: [All Alders](#)
Subject: [All Alders] Rezoning
Date: Tuesday, January 17, 2023 10:54:13 AM

Recipient: All Alders

Name: Terre Schutz
Address: 6 Quarterdeck Dr, Madison, Wi 53705
Email: Treemarcin@yahoo.com

Would you like us to contact you? Yes, by email

Message:

Dear Alders,

There was an interesting piece on the Cap Times today about rezoning housing from single family homes to duplexes. It can effect Whitney Way even though there are now giant apartment buildings which will make an already busy traffic area even busier and historical areas.

The mayor says there's a housing shortage. I disagree. It's time Madison leaders get back to the fundamentals of taking care of our city. Our taxes continue to go up even though they are already super high and the only people who will be able to live in Madison will be elites and the homeless.

I would like to know how you all are voting on this matter? For a native Madisonian, it's hard to watch this once great city, which used to be safe, have tons of green space and wonderful views of the capitol that are now blocked by high rises, continue in this destructive path.

From: [Pete Schwieger](#)
To: [All Alders](#); [Mayor](#)
Subject: Support for Item 7 at 1/17/23 Meeting (Transit Oriented Development)
Date: Tuesday, January 17, 2023 1:55:43 PM

Caution: This email was sent from an external source. Avoid unknown links and attachments.

Dear Alders & Mayor Rhodes-Conway,

I'm writing in support of agenda item 7 for tonight's common council meeting (1/17/2023), the second substitute of the TOD Overlay District (#74703, V3).

I live one block off of Park St, within the boundaries of the proposed changes. All within a couple blocks, there's a larger apartment building, multiple smaller multi-unit buildings, in addition to single family homes and our area is better off as a result. My 4 year-old is able to play at the apartment building playground, meeting and becoming friends with other kids from different backgrounds and ethnicities.

For Madison to remain relevant, welcoming, and attractive as a home for people from all walks of life, we need to grow and change, demonstrating those feelings with actions, not simply yard signs saying "All Are Welcome Here", etc.

"Historical character" of neighborhoods shouldn't be given priority over addressing the city's housing crisis that exists right now, disproportionately for younger people and BIPOC individuals and families.

A highly functioning mass transit system (and living in proximity to those transit lines) is attractive to potential residents and is also part of addressing the larger climate crisis by reducing dependency on cars and individual transportation and makes our city better for all as a result. Please, I encourage you to say YES to the Transit Oriented Development Overlay District.

Thank you,
Pete Schwieger
District 13
813 S Brooks St, 53715
763-234-8974

From: [Leslie Shear](#)
To: [All Alders](#)
Cc: [Bottani, Mary](#); [Baumel, Christie](#); [Yakunfa, Linda](#)
Subject: Please postpone vote, oppose stealth rezoning via BRT overlay, redefining 5 unrelated adults as family
Date: Tuesday, January 17, 2023 3:32:20 PM

Caution: This email was sent from an external source. Avoid unknown links and attachments.

Dear Alders:

Please oppose the zoning changes outlined by planning staff last Thursday night (Jan. 12). The public presentation was made a mere two business days before the vote. I urgently request this vote be postponed to allow more risk benefit analysis, examination of alternative proposals, and more public input.

Last night's proposal would allow houses in single family districts within 1/4 mile of BRT routes to be converted to duplexes with an ADU without applying for special permitting, changing the character of neighborhoods, while driving up rents and housing prices, and driving single parent families, working families, middle class people, families with disabled members, and minorities out of the city, decreasing equity while increasing traffic and commuting which contribute to climate change. The changes would not significantly ameliorate the housing shortage predicted in the coming years, but would reduce the charm of older walkable neighborhoods that make the city so attractive to residents and visitors alike.

I also oppose the planning commission's attempt in December to redefine family for purposes of single family zoning to include up to five unrelated adults in all parts of the city. (Unfortunately, planning staff "forgot" to record the presentation at the start of the public meeting, so I am relying on notes about the justifications given. See my discussion of these justifications in my last paragraph. Please ask planning staff to present their justifications again, this time in a recorded public meeting.)

Together these proposals would potentially allow properties currently zoned as single family residences to be rented to 10-15 unrelated adults. This would make them attractive as student housing and a potential target for speculation and big absentee landlords. As you are aware, UW Madison has approximately 44,000 students but only 8000 dormitory beds (plus apartments housing an additional 2000 grad students and students with families). Planning staff reassured citizens in the December meeting that there would be no student pressure in single family neighborhoods because a few thousand new apartment units with amenities that might be attractive to students have been built lately. Can you help me understand these numbers?

Dorm rooms cost an average of \$740/ month. Students wanting single rooms might be prepared to pay more. Many of the houses located within the transportation corridor are actually closer to the UW campus than many dorms are. This means that a single family unit could potentially generate \$10,000-\$15,000/ month in rental income. Many well heeled parents have done the math and decide to buy a house for their student who then sublets to other students to cover mortgage costs, and sells at a profit after the student graduates, so even if the economics did not make sense for traditional slumlords, well heeled parents give their child a chance to practice being a property manager while avoiding dorm costs and becoming an absentee landlord after graduation. How could a single parent family, a minority family, an immigrant family, a family with dependent children, or a disabled dependent member, a family with a normal wage job, or a retired individual or couple compete in such a housing market?

This is not just an issue for officially designated historic districts. Less expensive housing areas to the west of the historic district near University Avenue will be especially attractive to students and hence to potential landlords. Most UW students living off campus have cars and drive them -- the bus routes will not solve traffic problems, but will contribute to parking problems and pressure to pave yards (or park on dirt if paving is regulated)

Many of the houses being de facto rezoned as duplexes are over 70 years old. Maintaining these houses requires constant attention and care, something not likely to be supplied by a landlord. Given that the law favors landlords over tenant rights, this is a dangerous situation since tenants who complain too loudly may not be allowed to renew their leases. In fact, many of the more modest houses west of the historic district had been used and abused as rentals before being rezoned as single family homes and being gradually restored by people of modest means who could not afford to buy in the official historic districts.

Rezoning single family homes as duplexes will not solve either the housing shortage or climate change, so citing these worthy goals as a way to cut off discussion is reprehensible.

One of the planning staff justified increasing family definition from 2 to 5 unrelated individuals by saying people were weaponizing zoning by only complaining about zoning violations when the violators caused noise or trash problems. Increasing the allowable number of residents would not solve this problem. For example, if five unrelated people rented a single family house and then several of them acquired live-in romantic partners, they would be violating zoning, and still subject to the theoretical 'weaponizing' if they created noise or trash problems. Generally neighbors mind their own business unless the house creates a problem with excessive late night noise, trash, cars blocking driveways, or similar common effects of overcrowded housing--this is not 'weaponizing' zoning, as zoning staff stated. A planning staff member said that the proper remedy was calling police, rather than relying on zoning I beg to differ: police have other priorities than trash in yards or loud parties, and repeatedly calling police would make for a hostile neighborhood atmosphere, and a potentially dangerous situation if neighbors first spoke directly to the problem renters before calling the police when the situation did not improve.

The purported justification for this change was that that defining family as people not related by blood or marriage would help single parent families afford housing (how? these families are already related to each other), help low income families (how when they would have to compete for rental housing with groups potentially having five to fifteen incomes) and increase racial diversity (how, when these properties would likely be rented by UW students, whose demographics are even less diverse than the city as a whole), and is needed because we are not living in the 1950's (obviously true--marriage equality laws are now in place now, making the change from 2 to 5 less needed than ever). All of this seems disingenuous. Whenever the stated reasons for a change appear to have little relation to the facts, it is time to pull back and gather more information.

Sincerely,
Leslie Shear



Reply

Reply all

Forward

From: [Anna Shen](#)
To: [All Alders](#)
Subject: TOD overlay additional comments
Date: Tuesday, January 17, 2023 12:59:33 AM

Caution: This email was sent from an external source. Avoid unknown links and attachments.

I previously sent a message with my comments on the TOD overlay. I would like to add to my previous comments about the arbitrary nature of the overlay boundaries.

Another example of the arbitrary nature of the TOD overlay is that, for no apparent reason, areas adjacent to BRT route F are excluded from the TOD overlay. This includes the areas north and south of University Ave. from Whitney Way westward to Middleton (Spring Harbor neighborhood), and the Junction Ridge neighborhood west of Junction Rd. Although there is no BRT route, neighborhoods along Monroe St. are included in TOD overlay, which then stops abruptly for no obvious reason near the corner of Odana and Nakoma Roads.

Thank you,
Anna Shen and Kokpeng Yu

From: [James Spriggs](#)
To: [All Alders](#)
Subject: TOD Ordinance - Agenda Item 7
Date: Tuesday, January 17, 2023 5:20:46 PM

Caution: This email was sent from an external source. Avoid unknown links and attachments.

I'm emailing because I noticed the equity questions at the top of your agenda tonight.

There is nothing more incremental than moving from one unit allowed to two, and I don't know why this is opposed. It's the most equitable solution that all neighborhoods in high-transit areas share in some part of a sustainable solution. Others will probably comment on other protections historic districts have or how little of a change this actually is (in single family districts it's the bare minimum).

Anyway - on the question prompts from your agenda - according to the census bureau mapping tool, historic districts are both the whitest and wealthiest parts of our city. I think we also know this intuitively. Creating policy to exclude affluent areas while including others does nothing but uphold the status quo in terms of political opportunity and impact of development, and I think goes against the equity based policies that your agenda is asking you to center decisions on. We know well who stands to benefit, who will be burdened, and who has a voice at the table based on the way the response to this policy has gone so far.

This ordinance isn't going to change the fact that historic districts are disproportionately more affluent with undue access to political capital. They're great neighborhoods and that won't change. And at the end of the day including them isn't going to be a huge or maybe even small step toward solving this crisis. But it is a small part, and a step in a more equitable direction for the city as a whole. And equity includes opening opportunities for renters.

Please vote to pass the second substitute TOD ordinance without any owner-occupancy requirement. Thank you for your continued service, your votes, and your voices.

James

From: [James Steinbach](#)
To: [All Alders](#)
Subject: Opposed to #7 TOD
Date: Tuesday, January 17, 2023 12:02:46 PM

Caution: This email was sent from an external source. Avoid unknown links and attachments.

Alders:

This process is unfolding without sufficient opportunity for affected residents (such as myself) to give input. Please don't rush this!

Thank you for your consideration.

James Steinbach
19 Mountain Ash Trl
Near West Towne

From: [Barbara STREIBEL](#)
To: [All Alders](#)
Subject: items 74703 and 74885 on tonight's agenda
Date: Tuesday, January 17, 2023 4:14:06 PM

Caution: This email was sent from an external source. Avoid unknown links and attachments.

I have concerns about **two items on tonight's Council agenda**: item 7: 74703 the 'overlay' proposal and item 74885 the 'redefinition of family' proposal. I would like to see historic districts and all single family zoned houses within half a mile of the university exempted from the proposed transportation overlay. Also, I would like Planning and the Common Council to explicitly state that areas within some distance (several blocks at least) of the university will not be subject to the expanded redefinition of 'family' to mean up to five unrelated individuals, or to come up with some method of discouraging absentee landlords from purchasing housing and converting it to student rentals.

From: [Zoe Sullivan](#)
To: [All Alders](#)
Subject: TOD
Date: Tuesday, January 17, 2023 8:09:10 PM

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I think that the process in which this TOD vote is taking place feels like it left residents out and uninformed until the last moment, and I object to that. As a city, we need more housing and we need more frequent, rapid transit to help residents move away from cars, but nothing about this zoning change guarantees housing that is actually affordable for the city's low-income population.

Sent from my iPhone

From: [brian swiersz](#)
To: [All Alders](#)
Subject: I oppose the TOD
Date: Tuesday, January 17, 2023 9:31:32 AM

Caution: This email was sent from an external source. Avoid unknown links and attachments.

Hello all of our alders and Mayor,

I am going to share from my quick review and opposition of the TOD as it is stated and defined. Its original intent sounds like something we all want, housing density as the city grows. I am all for development and density when it is planned out correctly.

I oppose item 7 (Legistar 74703) SECOND SUBSTITUTE: Amending Sections within Chapter 28 of the Madison General Ordinances to implement the new Transit Oriented Development Overlay District. I was chairperson for the University Hill Farms Neighborhood Plan (Legislative File 39335, Adopted January 5, 2016). Our committee worked in concert with City staff to accommodate density required by future housing demands and to maintain the nature of the National Historic District. Through that process, Hill Farms planned for the addition of 2,000 apartments on the Bus Rapid Transit Route or within about a block of it within the Hill Farms neighborhood. Currently, Madison Yards is being completed with about 500 apartments, Flad Development has completed The Hamptons with 59 apartments and is building The Manchester with 72 apartments. Hilldale Phase 3, with about 600 apartments, will be getting City approvals in the next couple of months. The remaining apartments are in the conceptual phase. This massive development will help address the forthcoming housing need. However, the addition of a few duplex conversions contemplated in this ordinance will be of little help. Thus, high density development along a high-capacity bus route is already taking place in Hill Farms without zoning rule changes.

Many neighborhood plans, a comprehensive plan of the city and other major projects are already helping our city grow in the way we need to grow as we add more and more people to our population.

The current TOD proposed misses the mark in several key areas that I will share below:

- The preliminary vote and approved TOD excluded historic neighborhoods.
- Recently, with little notice to the public in which you all serve, there was a change by many bodies in the city government and boards that serve the government and its people, made changes to the TOD plan that now included historical neighborhoods and ignored many neighborhood plans that were done in collaboration with city zoning and planning.
- The TOD does not exempt over a dozen parks in the westside area of the TOD. It was stated in many meetings that it is not the intent of the city or any department to allow any development in the TOD and by making too many definitions would be too confusing. What is confusing is the lack of details in this plan and if something is not intended to be included then it should be explicitly removed. A lot of the park land in the TOD was given from the UW to the city for parkland only, and many families via their foundations gave that land for the city's use for park and recreation for the masses and if removed from parkland would be taken out of the city's control.
- Coming into areas, like the historic neighborhoods, violates the historic preservation act and is against that law.
- Instead of focusing on open lands, if they exist, reusing commercial zoned lots for redevelopment would be the appropriate areas to do more development for housing. When you come into any single family lot and home district and overlay or bonus or whatever cute language is being used to basically change the zoning of the single family neighborhoods, you need to consider the economics of those choices.
 - If you take a median priced home in the west district of the TOD at \$500,000 and the TOD was approved, then the potential use is a duplex. When said single family home is torn down(approximately \$20,000 to do that properly) then redevelopment to a duplex, it will cost around \$600,000 or more to build a duplex in today's numbers and could easily be more. That is a total investment of over \$1.1M. That won't create more housing and won't create affordable options as many on the city staff, council and other places in the TOD plan commissions. Understanding the

sheer economics would make this plan not only not possible but grossly overwhelming for the families and people you want to use the bus systems.

- The discussion for TOD or any zoning or land use plans need to be long discussions and something that is supported in the majority by its citizens. We do not and can't support the TOD unless massive changes are made.
- What evidence, locally, do you have to make housing more affordable?
- There are over 2000 units being planned and added as we speak with more to come in the area of just the west area development plans.

o **Planned or Built Apartments in University Hill Farms Planning Area**

Project	Location	Units
Madison Yards	University Ave. & Segoe Rd.	500 Units
Hilldale Shopping Center 3 rd Phase	Midvale Blvd & University Ave.	600 Units
The Hamptons (Flad)	Regent St. & Segoe Rd.	59 Units
Manchester (Flad)	Midvale Blvd & Regent St.	72 Units
Additional Redevelopment	Vernon Blvd./Price Pl.	110 Units
Senior Housing	Sawyer-Segoe	90 Units (planned)
American Red Cross Site	Sheboygan Ave.	170 Units (planned)
University Triangle	N. Whitney Way/Sheboygan	480 Units (planned)

I will vote in opposition to this and frankly be pretty upset on how this was handled in secret sessions and meetings. We all deserve better. We are a republic and deserve to have these items in the open for public forum.

Brian Swiersz

Sent from my iPhone

From: brthomad@gmail.com
To: [All Alders](#)
Subject: [All Alders] Proposed TOD and Building Code Changes
Date: Tuesday, January 17, 2023 9:00:12 AM

Recipient: All Alders

Name: Bruce Thomadsen
Address: 4913 Waukesha St, Madison, WI 53705
Phone: 608-345-5795
Email: brthomad@gmail.com

Would you like us to contact you? Yes, by email

Message:

I am in favor of infill and higher density housing, and it makes sense to encourage this along the BRT routes. The proposed plan is intended to accommodate the anticipated large increase in Madison's population by 2050. There are some facets of the plan presented at community meetings that cause me concern.

1. One goal is to reducing use of cars. This is a good goal and one reason my wife and I live where we can walk to shopping and other locations. However, even with the increase availability of bus transit, living without a car in Madison is very inconvenient, even uncomfortable. This is particularly so for families with young children. Building dense housing with reduced included-parking requirements is likely to be rejected by potential apartment renters or condominium owners, and that could lead to empty units, and not helping with increasing housing. In the past, Madison Mayors have tried to make parking difficult to discourage driving, but never generated any support from the population. Making public transit rapid, timely and available would work to keep the cars off the streets and in their parking spaces when they are not necessary.
2. The elimination of a usable open space requirement for redevelopment could address the lack of housing for the projected increased population by making Madison less desirable. It certainly would be a step backward for quality of life and climate health.
3. The requirement to have first floor retail in parking structures would be something I would like, but it really seems irrelevant to any of the issues.
4. Part of the goals of the TOD included equity, as noted in removing historic districts from exclusions from zoning changes. Equity would be served by including in any infill housing that was affordable for low-income families that also had three or more bedrooms.

From: [Robbie Webber](#)
To: [All Alders](#)
Subject: Include historic districts in TOD overlay
Date: Tuesday, January 17, 2023 1:13:14 PM

Caution: This email was sent from an external source. Avoid unknown links and attachments.

As the former alder for the University Heights historic district, I know how much pressure you are getting about excluding historic districts from the TOD overlay. But I also know that duplexes and ADUs can easily fit into neighborhoods with single-family homes and historic homes.

As a matter of fact, many historic districts have a variety of housing types, because that was what was done until the single-family home became the default housing type in the U.S. post-WWII.

And most of our historic districts (maybe all) are close to high-frequency transit.

The city needs more housing of all types. Not just large apartment buildings, but duplexes, triplexes, ADUs, rented rooms, small morning multi-unit building, and live/work options. Adding a duplex to historic districts will not make them any less historic, but it will provide current and future residents more options.

Thank you for thinking of the future of the city and not caving to residents that want to keep the exclusionary zoning that has typified post-WWII America.

Robbie Webber
Stevens St, Madison
District 5

From: [Susan Will-Wolf](#)
To: [All Alders](#)
Cc: wolfsusan5@gmail.com; jwolf1921@gmail.com
Subject: January 17 city council meeting agenda item 7 TOD
Date: Tuesday, January 17, 2023 6:26:19 PM

Caution: This email was sent from an external source. Avoid unknown links and attachments.

Hello city of Madison Alders,

Thank you for reading our opinions. We are 48-year home owners at 1921 Madison Street, in the Vilas Park neighborhood. We oppose the acceptance of the January 17 meeting agenda item 7 TOD. We think the current structure of this TOD proposal has been hastily modified to its detriment, and the considered opinions of many interested citizens and citizen groups have been ignored.

In particular, the very recent addition of city historical districts to the city areas covered by this TOD is detrimental to the long-term health of the city as a whole, and very detrimental to the health of the neighborhoods involved in this change. It has not been discussed with citizens or neighborhood associations nearly enough. The TOD proposal was amended to include most historic districts at the last minute, just before the start of winter holidays – a move clearly attempting to sweep something through while citizens were busy with other considerations. This action alone has been enough to erode any appearance of fairness by the Plan Commission and the proposing alders or consideration of all citizens' opinions – we clearly cannot trust them any more.

It seems very clear to us that even without considering historic districts, there has been no consideration that the removal of all zoning restrictions in neighborhoods near the university will likely not serve to increase housing units primarily for low income families – the purported purpose of the TOD. Lack of careful restrictions will result in the population of new rental properties in these neighborhoods more by UW-Madison students, many of whom have far more financial assets (familial if not personal) than the target low income families.

Including no restrictions for owner-occupied buildings along with essentially no restrictions or constraints on developers or realtors will facilitate absentee landlords with no incentive to do anything except get the most money and pay the least attention to maintenance and needs of renters. This provides a very strong risk of just expanding poorly maintained slums at the expense of vibrant neighborhoods.

Many less drastic proposals by current residents of the near-UW-Madison neighborhoods - such as expanding allowance for secondary units on large single-house lots, or requiring owner occupancy of smallish (up to 4-unit?) multiple unit buildings – were totally ignored in the drafting of the current TOD. No other constraints or restrictions to foster or facilitate the inclusion of mixed low-income family housing units in these near- university neighborhoods have been considered. Many residents of our neighborhoods, including us, are quite supportive of increasing the diversity of both income level and ethnicity in our neighborhoods. More diverse neighborhoods that offer amenities and zoning constraints and safeguards to retain long-term residents (both owners and renters) are the key to stable neighborhoods – as far as we can tell this perspective has been completely ignored in the rush to open up residential building opportunities that without restrictions will benefit mostly the developers and realtors, not the target families.

We agree there is a need for more affordable housing; we do not agree that the current TOD is a good tool for achieving this goal in any fashion that either maintains or improves the livability of the city of Madison.

Susan and John Wolf
Sent from [Mail](#) for Windows

From: [Liz Heinrichs](#)
To: [All Alders](#)
Subject: I oppose item 7 (Legistar 74703) SECOND SUBSTITUTE
Date: Wednesday, January 18, 2023 5:00:02 PM

Caution: This email was sent from an external source. Avoid unknown links and attachments.

I oppose item 7 (Legistar 74703) SECOND SUBSTITUTE: Amending Sections within Chapter 28 of the Madison General Ordinances to implement the new Transit Oriented Development Overlay District. The University Hill Farms Neighborhood Plan (Legislative File 39335, Adopted January 5, 2016) committee worked in concert with City staff to accommodate density required by future housing demands and to maintain the nature of the National Historic District. Through that process, Hill Farms planned for the addition of 2,000 apartments on the Bus Rapid Transit Route or within about a block of it within the Hill Farms neighborhood. Currently, Madison Yards is being completed with about 500 apartments, Flad Development has completed The Hamptons with 59 apartments and is building The Manchester with 72 apartments. Hilldale Phase 3, with about 600 apartments, will be getting City approvals in the next couple of months. The remaining apartments are in the conceptual phase. This massive development will help address the forthcoming housing need. However, the addition a few duplex conversions contemplated in this ordinance will be of little help. Thus, high density development along a high-capacity bus route is already taking place in Hill Farms without zoning rule changes. And I believe the proposed changes will be detrimental to our neighborhood and the City of Madison in the long term.

Liz Heinrichs
ltheinz@sbcglobal.net

From: Lesaboat@charter.net
To: [All Alders](#)
Subject: [All Alders] TOD
Date: Wednesday, January 18, 2023 12:07:41 AM

Recipient: All Alders

Name: Lesa Reisdorf
Address: 1814 Camus Lane, Madison , WI 53705
Phone: 608-232-7449
Email: Lesaboat@charter.net

Would you like us to contact you? No, do not contact me

Message:

Please read this article. Intent of zoning changes may have unintended consequences

<https://www.heraldtimesonline.com/story/opinion/columns/2021/05/05/guest-column-upzoning-affordability-and-equity/116206942/>

From: [Joyce Knutson](#)
To: [All Alders](#)
Subject: Opinion on Common Council agenda items
Date: Tuesday, January 17, 2023 2:10:04 PM

Caution: This email was sent from an external source. Avoid unknown links and attachments.

Dear Alders,

I oppose the inclusion of designated historic districts in the TOD overlay. (Item #7 (74703) tonight's agenda) I have offered my reasons directly to Alder Vidaver.

For Item #9 (74885) the Update to Definitions of "Family" on tonight's agenda, I oppose the amendment as written. I would favor postponing consideration of this item until at least the June meeting. I also favor altering this amendment to allow a 'buffer' zone within close proximity of the University of Wisconsin to allow retention of the current zoning definitions. I have offered detailed reasons for my stand to Alder Vidaver.

Thank you.

Joyce Knutson

24 N Prospect Ave.