

Steering Committee Report 702 E Washington

Bob Klebba TLNA Development Chair

8 January 2024

The Steering Committee met with the developer on 11 December 2023 to provide feedback on the building design, massing, engineering, and integration with the neighborhood. Other participants have communicated directly to the TLNA development chair. Overall, members were pleased with the proposal. Most were not concerned about the changes to the UDD8 code allowing 6 bonus stories. However, residents of Das Kronenberg at 123 N Blount complained that the height would shade their homes during the darker winter months. Generally, the proposal was well received and most agreed that it would contribute positively to the neighborhood.

Urban Design Commission

We discussed that the Urban Design Commission would review the developer’s application for 6 bonus stories. Based on the recent amendments to the UDD8 code, the developer has chosen to 1) provide 50% vegetative roof cover, 2) LEED Silver equivalent design, 3) Structured parking with public use, and 4) 5% or 12 of the units provided at 60-80% area median income (\$123,400/yr). For the Commission’s reference:

Number of People	1	2	3	4	5	6
60% AMI	51,828	59,232	66,636	74,040	79,963	85,886
80% AMI	69,104	78,976	88,848	98,720	106,618	114,515

Some committee members have pointed out that the 5% affordability requirement is significantly less than what has been required for bonus stories elsewhere in UDD8. The Constellation on Block 2c negotiated bonus stories in 2012 in return for affordable housing. The Constellation provides 20% of its units at 60 – 80% of AMI for a total of 44 units.

The public parking requirement generated some discussion. At our meeting the developer described a plan with 2 parking formats: 1) 24/7 parking for residents and 2) day-time commercial parking available to residents at night. In Tenney-Lapham, there is interest in alleviating event-based parking and the night-time public parking for off-site patrons is appealing. However, to date, the steering committee has not received a parking plan that satisfies the bonus story requirement and addresses the neighborhood’s parking congestion.

The Urban Design Commission should review the developer’s application to make sure that the structured parking element selected from MGO 33.24(15)e(12)c is fully implemented in a way that benefits both off-hour, off-site users and the Tenney-Lapham neighborhood.

Plan Commission

The Steering Committee discussed approval standards 9 and 12, which cover sustained aesthetic desirability and excess (bonus) height. The Urban Design Commission will have reviewed both of these standards. Most members of the steering committee did not object to the excess height. Most members found the renderings of the proposal pleasing.

Approval standard 6 addresses transportation demand management, which is absent from the developer's application. All motorized vehicles enter and exit on N Blount St. Because access to eastbound E Washington Ave from the site is very difficult without a traffic signal, most residents, customers, and delivery vehicles will use the East Mifflin Bike Boulevard to drive 2 blocks to N Patterson St to head eastbound on E Washington Ave.

The Tenney Lapham Neighborhood Association has worked collaboratively with all the developers in along E Washington Ave. to protect the bike boulevard, which is a City-wide transportation resource. Of the four bike routes that traverse Tenney-Lapham, the East Mifflin Bike Boulevard is the most used because there is a significantly lower volume of motorized traffic. Ideally the Blount/E Washington intersection can be modified to facilitate eastbound traffic and to preserve the safety of the bike boulevard.

Without an analysis of the traffic impact of the proposed development and without a plan to protect the bike boulevard, the steering committee recommends that the review be deferred until "Measures . . . to ensure public safety and adequate traffic flow" are presented.

702 Steering Committee Meeting 11 December 2023

Bob Klebba, SC chair

On 11 December, we met to review a brief presentation by the developers and to provide feedback. There were about 20-24 attendees and 6 members of the development team. Many thanks to the developers for their preparation and to Mary for securing the meeting place.

The following notes are not listed in chronological order, but rather grouped by topic.

Some City records call this proposal 702-734 E Wash, I will use from now on the developer's project name, 702 E Wash. Be careful when searching on legistar (Madison.legistar.com).

Follow up items

- Work with Traffic Engineering to minimize impact on East Mifflin Bike Boulevard - standard of approval 9.
- Define allocation and configuration of public parking so that there is substantial space for public use by off-site patrons - UDD8 definition is in Madison General Ordinance 33.24(15)12.c.(1)i (which I've distributed).

Notes from the SC meeting

Developer presentation

- In addition to 245 residential units, there will be 8300 sq ft of commercial space on the ground floor.
- All vehicular traffic will be directed to the street/alley behind the building with access from N Blount. This includes trash, parking
- All traffic in and out will be on N Blount St.
- All sides of the building are developed in a coherent way.

Affordability

- Area median income is \$85K/yr.
- 5% or 12 of the 245 units will be provided at 60% and 80% of the AMI
- How does this compare to the rest of the n'hood? (more info needed)
- Developers will agree to a Land Use Restriction Agreement, LURA, to ensure affordability in the long term
- Business owner in Galaxy has problems recruiting employees who can afford to live in the area.

Trees/plantings

- UDD8 says street elevation should be dominated by canopy trees
- Does proposed plan keep existing trees?
- City does now require/provide better growing conditions for canopy trees
- Hopefully canopy trees will be planted and not dwarf trees
- Please consider edible vegetation as what is planted in Reynolds Community Garden in Reynolds Park.

- Native vegetation is also important
- We need more trees, more green space

Plan Commission Standard of Approval 9 (aesthetic compatibility)

- Developer showed how proposed building height matches those of other buildings in UDD8.
- Salvation Army proposed development is 5-6 stories across N Blount St
- Das Kronenberg residents lose 3-4 hours of direct sunlight in months around winter solstice.
- Proposed building looks great, but how will financing affect ability to maintain standards in selection of materials?: any changes from proposed panel of materials requires approval by UDC. BTW, developer's submitted proposal is a significant improvement over their informational presentation at UDC.
- "Wonderful project"

Occupancy in other properties on E Wash in UDD8

- Seems to be at 95%

Commercial part of proposal

- N'hood needs a gym

Stormwater management

- 50% green roof meets City requirements
- Proposal is an improvement over existing conditions
- Still working on plan for oil, grease, suspended solids from drive, parking etc.
- No sequestration on site
- Route stormwater to plantings?

Traffic Impact

- No Traffic Impact Plan yet
- Compared to current USPS traffic, proposed residential, commercial and other traffic will be lower
- How to get residents, commercial occupants, commercial customers, delivery vehicles, etc. from 702 to east bound E Washington Ave? Many will exit onto N Blount and avoid making a left turn onto E Wash by driving 2 blocks down the East Mifflin Bike Boulevard to Patterson.
- Traffic light at Blount and E Wash?

Parking

- 2 different types of residential parking: 24/7 and outside business hours. There will also be parking for commercial occupants and customers.
- Some EV charging spaces will be provided and many others roughed in (i.e. with conduit)
- How to allocate public parking for events at Sylvee, High Noon, Breese Stevens, etc.? (more info needed)
- "Future is 400 apartments with 2 parking spaces, not 300"

FOR ADOPTION

**Promoting Affordable Housing: Neighborhood Guidelines for
Affordability of New Rental Construction**

WHEREAS, the Campus Area Neighborhood Association, Capitol Neighborhoods, Marquette Neighborhood Association, and Tenney-Lapham Neighborhood Association (together, the “Downtown Neighborhoods Coalition”) believe that a lack of affordable housing downtown is one of the greatest threats currently facing the area’s vitality, enjoyability, and desirability, and

WHEREAS, the Downtown Neighborhoods Coalition has convened a special work group to identify possible initiatives and policy suggestions that might, in part, help address housing affordability and access for all people, regardless of race, ethnicity, disability, sexual orientation, etc., and

WHEREAS, the Downtown Neighborhoods Coalition jointly holds that while the downtown desperately needs additional residential units to keep pace with the growing nature of our city and local economy, we must collectively ensure that deference to unchecked growth does not effectively exclude low income residents and many from historically underrepresented communities from considering downtown as a place to live,¹ and

WHEREAS, the Downtown Neighborhoods Coalition hopes to encourage the construction of sufficient additional affordable housing while avoiding a net loss of affordable housing downtown, and

WHEREAS, the Downtown Neighborhoods Coalition understands that providing joint guidance regarding the type of affordable units our collective neighborhoods hope are offered in new developments will help remove uncertainty and delay in the development process.

NOW THEREFORE BE IT RESOLVED THAT the Downtown Neighborhoods Coalition has determined that residential units in a proposed development will be considered “affordable” by Downtown Neighborhoods Coalition members if a tenant’s monthly rent would constitute 30% of the monthly income of an individual making 30%² of the area median income of Dane County, and

BE IT FURTHER RESOLVED THAT the Downtown Neighborhoods Coalition strongly holds that affordable units in a development should not be segregated from market rate units in the same development, either by floor or separate partition of the proposed project, and

¹ https://www.cityofmadison.com/dpced/planning/documents/191102_NhoodRoundtable_Final.pdf (Slides 42-43)

² [Reports.nlihc.org/oor/wisconsin](https://reports.nlihc.org/oor/wisconsin) (Notable statistic: in Madison at minimum wage, it takes 110 hours of work per week to afford a one bedroom apartment/94 hours for a studio. At the average wage (\$17.24/hour), it takes 46 hours to afford a one bedroom. Service industry averages are around \$10.30/hour)

FOR ADOPTION

BE IT FURTHER RESOLVED THAT the Downtown Neighborhoods Coalition expects that units designated as affordable maintain the same quality as market-rate units, including the use and installation of non-toxic materials and furnishings, new and sustainable appliances and fixtures, and appropriate space, daylight (e.g. windows), and balconies where applicable.

BE IT FURTHER RESOLVED THAT the Downtown Neighborhoods Coalition strongly encourages all residential property developers considering new proposals in our neighborhoods to examine the viability of affordable units in all new proposals, regardless of size or location, and requests that at least 15% of available units be qualified as affordable, and

BE IT FURTHER RESOLVED THAT the Downtown Neighborhoods Coalition expects developers to seek out financial assistance from the City of Madison, Dane County, federal, and/or other local funding partners, if necessary for the construction of affordable units prior to indicating to neighborhoods or development approval bodies (like the Plan Commission) that affordability was not an option for the given project,³

BE IT FURTHER RESOLVED THAT the Downtown Neighborhoods Coalition expects that units designated as affordable when the given project is developed shall continue to be affordable for the lifetime of the unit's use; as an example, units originally designated as affordable should not have the affordability only extend for a period of years - or until transferred to a new owner - prior to transforming to market priced units,

BE IT FURTHER RESOLVED THAT the Downtown Neighborhoods Coalition members will take steps to actively encourage and recruit neighbors in underrepresented communities and from populations that would benefit from greater access to affordable units to participate in developmental steering committees, and

BE IT FURTHER RESOLVED THAT the Downtown Neighborhoods Coalition members will, individually and collectively, advocate for affordable housing units in every new development to come before neighborhood steering committees as developers seek input and feedback from neighborhoods as they embark upon the City of Madison project approval process.

[Signatory neighborhoods page follows]

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<https://cityofmadison.com/dpced/communitydevelopment/funding/2020-affordable-housing-fund-tax-credits/150/>;

https://madison.com/wsj/news/local/govt-and-politics/nonprofits-cooperatives-to-tap-citys-affordable-housing-fund-in-new-way/article_befa8ce2-a324-5874-a8fe-cec0268d1add.html;

<https://www.cityofmadison.com/mayor/blog/millions-of-dollars-to-support-affordable-housing-in-madison>

FOR ADOPTION

Adopted and agreed to by each member of the Downtown Neighborhoods Coalition as provided herein:

Campus Area Neighborhood Association Date

Capitol Neighborhoods Date

Marquette Neighborhood Association Date

Tenney-Lapham Neighborhood Association Date