



Department of Planning & Community & Economic Development

Planning Division

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TO: Plan Commission

FROM: Linda Horvath, Urban Planner

DATE: June 20, 2019

SUBJECT: ID [55528](#) – Adopting the *Triangle Monona Bay Neighborhood Plan* as a Supplement to the *City of Madison Comprehensive Plan* and *dissolving the Triangle and Monona Bay Ad-Hoc Neighborhood Plan Steering Committee*

Background

The Triangle Monona Bay Neighborhood is on the verge of significant change. Area property owners are planning to begin major redevelopment projects over the next 2 to 5 years including adding new housing, employment and business uses. To help guide these changes, the Common Council authorized preparation of a mid-range neighborhood plan (10 to 15 years) and establishment of the Triangle and Monona Bay Ad-Hoc Neighborhood Plan Steering Committee (ID [49911](#) and ID [47510](#)). The Triangle Monona Bay planning study area is bounded by: Regent and Proudfit Streets to the north, Monona Bay to the east, Haywood Avenue to the south and South Park Street to the west. The area encompasses a portion of Census Tract 12.0.

Plan Summary

The Triangle Monona Bay Neighborhood Plan makes recommendations for land use, housing and urban design; parks and open space; transportation; and health and wellbeing. Plan recommendations strike a balance between addressing expected growth in the larger community and immediate neighborhood, and the needs and desires of the diverse population. At its final meeting April 16, 2019, the Triangle and Monona Bay Ad-Hoc Neighborhood Plan Steering Committee (TMB SC) supported the draft plan, with recommended changes in Table 1 on page 2. Staff partially incorporated the changes in the current draft plan, also shown in Table 1, on page 2.

Table 1: Difference between TMB SC Motion and Planning Staff Recommendation

TMB SC Recommendation	Planning Staff Response as included in Current Draft Plan
<p>• It was moved by London, and seconded by Johnson, to remove the words, “public easement and land dedication,” and to include public pathways language submitted by London*. The motion was approved unanimously by voice vote.</p> <p>*In order to increase accessibility, wayfinding and connectivity among residents in the neighborhood, a network of primary pedestrian pathways that intersect and connect with public sidewalks are recommended. The pathways should accommodate all users, including people in wheelchairs and those with limited mobility. The green dotted lines in the illustration to the right identify the recommended locations for these new pathways. These primary pedestrian paths increase flow and permeability in and out of the neighborhood and conveniently connect people to each other and to local amenities and resources such as green spaces, parks, Monona Bay, the community center, community gardens and play spaces. Because the area serves many residents, many of whom are very young, elderly and/or have disabilities, it is not recommended that these pathways be public. Rather, their intention is to connect people already living within the neighborhood with one another and the broader public sidewalk system.</p>	<p>• Staff removed “public easement and land dedication”</p> <p>• Staff primarily agrees with the SC pathway language, except for the change from publicly accessible pathways to primary pedestrian pathways* (also see page 42, Draft Plan):</p> <p>* This plan recommends establishing a network of publicly accessible pathways that interconnect with public sidewalks and smaller private paths to increase residents’ access, wayfinding and connection to amenities within the neighborhood, and to the larger community (see Figure 8.3). The pathways should be wide enough to accommodate all users, including people in wheelchairs and those with limited mobility. These publicly accessible pathways increase flow and permeability in and out of the neighborhood and conveniently connect people to each other and to local amenities and resources such as greenspaces, parks, Monona Bay, the community center, community gardens and play spaces.</p>

The TMB SC is primarily concerned with the recommended publicly accessible pathway through Bayview’s property, and the one through the Park View Apartment property (see Figure 8.3 below).



Figure 8.3 - Publicly Accessible Pathways

Committee, Commission and Board Review and Approval Process

The Draft Triangle Monona Bay Neighborhood Plan was referred to eight City Boards, Commissions and Committees. Table 2 shows actions taken by each referral body, and Planning Staff Recommendations.

Table 2: Recommendations from Referral Bodies and Staff Recommendations

Governmental Body	Date	Action	Staff Recommendation
Common Council	April 30	INTRODUCTION ONLY	N. A.
Community Development Block Grant Committee	May 2	APPROVED	N.A.
Finance Committee	May 6	APPROVED	N. A.
Board of Park Commissioners	May 8	APPROVED	N.A.
Community Development Authority	May 9	APPROVED	N.A.
Transportation Policy and Planning Board	May 13	APPROVED with condition to "look at additional steps to reduce expected traffic on new street"	Agree. Planning staff will make recommended changes to the plan, including revising the cross-section of the new street in the Draft Plan on page 40 with a narrower street width, and adding a cross-section of the rebuilt Braxton Place, also with a narrower street width, on page 42 (See Attachment 1). <i>NOTE: At the time of redevelopment of Bayview and CDA properties, the Planning, Engineering and Traffic Engineering Divisions will create a more detailed street design, including even more features to reduce through traffic.</i>
Board of Public Works	May 22	APPROVED	
Community Development Authority – Reconsideration of May 9 Motion to Approve	June 13	APPROVED with condition to add bullet points on page 28 as follows: <ul style="list-style-type: none"> • "Allows for approximate doubling of existing number of CDA housing units." to the "Why" column for the "Medium Residential" item in "Recommendations,": • "Consider placing building mechanicals above grade due to flooding concerns" to "Recommendations" column And condition to support the new road: <ul style="list-style-type: none"> • "The plan should support additional north-south access through the Triangle, with the road as proposed on pages 39-41." 	Agree. Planning staff will make recommended changes.

Planning Division Recommendation

Planning Division staff recommends that the Plan Commission adopt Resolution I.D. 55528 adopting the Triangle Monona Bay Neighborhood Plan as a supplement to the City of Madison Comprehensive Plan with the changes recommended in Table 2, above, and dissolving the Triangle and Monona Bay Ad-Hoc Neighborhood Plan Steering Committee. Staff further recommends that Planning Division staff be allowed to make additional editorial changes as necessary to incorporate such changes from Table 2.

ATTACHMENT 1



Department of Transportation

Thomas Lynch, PE, PTOE, PTP, AICP, Director of Transportation

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June 20, 2019

To: Planning Commission

RE: Monona Bay Triangle Plan

In response to the Transportation Policy and Planning Board's recommendations when considering the Monona Bay Triangle Plan, the Department of Transportation evaluated comments from the Board and refined the recommended street cross-sections to be included in the plan.

One concern that was voiced regarded the width of the newly introduced North-South Street, and could the recommended width be made narrower. The intent of the introduction of the new North-South Street is to support the establishment of a grid network, a goal of neo-traditional neighborhoods. Establishment of grids (as opposed to cul de sacs) typically are associated with shorter blocks, decreased walk/bike distances, and increased connectivity. The introduction of the North-South Street allows for enhanced access and wayfinding for all modes of transportation throughout the triangle area while providing improved safety and mobility for users.

The widths of proposed North-South Street and Braxton Place are determined largely by the fire protection needs, as described in the 2015 International Fire Code, rather than by traffic or parking needs. According to this code, (D105.2), any road that serves a building greater than 30 feet high must have an aerial fire apparatus access road with unobstructed width of 26 feet, excluding shoulders/curb, serving the building

Proposed North-South Street

The proposed width for the new North-South Street has been revised from 34' to 28' face of curb to face of curb. The 28' width will allow for parking on-side of the street in locations where aerial fire apparatus is not required. The proposed street cross section is shown in the attached drawing.

Proposed Braxton Place

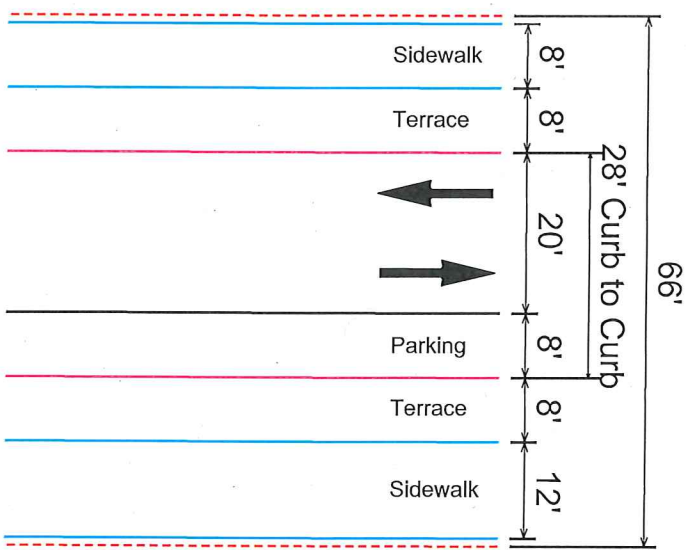
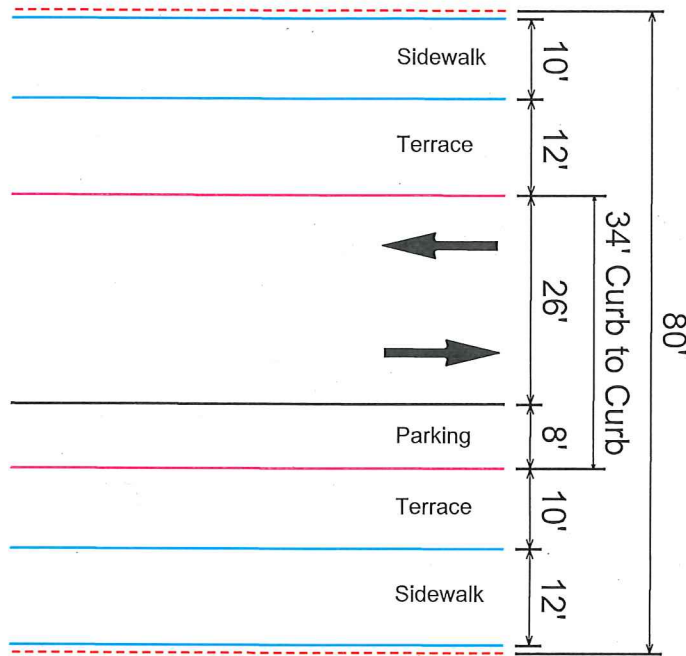
The proposed width for Braxton Place will remain 34' in order to allow both street parking and fire access for the entire frontage of the street. The proposed street cross section is shown in the attached drawing

Another concern that was voiced by the Transportation Policy and Planning Board was the possibility of cut-through traffic that could be introduced by the proposed North-South Street. The Department of Transportation has proposed that the intersections of Regent Street and W. Washington Avenue with the proposed North-South Street be restricted to Right In – Right Out access only to prevent any strategic benefit for cut-through traffic.

A handwritten signature in black ink, appearing to read "Brian J. Smith".

Brian J. Smith, PE, Interim Assistant City Traffic Engineer

BJS:SDM



MONONA TRIANGLE PLAN CITY OF MADISON	SHEET NO.
	S-1