



Tenney-Lapham Neighborhood Association
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TENNEY - LAPHAM

18 August 2022

Plan Commission, City of Madison

Re: CUP application for 609-615 E Dayton St

Dear Commissioners,

Our neighborhood steering committee met once to review and to discuss the new proposed development for 609-615 E Dayton St. The new proposal was overall well received, especially because the new design incorporates the existing Reynolds Warehouse façade.

This report incorporates the input from previous steering committee meetings that reflect interests and concerns that are unchanged with the new proposal.

The report was reviewed and accepted at the 11 August Tenney-Lapham Neighborhood Association monthly meeting.

Design

Most steering committee members pushed for the preservation of the Reynolds Warehouse façade. This proposal integrates the façade gracefully while preserving an important element of the history of the neighborhood.

The addition of a second “house” on Dayton St was also well received, particularly because it complements the existing Reynolds House and integrates better the whole building with the Tenney-Lapham neighborhood.

Standard of Approval 9. When applying the above standards to any new construction of a building or an addition to an existing building the Plan Commission shall find that the project creates an environment of sustained aesthetic desirability compatible with the existing or intended character of the area and the statement of purpose for the zoning district. In order to find that this standard is met, the Plan Commission may require the applicant to submit plans to the Urban Design Commission for comment and recommendation.

The steering committee feels that the incorporated historic façade will reflect and preserve the architectural diversity of the neighborhood.

Hotel in Residential Neighborhood

Steering committee members discussed the appropriateness of the proposed conditional use of a hotel in a residential neighborhood. Some members mentioned that they would prefer to see an affordable housing development. All members did understand that the proposal is a permitted use in the TE-zoned parcel.

With the exception of the small warehouse at 609-615 E Dayton St, the neighborhood is solidly residential on this block and to the east, north, and west. In the Tenney-Lapham Neighborhood, commercial and high-rise residential development have been focused on East Washington Avenue while promoting existing mixed use on East Johnson St. While some committee members supported the proposed hotel development on E Dayton St, others wondered whether it was even wise to build yet another hotel on the isthmus.

Standard of Approval 4. The establishment of the conditional use will not impede the normal and orderly development and improvement of the surrounding property for uses permitted in the district.

The Steering Committee requests that the Plan Commission review carefully the application for a conditional use of a hotel in a residential neighborhood. Most steering committee members accept that this is a permitted use in commercial zoning. Some committee members promoted the proposal. However, this lot is surrounded by family homes.

The committee was pleased that the building design uses split-duct systems that should be quieter than wall-packs and that the ventilation exhaust for the underground parking will be located in the back of the building. *Committee members ask the Plan Commission to require a quiet parking exhaust system in order to respect the surrounding residential neighborhood.*

Traffic Plan

Neighbors and committee members are concerned about the increased traffic and noise that the proposed development will bring. The committee agrees with the developer that proposed entrance should be on E Dayton St and not on the East Mifflin Bike Boulevard. However, the 600 block E Dayton is an atypically quiet street, and the proposed development will bring increased motorized vehicular traffic associated with hotel guests, food deliveries, and ride shares.

Most steering committee members were also concerned about the potential impact of street parking in the area. While public transit is easily accessed at the proposed site, members were concerned that hotel guests will choose to drive a car and that the proposed small number of off-street parking spaces would be insufficient.

Members request that the Plan Commission and Staff work with the developer to minimize traffic impact on the surrounding residential neighborhood.

Standard of Approval 6. Measures, which may include transportation demand management (TDM) and participation in a transportation management association have been or will be taken to provide adequate ingress and egress, including all off-site improvements, so designed as to minimize traffic congestion and to ensure public safety and adequate traffic flow, both on-site and on the public streets.

The committee requests that a Traffic Demand Management Plan take into consideration the impact of significantly increased motorized vehicular activity on this block in a residential neighborhood.

Standard of Approval 10. When applying the above standards to an application for a reduction in off-street parking requirements, the Plan Commission shall consider and give decisive weight to all relevant facts, including but not limited to, the availability and accessibility of alternative parking; impact on adjacent residential neighborhoods; existing or potential shared parking arrangements; number of residential parking permits issued for the area; proximity to transit routes and/or bicycle paths and provision of bicycle racks; the proportion of the total parking required that is represented by the requested reduction; the proportion of the total parking required that is decreased by Sec. 28.141. The characteristics of the use, including hours of operation and peak parking demand times design and maintenance of off-street parking that will be provided; and whether the proposed use is now or a small addition to an existing use.

Some members commented that the proposed BCycle kiosk and ZipCar(s) will help encourage fewer cars and that what we build for car storage in 2022 may not reflect the needs in 2032. These committee members felt the proposed parking would be sufficient. However more steering committee members were concerned that the 2:1 room to parking space ratio would be insufficient for the proposed hotel guests. *We request that the Plan Commission and Staff work with the developer to design a parking solution that can accommodate the proposed hotel's requirements.*

Building Management Plan

We hope that the hotel guests will be quiet. *If the application for the CUP is approved, the steering committee requests that the Plan Commission and Staff work with the developer to define an appropriate building management plan compatible with the general welfare of the neighborhood.*

More information

Plan Commissioners can review minutes of the steering committee meetings here:
<https://tenneylapham.org/about-tlna/development/dayton-hotel/>

Respectfully submitted,



Tyler Lark, President, Tenney-Lapham Neighborhood Association