

Tension Between Long Range Planning and Implementation





Madison's Need for Affordable Housing

"Madison's low-income population faces a large and persistent problem of a lack of affordable housing that results in high levels of housing cost burden and at the extreme, homelessness.

- Annually 3,000-4,000 people are served by our shelter system, 1 in 3 are children
- 50% of renters pay more than 30% of their income in rent (housing cost burdened)
- 30% of renters pay more than 50% of their income in rent (severely housing cost burdened)"

City of Madison Affordable Housing Strategy, 2014

"Households experiencing extreme housing cost burden spend more than half of household income on housing. According to the Analysis of Impediments to Fair Housing Choice's data sources, housing cost burden was experienced by 27.4% of homeowners and 54.6% of renters in Madison.

Housing Affordability Report City of Madison, Dane County CY 2020

"Housing remains a critical priority for Madison, and the Executive Capital Budget proposes to increase affordable housing and homeownership to those who need assistance the most through nearly \$20 million for consumer lending programs (\$4.7 million more than in the 2021 CIP), and \$42 million (\$3.5 million more than in the 2021 CIP) to increase the supply of affordable housing."

Mayor's 2022 Executive Capital Budget and Capital Improvement Plan

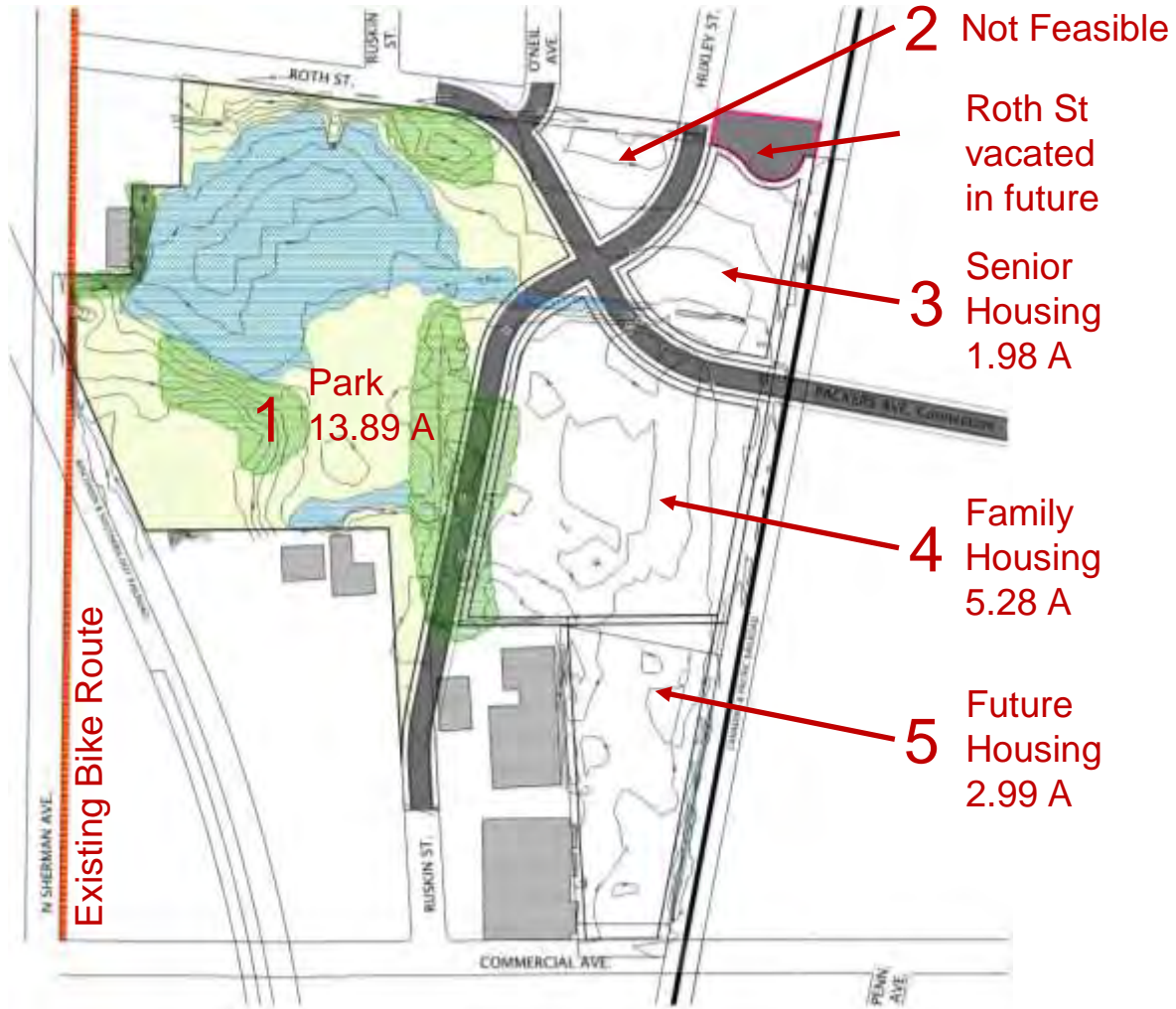
Project Overview



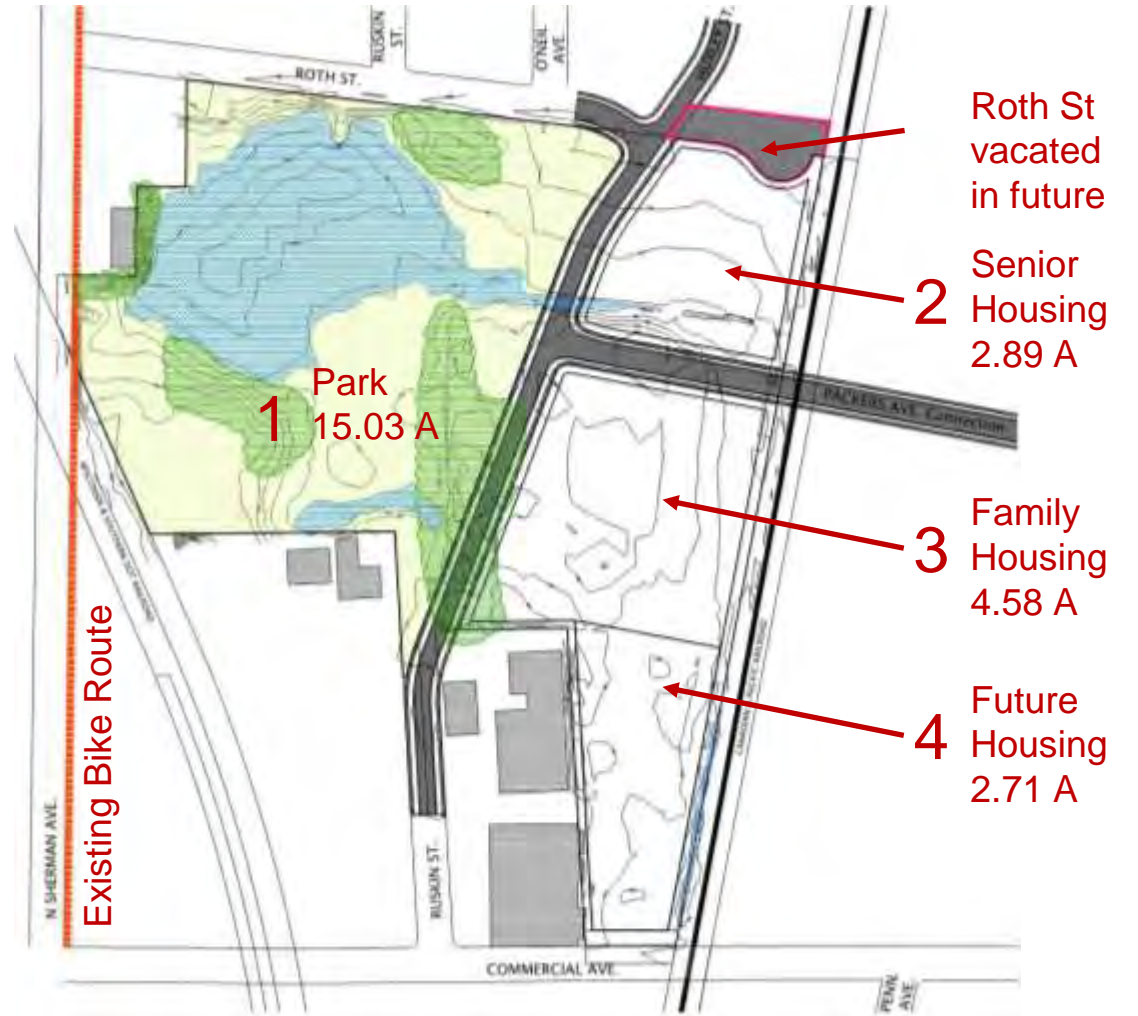
- Lincoln Avenue Capital is a leading developer of affordable housing. We invest not just in affordable housing properties, but also in the communities where we do business with a focus on lasting partnerships with a long-term vision
- First development to be implemented under the Oscar Mayer Special Area Plan (OMSAP)
- WHEDA Financing
 - Negotiated preservation of census tract
 - 300 units workforce housing
 - 250 units senior housing
- Have engaged with city staff since Fall 2021 and worked collaboratively on the substitute mapping
- Community service organization office space
- WI PSC Energy Innovation Grant



Project Design – Two Street Alternatives

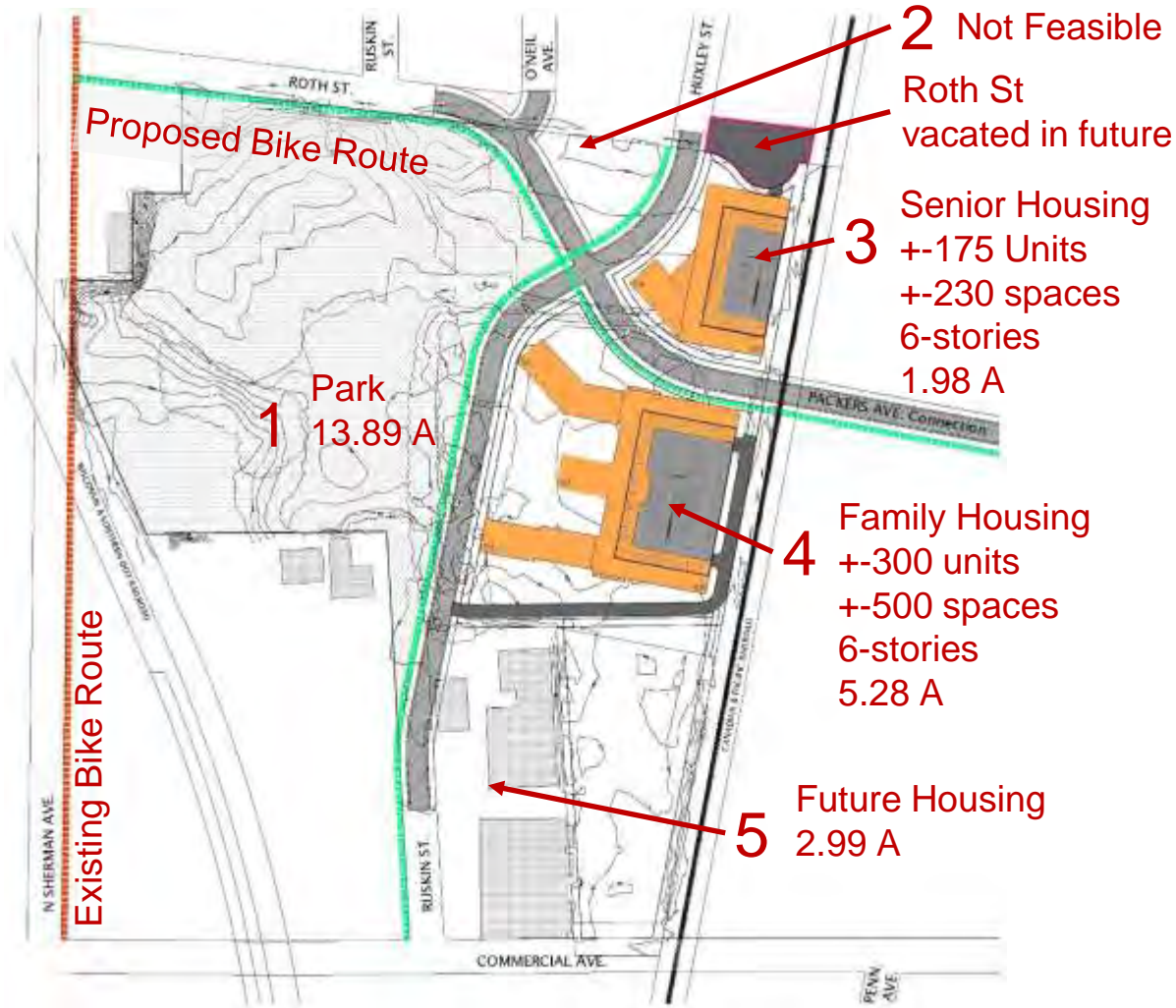


Original City Street Layout

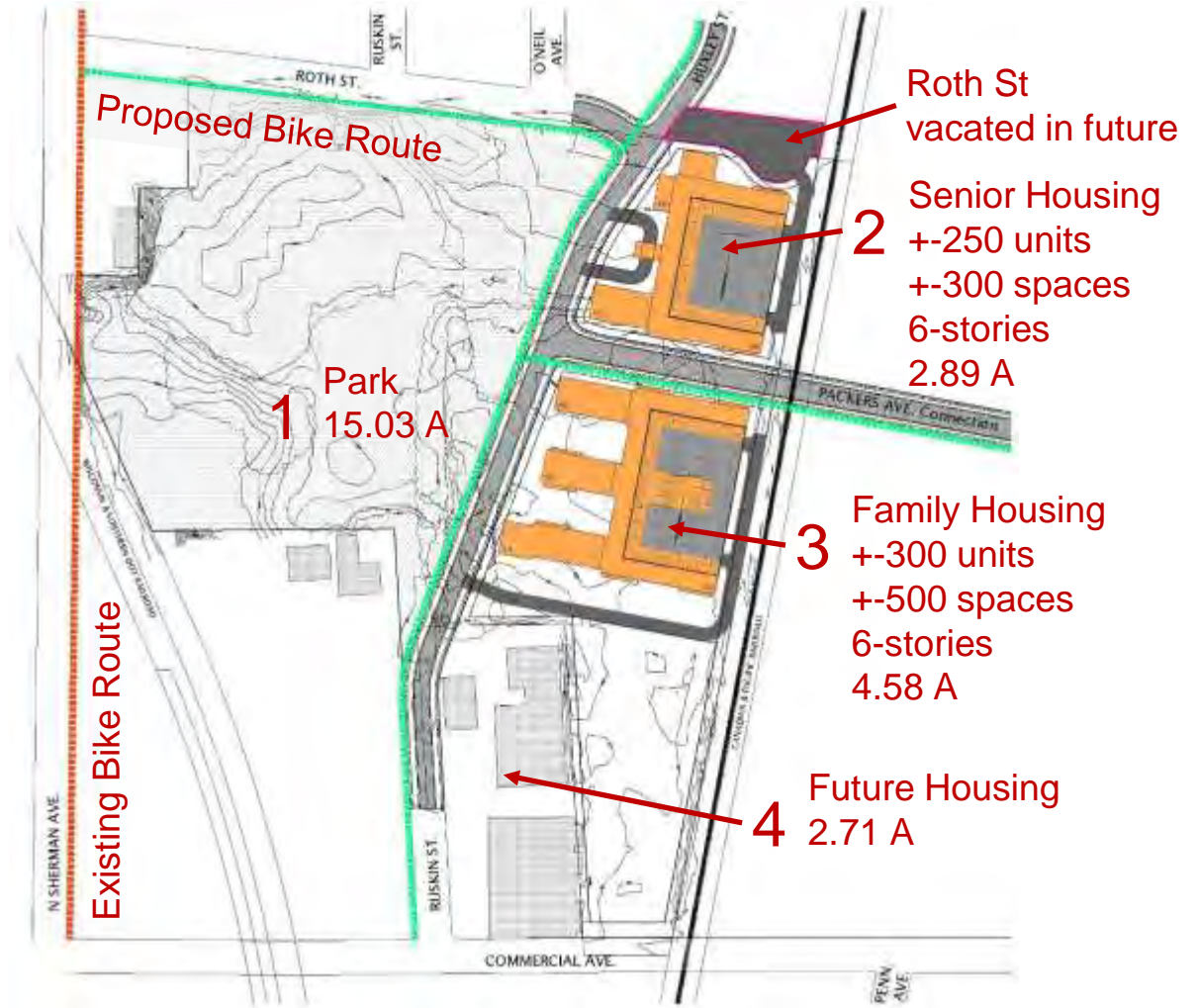


Substitute Street Layout

Project Design – Two Street Alternatives



Original City Street Layout



Substitute Street Layout

Loss of 80 Units - Remedies



- Shift lost units from senior to the family building
 - Limited due to WHEDA financing agreement
 - Maximum of 15 to 20 units
- Increase height
 - Construction type changes above six stories to post tension concrete
 - More expensive and infeasible for affordable housing
 - Planning staff concerns regarding building mass
- Decrease parking
 - Limited due to site constraints & deck/ramp requirements

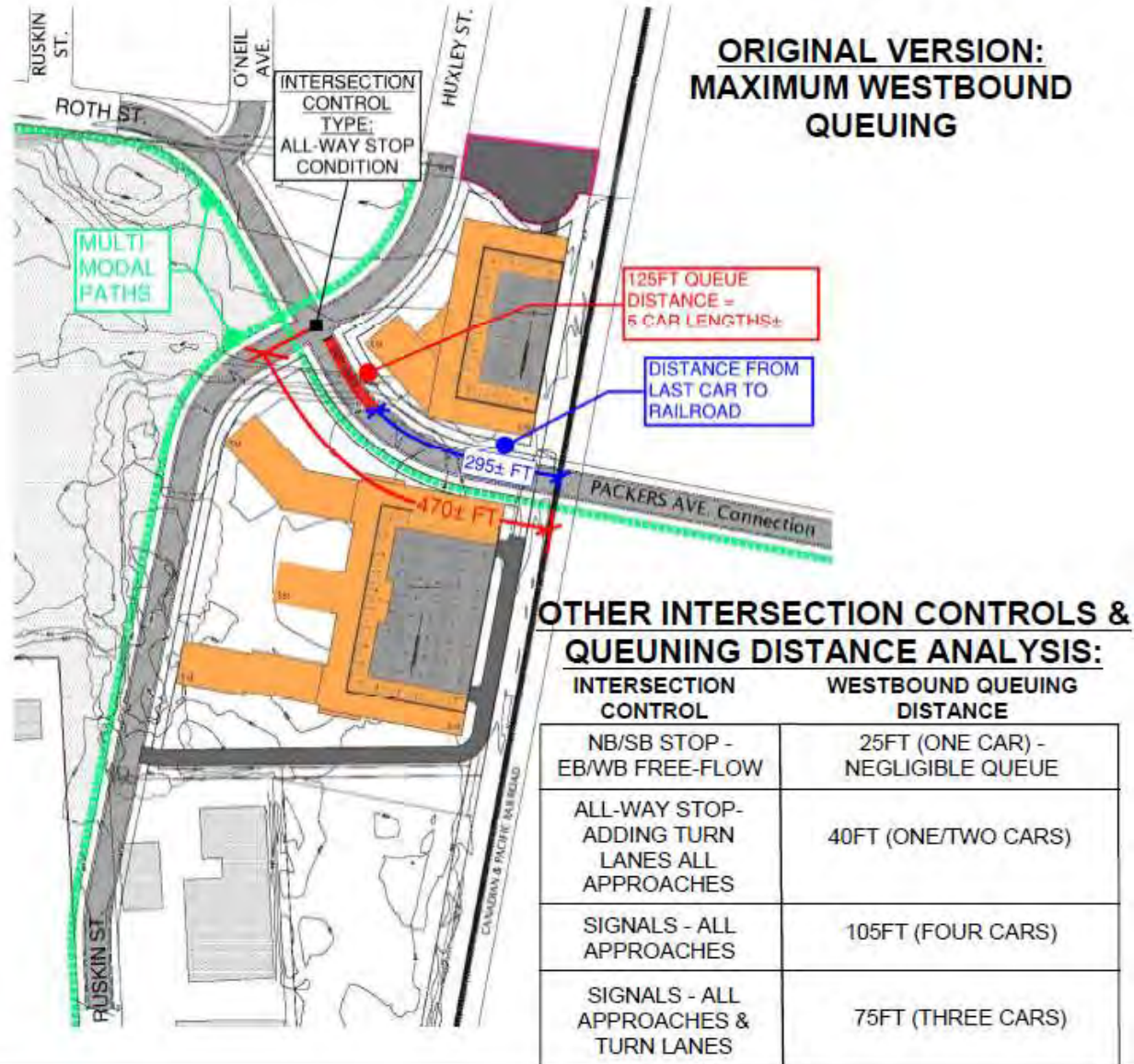


Street Alternatives Comparison

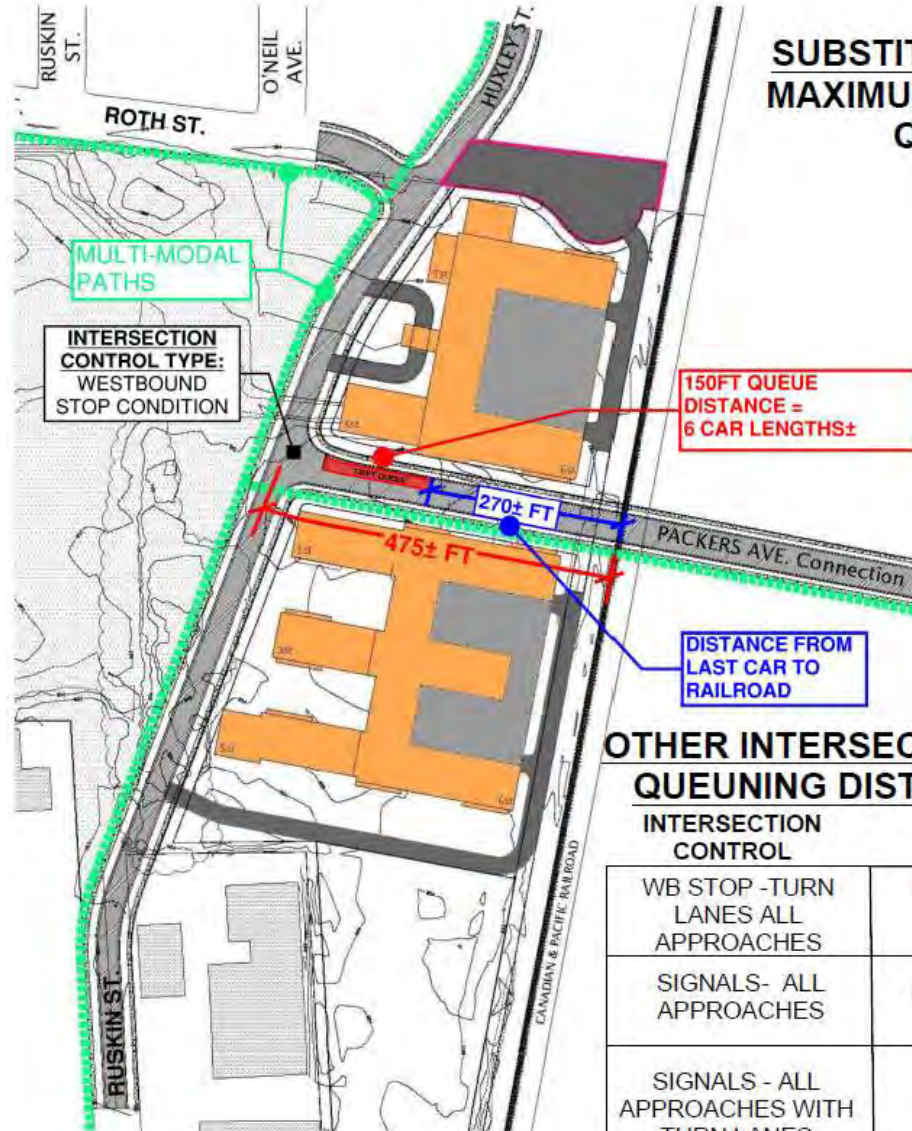


	Original Street Mapping	Substitute Street Mapping
New Pedestrian, Bike, & Transit Friendly Connection to Packers	Yes	Yes
OMSAP Recommended Railroad Crossing	Yes	Yes
Protects Natural Features	Yes	Yes
Preserves Potential Archeological Sites	Yes	Yes
Preserves Oak & Hickory Stand of Trees	Yes	Yes
Conservation Area	Yes	Yes +

Street Alternatives Comparison



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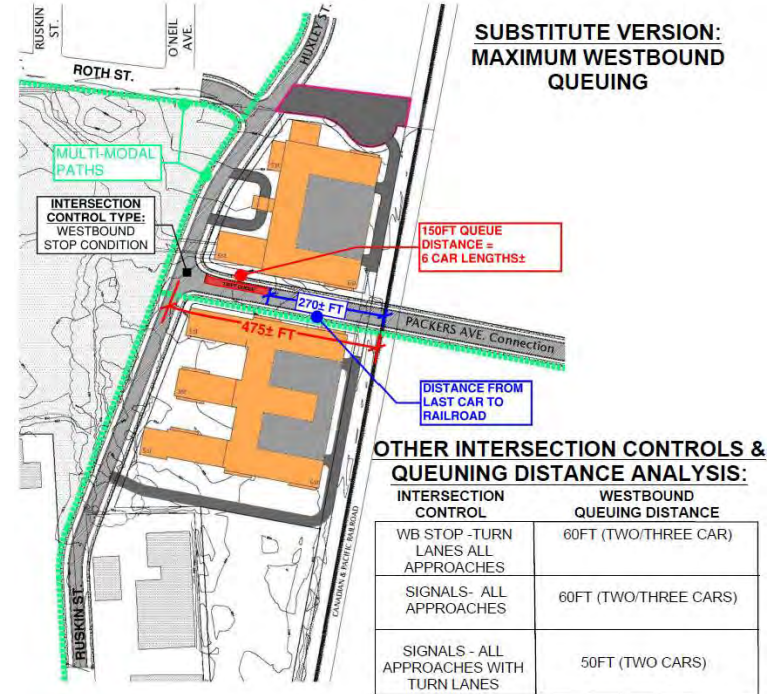
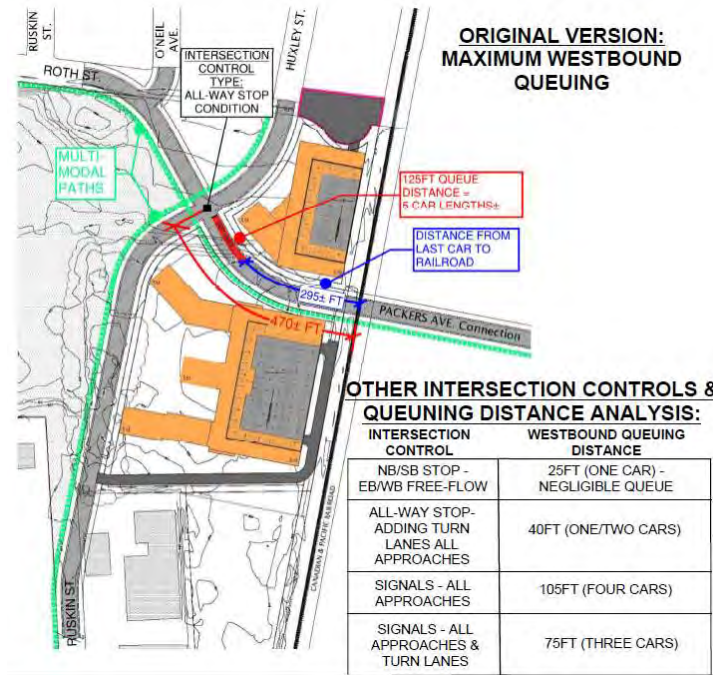


SUBSTITUTE VERSION: MAXIMUM WESTBOUND QUEUING

OTHER INTERSECTION CONTROLS & QUEUING DISTANCE ANALYSIS:

INTERSECTION CONTROL	WESTBOUND QUEUING DISTANCE
WB STOP -TURN LANES ALL APPROACHES	60FT (TWO/THREE CAR)
SIGNALS- ALL APPROACHES	60FT (TWO/THREE CARS)
SIGNALS - ALL APPROACHES WITH TURN LANES	50FT (TWO CARS)

Railroad Crossing



“As the turning movements developed for this study are conservatively high (representing worstcase traffic volume scenario) and the queues shown for each option are well within the capacity between the intersection and the railroad tracks, the locations of the Roth Street extension/new road are expected to be approved by the Canadian & Pacific Railroad.”

Conclusions



- City of Madison is facing an affordable housing shortfall
- Our development will bring 550 units
- We have been able to preserve favorable QCT treatment with WHEDA, but that comes with time constraints and lack of flexibility
- We are committed to making the development mutually beneficial for the many stakeholders involved, which is why we collaborated with neighborhood groups and city on the proposed substitute street layout



Conclusions



The proposed substitute:

- Provides for more efficient development sites
- Preserves our ability to develop 550 units of affordable housing
 - Without the substitute we lose 80 units
- Provides 15 acres of natural/conservation area
- Provides comparable safety for all modes of transportation
- T-intersection is safer due to fewer opportunities for conflict
- Provides same queuing for RR crossing

