

DRAFT

Triangle Monona Bay Neighborhood Plan

*Adopted by the City of Madison Common Council, Resolution I.D. #
as a Supplement to the City of Madison Comprehensive Plan on (DATE)*



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EXECUTIVE SUMMARY

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Executive Summary

An exciting process began a year ago in the Triangle Monona Bay (TMB) Neighborhood – the City of Madison Planning Division started working with residents and other stakeholders to come up with ideas on how to make the neighborhood better. The Triangle Monona Bay Ad Hoc Steering Committee met 16 times over the last 15 months to prepare a neighborhood plan. The City of Madison Planning Division provided technical assistance and gathered input from residents.

There are many positives of the Triangle Monona Bay neighborhood but it can be improved. A robust public engagement process resulted in input from many residents during the planning effort. This input was used to prepare land use, housing, transportation, parks and open space and community service recommendations.

Bayview Foundation and Community Development Authority (CDA), the major property-owners of the affordable housing on the Triangle, will continue their work on the interior and exterior designs for their buildings. Proposed improvements to the buildings will be taken up by the property

owners in the months and years ahead as new construction or renovation plans are more fully developed.

Below is a summary of major improvements generated from the public process.

Neighborhood Connections within the neighborhood and to nearby places

- An internal pedestrian path system in the Triangle that will take residents to the community center, apartment complexes, and to the public streets and bus stops.
- Extension of Campus Mall with separate lanes for pedestrians and bikes along with benches.
- New low traffic street with sidewalks stretching from Regent Street to West Washington.
- Improved street crossings at Regent, West Washington, and Park Street to make it safer to cross.
- Public pedestrian pathways that make connections to destinations within the neighborhood, and to the larger community.

Age Friendly and Specialized Design

- Wider public sidewalks to accommodate pedestrians and wheelchair users.
- Large printed, color-coded, and symbol signage to create a more age and dementia friendly neighborhood.
- Multi-lingual signage to be more welcoming to the multitude of languages spoken in the Triangle.

Community Center and Activity Spaces

- Relocate the new Bayview Community Center along the newly proposed public street for easier access by residents from CDA and nearby neighborhoods.
- Provide a variety of greenspace for residents such as green pathways, gardens, outdoor senior fitness space, rooftop and private courtyards, and shaded seating areas.
- Complete the East Campus Mall from Regent Street to Brittingham Park with separate bike and pedestrian lanes. Add seating areas and shade trees.

Housing Diversity

- When considering new development, incorporate a variety of housing options with a range of affordability levels, especially along the South Park Street corridor. Retaining and increasing the number of affordable units is a high priority but mixed income or market-rate units could be incorporated in a new high density, multifamily building.

Upgrade and Expand Affordable Housing

- Support the upgrade of existing housing and/or replacement of buildings to achieve affordable, quality housing for residents. Retain current level of affordable housing units or increase affordable units with new construction.
- Continue engaging residents in future plans to rehab or rebuild existing housing units. Add new amenities such as air conditioning, activity rooms, and educational, nutritional, and recreational programming.
- Support taller buildings at Bayview (2 to 5-stories) and Gay Braxton (3 to 5-stories) to accommodate

additional affordable apartment units.

New Housing and Shopping on Park Street

- Build an 8-story building where the Asian Midway Foods grocery store is today. Continue a grocery on the first floor, and other commercial stores or shops.
- Build new affordable and/or market-rate housing on upper floors of a new building.
- Retain and promote businesses and services where residents could enjoy a healthy meal, buy nutritious groceries and prepared food, and receive info and support for healthy living.

Preserve Single-Family Character, Promote Owner-Occupancy

- Preserve the existing housing scale and character in the Monona Bay area of the neighborhood. Promote owner-occupancy. Emphasize rehabilitating of the older single-family and smaller multifamily housing stock.

Improvements to Brittingham Park

- Replace Brittingham Park Beach house with a new facility, upgrade Brittingham shelter to all season use, install new accessible fishing pier, expand the community gardens, and install additional benches, picnic tables, and trees along the bike path.
- Improve lake quality, storm water management, and shoreline.

CHAPTER ONE

Introduction

Situated on the shores of Monona Bay and within a mile of the state capitol and central business district, the Triangle Monona Bay area is one of the most unique and desirable neighborhoods in Madison. Residents of many different backgrounds call the area home. They enjoy the easy access to affordable housing, medical facilities, community centers, small business districts, pedestrian, bike and transit facilities, and greenspace.

Today's desirable neighborhood has its roots in a difficult past. Much of the original neighborhood, platted in the early 1900s, was demolished and its lower income residents uprooted during the major urban renewal project of the 1950s and 1960s. Today's residents are quick to say that while the past did unravel much of the original neighborhood fabric, they cherish the current fabric.

Why plan?

All places change over time. The neighborhood is again on the verge of significant change. Area property owners and other stakeholders are planning to

redevelop. To guide these changes, this City-led planning process offered residents the opportunity to come together and identify desired changes, and help develop strategies to promote what is determined best for this area while keeping in mind that it is part of a larger context of the City. This proactive position was extremely helpful – it helped set the stage for how and what is important to the community.

Why plan now?

Many Triangle Monona Bay property owners anticipate upgrading housing in the near future, and adding new employment and business uses to complement existing medical facilities. It is timely for residents and other stakeholders to come together and strategically assess their assets and issues, and determine best strategies to invest in housing, open space, streets, lighting, and bike, transit, and walking facilities.

The Triangle Monona Bay Neighborhood Plan sets the stage for enhancing existing assets and attributes of the area, through policies and implementation strategies that will guide future development. A primary focus of the Plan is to provide a framework for future redevelopment of publicly- and privately-owned properties in the context of complete neighborhood principles (adjacent

Several adopted plans provide an important starting point in preparing this mid-range (10-15 years) Neighborhood Plan:

- City of Madison Comprehensive Plan (2018) is the document that translates community input and ideas into policies and actions that affect City budgets, ordinances, and growth. The Plan looks 20 years into the future and seeks opportunities

Complete Neighborhood Principles

- Safe and convenient access to stores, schools, places of worship and services all residents need in daily life
- A range of housing types and costs
- A network of well-connected streets and blocks
- Vibrant, active public spaces
- A system of well-connected parks, paths, and greenways
- Nearby transit service and bike facilities that take residents to employment, regional shopping, entertainment, and civic opportunities

Source: City of Madison Comprehensive Plan, 2018

to address long-term issues, but focuses on action steps to guide the City's near-term efforts.

- Consolidated Plan and Annual Action Plan that establishes a framework for the development of neighborhood plans by Community Development Division as part of its federal funding allocations.

Another plan also helped guide preparation of this Neighborhood Plan.

- Greening of America's Capitals: Brittingham - Triangle Green Project Report (2014) conducted visioning and sustainable design workshops with City staff, residents, and major stakeholders in the area. Land use, transportation, and housing strategies were reviewed as part of the Plan preparation. This Plan was accepted by the City, not adopted.

CHAPTER TWO

Planning Process

The Madison Common Council adopted resolution (RES-17-00739, File I.D. 47510) in authorizing the development of a Neighborhood Plan for the study area bound by: Proudfit and Regent Streets; Monona Bay; and South Park Street (See Map 2.1 - Planning Study Area). This planning study area encompasses a portion of Census Tract 13.

To advise City staff in preparing the Plan, the Mayor appointed an 11-member Triangle and Monona Bay Ad-Hoc Neighborhood Plan Steering Committee (TMB SC), confirmed by the Madison Common Council, on January 18, 2018.

Assembling a steering committee that was representative of the diverse income levels, ethnic and racial backgrounds, and business types in the neighborhood was a high priority. To help with this goal, the City's Office of Organizational Development conducted a RESJ analysis to create a very representative Steering Committee and planning process.



Map 2.1 – Planning Study Area

The resulting 11-member TMB SC was comprised of residents of Bayview, Brittingham and Gay Braxton apartments, Monona Bay homeowners, a South Park Street business owner, a hospital representative, and major residential property owner representatives. One representative spoke Spanish as a first language and another spoke Hmong, therefore the City's Office of Civil Rights was engaged throughout the process to provide interpretation for these members at all Steering Committee meetings.

The TMB Ad Hoc Steering Committee met 16 times from February 2018 to April 2019. All SC meetings were held on the Triangle in publicly accessible places including the Bayview Community Center, Brittingham Tower community room and Parkside Tower community room. In this way, Steering Committee members became very familiar with the neighborhood environment, and heard directly from residents during the public comment portion of each meeting.

Steering Committee members were invaluable in identifying relevant issues, providing input on alternative strategies, and assisting at community wide planning events. Future land use and urban design principles were a focus of planning discussions, especially for Bayview and Community Development Authority (CDA) owned properties. Input on community services, parks and open space, pedestrian and bike mobility, and vehicle transportation were also priorities.

The City of Madison Planning Division provided professional planning services throughout the planning process. This included providing technical assistance for the Steering Committee meetings, and engaging residents, the business community,

and stakeholders through numerous public outreach efforts.

Residents of the study area were invited to participate at several public open houses, in community surveys and as part of smaller focus groups and individual interviews. The Planning Division staff also hosted office hours at each of the five CDA apartment lobbies, the Bayview Community Center, and the Park View Apartment rental office. Interpreters were available to help non-English speakers participate in a meaningful way.

Conversations were also initiated with major multifamily, commercial and institutional property-owners, especially in regard to proposed land use changes in strategic focus areas.

City agencies also participated by sharing background information and upcoming projects which could help shape plan recommendations. Further, the Planning Division coordinated involvement from various City departments/agencies at Steering Committee meetings, review of preliminary recommendations, and input on the final draft plan.

CHAPTER THREE

History

Land Use Changes

The Triangle (aka Greenbush) was platted in the early 1900s. Single-family homes to three flats, centers of worship and synagogues, and commercial businesses were located along a street grid system. Neighborhood House, a community center located on the south side of West Washington Avenue, was also part of the community fabric. This was a diverse community – lower income families of primarily Italian, Sicilian, Albanian, Jewish, and African American backgrounds made up the close-knit neighborhood.

Beginning in the 1950s, urban renewal in this area eventually removed 233 residential and 33 commercial/industrial buildings (meat packing plant, junkyards, taverns, liquor outlets) and relocated over 1,150 residents. Urban renewal, and the resulting displacement of the community, was highly contentious between residents, businesses, and governmental entities.

Urban renewal occurred in different phases. The first phase was the removal of housing and commercial businesses on the south side of West Washington Avenue and Proudfit



Figure 3.1 - The dotted line depicts the urban removal area located on the south side of West Washington Avenue. Sampson Plaza (aka Parkview Apartments) were constructed and opened in 1963. As part of the urban renewal, West Washington Avenue was widened. *Source: Wisconsin State Journal, January 4, 1954*

Street (see Figure 3.1 above). The Sampson Plaza market rate apartments, aka Parkview Apartments, were constructed on the site and still remain today.

Urban renewal of the Triangle area began in the early 1960s. Several land use plans were proposed for the area, with housing as a

primary use along with other commercial developments such as hotels, shopping centers, or medical facilities. An east-west street connecting South Park Street to West Washington Avenue was part of the land use plans (see Figure 3.2 on the next page).

Evidently the majority of the area was reserved for affordable housing with two parcels sold off for medical uses. Gay Braxton apartments was the first housing to be built, opening in 1965.

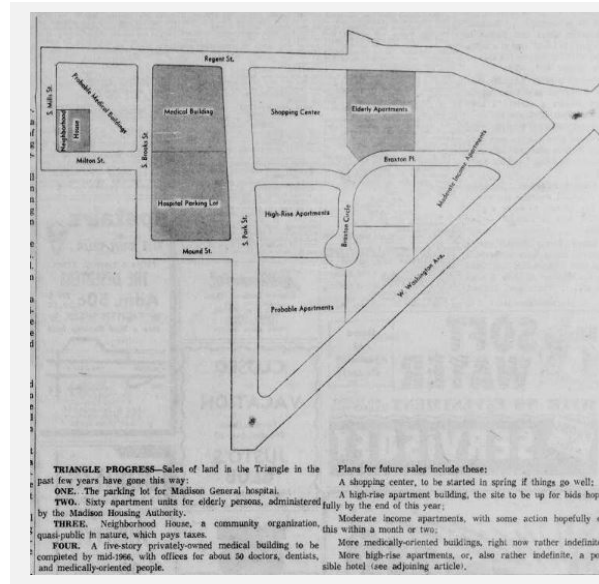
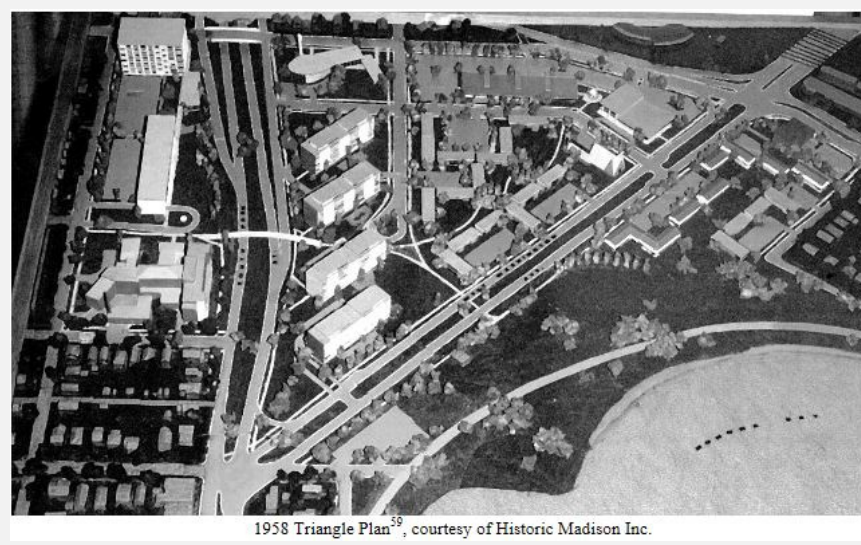


Figure 3.2
Shopping Center
Plan for Triangle,
Wisconsin State
Journal August
1965

Historic Timeline

Late 1880's	Dredging and filling of the Monona Bay Neighborhood begins; the first homes were built shortly thereafter.
1892	Brittingham Boathouse is built.
1901	Marshy area that is now known as the Triangle is filled in with ashes and trash. The 19.0 acres was platted for homes, businesses and centers of worship.
1903	Madison General Hospital (aka Meriter Hospital) opens.
1903	Brittingham Park land is purchased by the city. Dredging and filling of the park occurs between 1905-1908.
1906	Warren's Addition (Monona Bay subdivision) original plat filed. A replat of the area occurred in 1908 forming internal narrow street.
1912	St. Mary's Hospital opens.
1916	Neighborhood House, a community center focused on working with immigrant families and resettlement issues, is built
1956	Brittingham Plan approved by the Common Council to make way for appraisal, acquisition, and demolition of residential and businesses located between W Washington and W Main Street. The Sampson Plaza market rate apartments, aka Parkview Apartments, were constructed on the site seven years later.
1959	Federal approval of the redevelopment plan for the Triangle. Plan focused on land use, transportation, and public improvements as well as demolition of, and not rehabilitation of all buildings.

1961	Common Council approves redevelopment plan for the Brittingham Plan (east side of W Washington) and later in the year for the Triangle Plan.
1961	Madison Housing Authority administratively converts housing in Wright and Truax to low income housing opening units up to Triangle families.
1962	Razing housing in the Triangle begins. Federal grant and loans approved for clearance.
1963	Neighborhood House on W Washington demolished
1963	Sampson Plaza (aka Parkview Apartments) open. It was the first residential urban renewal project in Wisconsin to be completed.
1965	The Gay Braxton Apartments, the first new public affordable housing units in the Triangle, opens.
1965	Widening of W Washington Ave and construction of pedestrian bridge from the Triangle to Brittingham Park.
1965	Neighborhood House Community Center reopens at its new location on N Mills St
1966	Sampson Plaza drops plan to construct another apartment building on its existing site.
1966	Bayview Foundation is founded.
1967	After an allocation of \$40,000 in the Parks Division budget, Brittingham Shelter is built.
1969	Brittingham Park open space expanded by removing Proudfit Street that once paralleled the shoreline.
1971	Bayview Townhouses open
1976	Brittingham apartments open

1978	Parkside Townhouses family units open in September and Parkside Towers opens in November open
1978	A new grocery store, Midway IGA (aka Asian Foods) opens in March 1978
1978	Karabis, the first independent-care apartments in Wisconsin, and one of eight buildings in the nation, opens
1980	After 64 years, Longfellow Elementary School on S Mills Street closes.
1982	Brittingham Boathouse receives national historic landmark status
1985	Bayview Community Center was built with a second floor addition built in 1996.

Triangle Monona Bay Neighborhood: Physical Changes Overtime



1904
Monona Bay from Brittingham Park



1907
Filling In Brittingham Park



1910
Brittingham Bathhouse



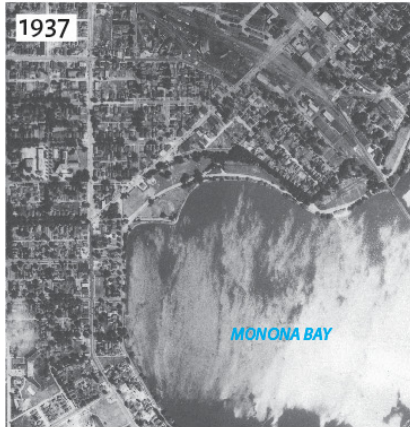
1918
Monona Bay from Brittingham Park



1920
402 S Park St.



1930
Brittingham BLVD (today called W Shore Dr.)



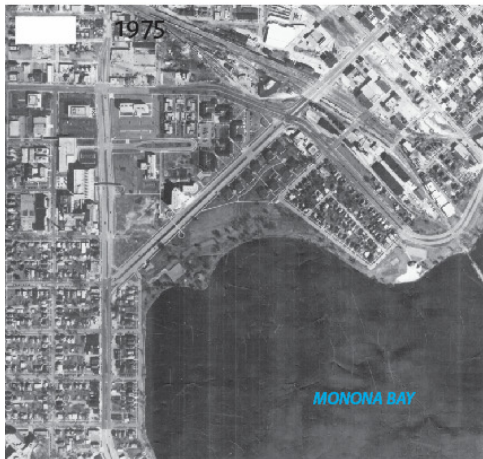
1937
Grid street pattern existed. West Main St. connected to W Washington Ave. Brittingham Drive used to separate park land and connect to N Shore St., Brittingham Blvd (a.k.a. W Shore St. Brittingham Blvd linked to W Washington Ave. on the north. Milton St., Mound St., and Chandler St. extended into the Triangle neighborhood. S Murray St. and S Lake St. also extended into the Triangle area. S Francis St. used to connect Milton St. and Regent St. on the west side of the Triangle area. Regent St. and Prouditt St. were two separate streets. Gwinnet Ct. used to be a street in Monona Bay neighborhood.



1950
What is new? Street network patterns continued to be the same since 1937.



1968
What is new? All properties within the Triangle area were demolished and Braxton Apartments were built as part of the Triangle Redevelopment Plan. Two pedestrian bridges connecting the Triangle area were built on S Park St. and W Washington Ave. Vehicular access to Braxton Apartments was from W Washington Ave on Milton St. Prouditt St was realigned with Regent St. Sampson Plaza Apartments (a.k.a. Park View Apartments) was built. West Main closed at Brittingham Pl and no longer connected to W Washington Ave. Vilas Ave. no longer connected to Brittingham Blvd. New beach house is built at Brittingham Park.



1975
What is new? New street called Braxton Place. Part of the UW-Health Clinic and Select Specialty Hospital are built. Bayview Townhomes, and Brittingham Apartments were built. Brittingham Drive was removed and converted to parkland. New surface parking at Brittingham Park with main entrance on W Shore Dr. Milton St. and Mound St no longer connected to S Park St. New hospitals and clinics were built on the west side of S Park St.



1981
What is new? Karabis Apartments, Parkside Apartments and Asian Midway Foods buildings were constructed.



2016
What is new? New overpass connecting Unity Health Clinic was built. UnityPoint Health Meriter built a surface parking in front of Select Specialty Hospital along S Park St. New community gardens at Brittingham Park. New ped/bike connection linking W Shore Dr. with S Brittingham Pl. Surface parking renovation with main entrance on W Washington Ave. at Brittingham Park.

CHAPTER FOUR

Demographics and Existing Conditions

Existing demographic information was compiled using data from the US Bureau of the Census and from specific housing reports. The planning study area is coterminous with the boundaries of Census Tract 12, Block Group 1.

Population

According to the 2010 US Bureau of the Census (Tract 12, Block Group 1), the neighborhood is home to 1,137 persons. Table 4.1 shows an estimated distribution of population within the Triangle and Bay Area.

Out of the 627 households in the planning study area, 162 (26%) are families and 464 (74%) are non-family households. Family households with children are significantly less than the City on the whole, 11.3% compared to 20.8% respectfully. Bayview Townhouses has the largest concentration of family households.

A large percentage of the planning area is comprised of persons living alone (58%),

which is significantly greater than the City on the whole (36%).

Table 4.1: Population by TMB Areas

Areas in TMB Neighborhood	Persons
Bayview	277
Brittingham & Gay Braxton	226
Karabis (CDA)	31
Parkside Tower and Townhomes (CDA)	114
Bay Area	489
Total	1137

Source: US Bureau of the Census and CDA and Bayview Tenant Survey Reports, 2018

Income

The median household and family income of the planning study area is lower than the City (See Table 4.2). 88.2% of the population living in the planning study area are designated low and moderate income (HUD, 2006-2010 American Community Survey). Additional income information is provided in the subarea profiles that are located later in this section.

Table 4.2: Median Household and Family Income by Planning Study Area and City of Madison

Income	Planning Study Area	City of Madison
Median Household Income	\$14,086	\$53,958
Median Family Income	\$48,295	\$78,311

Source: 2012 Bureau of the Census, ACS 5 YR Estimate, Census Tract 12, Block Group 1

Race & Ethnicity

The TMB planning study area is more diverse than the City (See Table 4.3, next page). The Triangle area has a larger population of persons from different races, cultures, and ethnicity. A more detailed description is located in the subarea profiles.

Table 4.3: Race and Ethnicity by Planning Study Area and City of Madison

Race	Planning Study Area (Percent)	City of Madison (Percent)
White	53.3	78.9
Black	9.8	7.3
Native American	0.4	0.4
Asian & Pacific Islander	25.6	7.4
Other Races	11	2.9
Hispanic Origin	8.7	6.8

Source: 2010 Bureau of the Census, Tract 12, Block Group 1

Age

The TMB neighborhood age distribution is shown in Table 4.4. In most instances, it is best practice to have the physical and social infrastructure of a neighborhood meet the needs of the very young and old.

Table 4.4: Age by Planning Study Area and City of Madison

Age Range (Years)	Planning Study Area (Percent)	City of Madison (Percent)
0-17	14.7	17.5
60+	11.5	14.2

Source: 2010 Bureau of the Census, Tract 12, Block Group

Health and Risk Factors

Many of the current residents in the Triangle have health and risk factors. These factors are important to understand when assessing living conditions and any proposed changes to the physical environment. Below is a list of characteristics and factors that were identified by residents and stakeholders to take into consideration in the design and amenities of buildings and place:

- Age Distribution
- Economic Status
- Functional or Development Status
- Cognitive and Mental Health
- Communication Barriers
- Vulnerabilities associated with Race, and Gender

Practical design guidelines for aging and dementia-friendly neighborhoods are provided later in this document.

Planning Area Subareas

The City of Madison CDA (Community Development Authority) and Bayview Foundation, Inc. owned housing provide affordable housing for lower income households and families. Approximately 650 persons live in affordable housing on the Triangle.

CDA Owned Housing of Brittingham, Gay Braxton, Karabis, and Parkside Towers and Townhouses

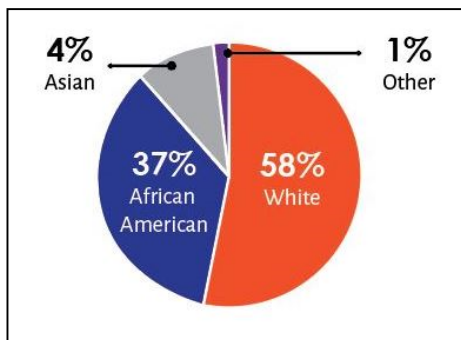
Approximately 370 residents live in the CDA-owned properties. Generally, residents are characterized as seniors or younger adults with mobility issues and/or varying degrees of other physical and mental health challenges. 80% of CDA residents have physical and/or mental challenges (2018). A majority of residents live alone, however there are families living in the Parkside Townhomes, and a few couples and families in the other CDA owned buildings.

Residents also live with very low incomes, having a median income of \$10,065 (2018). The racial composition at the CDA properties includes residents of primarily White (58%) and African American (37%) backgrounds. Lastly, there are slightly more males (55%) than females (44%) that are part of the housing area.

The key to planning for site and building changes is to reduce social isolation. Creating safe places and ease of connectivity and mobility within and to destinations frequented by residents will help to reduce isolation.

Figure 4.1 Racial Composition of Residents at CDA Housing

Source: CDA Tenant Demographic Survey, 2018



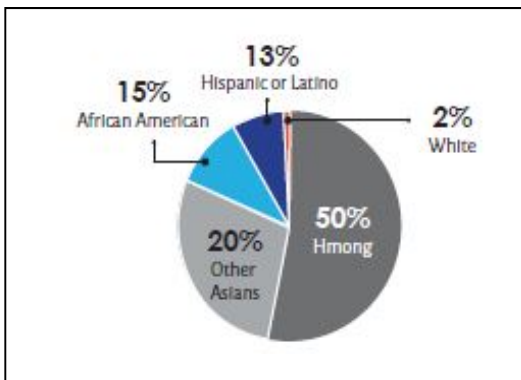
Bayview Foundation Apartments and Community Center

Bayview Foundation, Inc., a nonprofit organization, owns and operates Bayview Townhomes, which provides affordable housing and supportive services to approximately 277 low-income residents, primarily immigrants and refugees.

Bayview residents are diverse with a racial breakdown of 50% Hmong, 20% Asian (other than Hmong), 15% African American, and 2% White. 13% of residents are Hispanic or Latino (See Figure 4.2).

Figure 4.2 Racial and Ethnicity Composition in Bayview Housing

Source: Source: Bayview Tenant Demographic Survey, 2018



Similar to CDA residents, Bayview residents are also living with very low incomes, having an average of household income of \$17,000.

Whereas only 5 percent of CDA residents are younger than 20 years old, 40 percent of Bayview's population is under 18 years old.

Table 4.5: Age Distribution at Bayview

Age	Percent
0-5 year old	10%
6-18 Year old	30%
19-55 year old	35%
56 and older	25%

Source: Source: Bayview Tenant Demographic Survey, 2018

Bay Area Residents

There are 489 residents living in the Bay area. This area is directly off Proudfit Street between West Washington Avenue and Brittingham Place, and off West Shore Drive and South Park Street between Brittingham Park and Hayward Drive. The population is characterized by college students, professionals, retirees and families with children.

Existing Conditions of Triangle Monona Bay

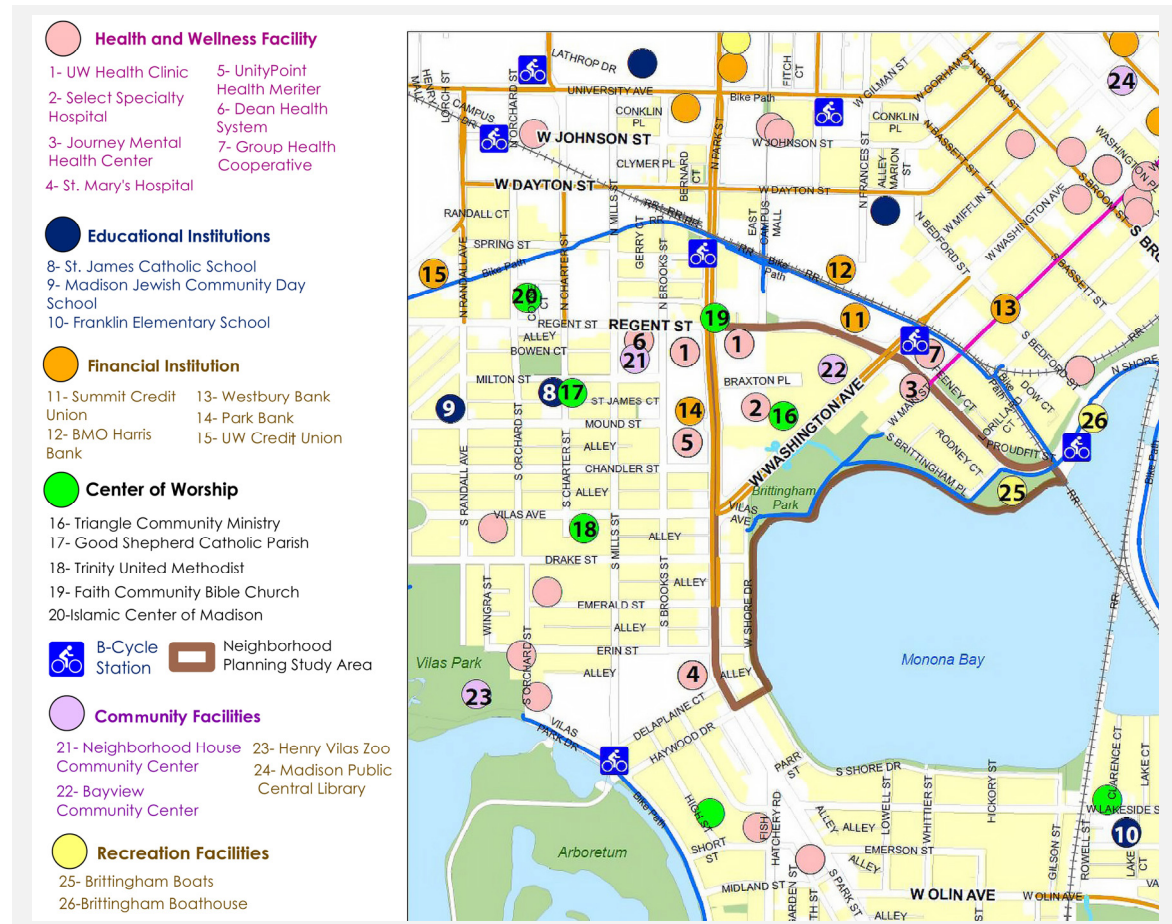
Below is a summary of existing conditions and major planning area findings that are directly related to the shared values and plan recommendations. See Appendix A for further additional data and maps.

Neighborhood and Community Assets

The neighborhood is a highly desirable place to live, work and play. Many amenities are within a short distance of residents and employers (See Map 4.1 - Neighborhood and Community Assets).

Asian Midway Market, at the corner of West Washington Avenue and South Park Street, is the closest grocery store. It was highlighted as an important asset during community outreach because of its specialty groceries that appeal to many nearby residents, and the larger community. However, it was also important to residents to expand food offerings in terms of basic supplies such as milk, flour, fresh fruit and vegetables, and prepared food. The 10,000 square footage of the existing grocery limits the ability to expand the product mix at the existing store.

Other close-by assets such as Bayview Community Center, Neighborhood House Community Center, Downtown and Romnes



Map 4.1: - Neighborhood and Community Assets

Senior Services, and the Central Library provide an array of services for youth to seniors. Awareness of services offered, how to access resources, and how to travel to the locations were barriers cited on a community survey.

Housing Units

According to City of Madison housing information, the TMB planning study area has approximately 123 residential structures with 753 dwelling units. Out of the total 753 dwelling units, 12% (90 units) are single-family, 6% (42 units) are two-units, and 82% (621 units) are in structures of three units or more.

Single-Family Units

All of the single-family structures are located in the Bay Area. The majority of the single-family units are two story. This area is characterized by smaller lot sizes with modest homes. The City of Madison Comprehensive Land Use Plan currently designates this area as Low Residential with an exception of the north western edge that is designated as Low-Medium to High Residential. See Chapter Seven: Land Use, Housing and Urban Design for more details.

Out of the total 90 single-family units, 60% (54) are owner-occupied and 40% (36) are renter-occupied. Out of the total 36 non-owner-occupied properties, 24 (67%) properties are owned by a property owner living in Madison, 6 (17%) are owned by someone outside Madison but in Dane County, and 6 (17%) of the properties are owned by a property owner living outside of Dane County.

The 2019 assessed single-family value ranged from \$142,700 to \$660,300, with an average value of \$306,604. The average single-family home value in the Bay Area is eight percent

higher than the City's average value of \$283,764.

Two Family Units

Out of the total 21 two-family units, 29% (6) are owner-occupied and 71% (15) are renter-occupied. The 2019 assessed two-family value ranged from \$159,100 to \$713,300, with an average value of \$334,838.

Multifamily Dwellings

The planning study area has a concentration of larger multifamily structures in the

Table 4.6 Housing Units by Building in the Triangle Area

Building	Year Built	Dwelling Units	Community Space
Bayview	1971	102 units/5 buildings	Community Center with offices, greenspaces, outdoor patios and seating areas
Brittingham	1976	163 units/1 building	Cafeteria/Small Meeting Room, greenspace, outdoor seating area
Gay Braxton	1965	60 units/7 buildings	CDA office, basement, laundry room, outdoor seating area
Karabis	1978	20 units/1 building	Art studio
Parkside Tower and Townhouses	1978	95 units/4 buildings	Meeting room, outdoor patio and seating area
Total Units		440	

Triangle. Approximately 440 dwelling units are located on the Triangle (See Table 4.6).

Below is a breakdown of the number of bedrooms in the Triangle. CDA-owned housing is characterized by a majority of one-bedroom units whereas Bayview has more 2 and 3 bedroom units to accommodate families.

Table 4.7: Percent of Bedroom Size by CDA-Owned for Bayview-Owned Property

Bayview Housing: Bedrooms

Two-bedroom	37%
Three-bedroom	63%
CDA Housing: Bedrooms	
Efficiency	8%
One-bedroom	73%
Two-bedroom	12%
Three-bedroom	6%

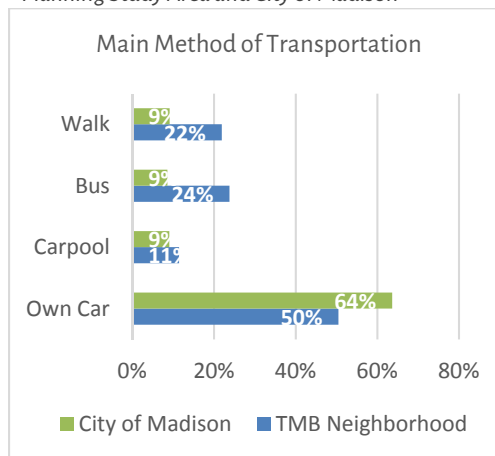
The multifamily buildings in the Triangle were constructed in the 1960's and 1970's. Building upgrades and/or new construction is anticipated in the near future.

Transportation

Only one person out of every two residents in the TMB neighborhood owns a vehicle, which is 14 percent less than the rate of other Madison residents.

The TMB neighborhood has good transit due to its proximity to major corridors. Half of the TMB population gets to destinations using either public transportation or by walking. There are 18 bus stops in the neighborhood and 6 routes that traverse it during the weekdays. The walk score rating of the neighborhood is over 80%, which means that most errands can be accomplished on foot.

Figure 4.3: Method of Transportation by TMB Planning Study Area and City of Madison



Source: 2010 Bureau of the Census

While Triangle residents benefit greatly from their location, they are also hemmed in by the major road corridors, which may provide fast, convenient access, but are also unsafe and inconvenient to cross, especially for the

very young, seniors and people living with disabilities.

It is also the case that the single public access into the Triangle poses problems. It limits resident and visitor access. Residents sometimes find it difficult to get to their homes, and to explain to visitors how to get there. Further, in the case of an emergency, if the intersection of Braxton Place and South Park Street were to be blocked, emergency personnel would have a very difficult time accessing the Triangle. Also, if there were a fire at one of the apartment buildings, or a flood, it would be extremely difficult to evacuate the many residents via the only street into the area, especially all of the residents with mobility limitations

Utilities

The planning study area has two major utility easements (See Map 4.2 - Public Utilities).

- A large storm water box collects water that originates during precipitation or snow/ice events. The 12-foot collection system is buried underground running from Regent Street to an outflow at Monona Bay. No buildings can be built on top of the storm water system.

- An electrical box is located in the median of Braxton Place. Siting of new buildings or street will need to address the relocation of the electrical box and lines.

Map 4.2 - Public Utilities Limitations



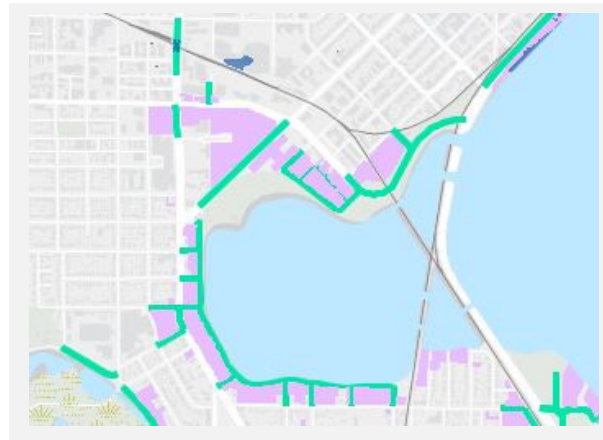
Environmental Conditions – Flooding

The City of Madison experienced two major flooding events in summer 2018. The TMB planning area has high groundwater levels. In addition, a portion of the planning area was affected by the high lake levels. For several weeks during the summer flooding episodes, portions of South and West

Brittingham Place were impassable as well as the bike path through Brittingham Park.

Map 4.3 depicts areas of the planning area that could experience flooding due to rising lake levels or from flash flooding during a rainstorm. Flood mitigation practices should be identified to ensure health and safety of residents.

Map 4.3 - TMB Flooding Area Map



Purple shading denotes areas that may experience flooding due to rising lake levels and flash flooding during rainstorms. Green shaded areas denote streets that could experience flash flooding during rainstorms.

Community Interactions

- Bayview Community Center primarily serves the residents living at Bayview Townhouses. CDA residents indicated in recent surveys that they do not use this community center, and some are even hesitant to do so at this time.
- Planning area residents also indicated very limited use of programs and services at nearby Neighborhood House Community Center, Downtown Senior Center, and Romnes Senior Center.
- Monona Bay Neighborhood Association is a resident based organization that serves the area. This volunteer based organization works with Bayview Foundation to strengthen ties between the Triangle and Bay areas of the neighborhood.
- CDA residents are starting up the Triangle Neighborhood Association. This resident based association will primarily serve residents living in the CDA –owned properties.

CHAPTER FIVE

Anticipated Changes and Trends

The City of Madison is anticipated to grow by 70,000 people over the next 20 years. Where will all of these people live? Where will the businesses, community and healthcare facilities, and recreation that serves them be located? How will people get around?

Neighborhoods rich with amenities such as Triangle Monona Bay and other centrally located places, are increasingly facing development pressure. One need only look a few blocks south of the planning study area to see the new developments of The Dude, The Ideal, and 8Twenty Park. All have recently opened up affordable and market rate housing, and first floor commercial opportunities.

This growth and development trend is anticipated to reach into the Triangle Monona Bay planning study area over the next 10 to 15 years (*see sidebar*).

On N. Park Street, Meriter Hospital is looking into possibilities for expanding its medical facilities. And, property owners along the north side of Regent Street are

looking into potential new commercial development between the existing office buildings and rail tracks.

In addition, Bus Rapid Transit and Smart Street Technology are planned for Park Street, further expanding possibilities for growth, development, and mobility in this area.

It is also the case that Bayview Foundation, Inc. is planning to redevelop its entire housing site, and the Community Development Authority is about to begin a planning process to help determine how it will upgrade and/or rebuild its housing.

What's Anticipated

Below is a list of changes that might occur over the next 10 to 15 years:

- Park Street could see a bus rapid transit line and stations to increase bus service and possibly spur redevelopment along this major corridor.
- Bayview Foundation, Inc. plans to redevelop its entire property in phases with new housing for existing and new residents, a new community center, and open space with a starting date within several years.
- Meriter Hospital owns a parking lot abutting N. Park Street. This property owner is discussing how best to use it for future medical purposes.
- Redevelopment sites lying to the north of the 700-800 blocks of Regent Street could support additional buildings. Commercial and offices uses complementary to the University, Kohl's Center, or medical facilities are likely
- Continued increase in Madison's population growth with planned and anticipated new residential growth in the downtown and nearby neighborhoods.
- New developments, such as The Dude, The Ideal, and 8Twenty Park, have opened up affordable and market rate housing within blocks of the planning study area.
- Continued numbers of vulnerable populations- including economically disadvantaged, the elderly, the homeless, and those with other chronic health conditions, including mental illness needing affordable housing choices.
- Upgrades or reconstruction of existing affordable housing stock within the Triangle by the

Community Development Authority (CDA). Economic feasibility and financial resources from the city, state, and national entities will in part determine major decisions on future rehabilitation or phasing of new development.

CHAPTER SIX

Shared Values

The neighborhood is cherished by many as a place to live, work, and play. To help preserve what's working well, and guide improvements, this planning process identified commonly held values. Through Steering Committee discussions, public engagement, and review and consideration of complete neighborhood principles, a number of common values emerged as being the most important to guide Plan content. These *Shared Values* of the neighborhood are included in the adjacent sidebar.

Shared Values

We want to:

- Preserve the Triangle as safe, familiar, and secure with stable and affordable housing for residents.
- Offer people with different lifestyles and incomes a range of housing options.
- Be an intentionally diverse, inclusive and welcoming neighborhood for people of all backgrounds and abilities.
- Be a green and environmentally friendly place with a healthy bay and beautiful, welcoming open spaces that encourage play, relaxation, and joy.

We want our neighbors to:

- Build a sense of community and belonging with neighbors in the Triangle, and with people living near Monona Bay, in Greenbush and Bassett. We want our neighbors to get to know each other, form friendships, and socialize.
- Realize a high quality of life through health services, educational resources, employment training, commercial enterprises, and other offerings that support residents' health and well-being.

We want our neighborhood to be truly great by:

- Celebrating the unique character of the area with the relation to the bay, multicultural pride and traditions, and historic roots.
- Nurturing native habitats in Monona Bay and Brittingham Park, and expanding their reach onto commercial and residential properties.
- Preserving and enhancing iconic views of Brittingham Park, Monona Bay, and the State Capitol.

We want to continue to be responsive to future generations who may want new ways of working, living, and playing.

CHAPTER SEVEN

Land Use, Housing and Urban Design Recommendations

City of Madison Comprehensive Plan

The City of Madison Comprehensive Plan is the main policy document that shapes land use. It also includes elements on transportation, housing, economic development, culture and character, parks and natural resources, and other aspects of community life such as community facilities. The Comprehensive Plan was used as the framework to assess current and future scenarios for this planning area. The Comprehensive Plan Future Land Use Map is included on the next page (Map 7.1).

Triangle Monona Bay Future Land Use Recommendations

Over the next 10-15 years, the Triangle Monona Bay Neighborhood will undergo land use and development changes. To guide these changes, this plan recommends future land use, building heights, and design principles for the overall planning area, and for six focus areas (focus area descriptions begin on page 22). In addition, Urban Design District 7 provides specific design requirements and guidelines for Park Street from Regent Street to the West Beltline Highway.

This plan recommends maintaining current land uses and intensity, and maximum building heights in most parts of the neighborhood. It also recommends changes to the Comprehensive Plan land use designations in three areas as shown below and on Map 7.2 on the next page.

Recommended Changes to the Comprehensive Plan Future Land Use Map

Areas outlined in red on Map 7.2 are recommended for the following land use changes:

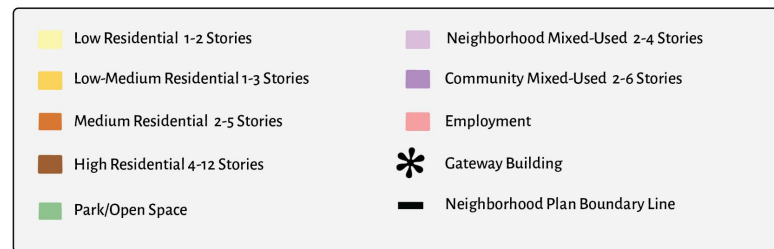
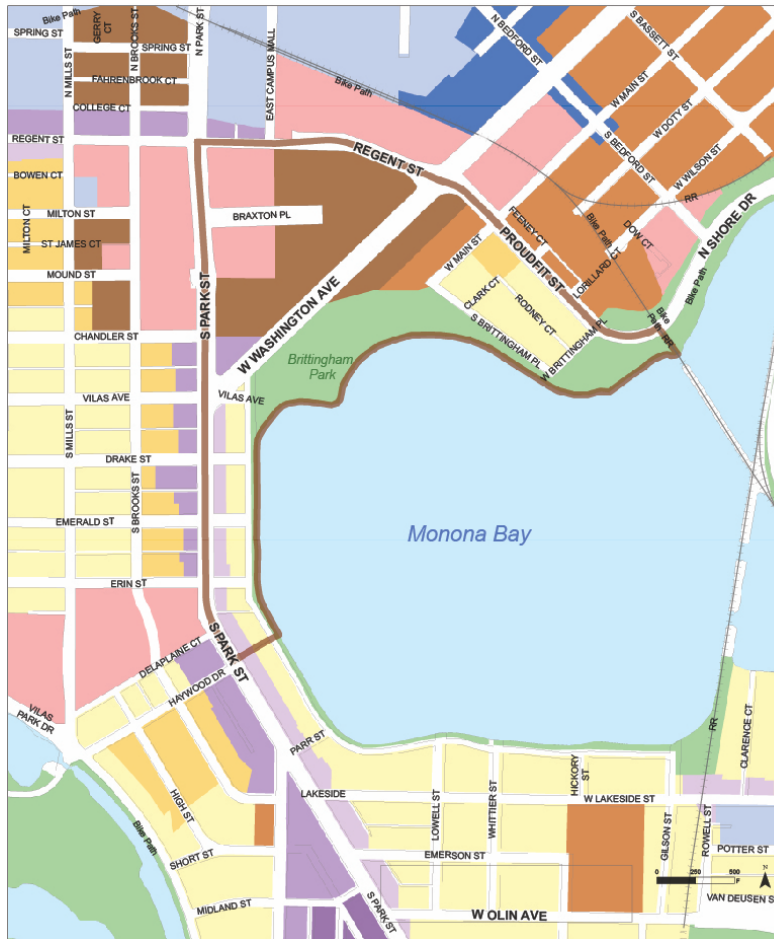
Area 1 - this plan recommends a land use change from High Residential (HR) to Medium Residential (MR). The lower intensity designation will help preserve the existing housing scale and character, while allowing property owners to build additional housing units that complement the existing neighborhood character.

Area 2 – this plan recommends a land use change from Low-Medium (LM) to Low Residential (LM). The lower intensity designation will help maintain the existing housing scale and character of this predominantly single-family area.

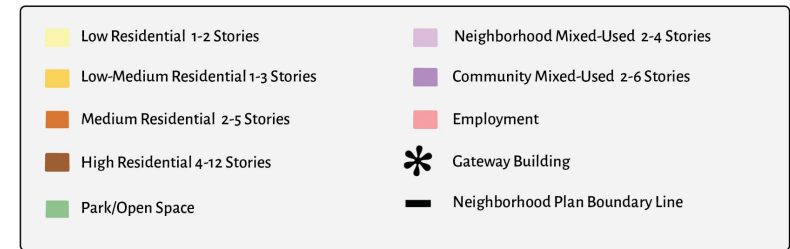
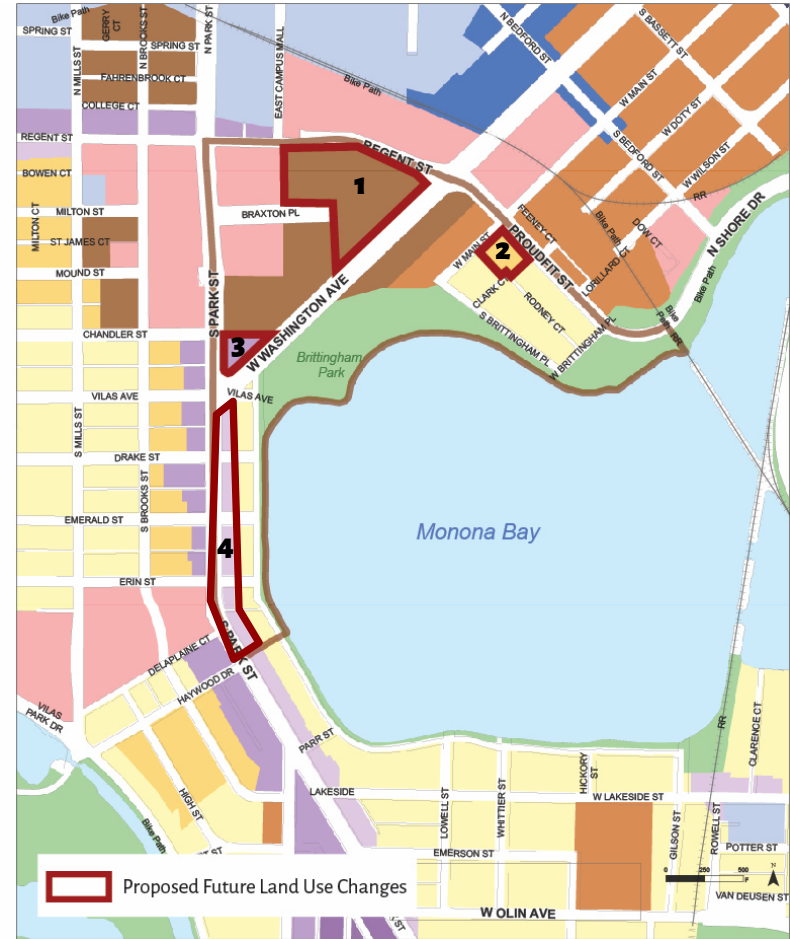
Area 3- this plan recommends continued Community Mixed-Use with a building height range change from 2 to 6 stories, to 8 to 12 stories. This will allow continued

grocery store use, additional businesses (with an emphasis on locally owned businesses) and housing on the upper floors.

Area 4 – this plan recommends continued Neighborhood Mixed-Use (NM), with a change in building height range from 2 to 4 stories, to 2 to 3 stories. The lots fronting the east side of South Park Street in this area are relatively small and there is limited street parking. The lots also back up to a Low Residential area. These factors limit the ability to redevelop with buildings taller than 3 stories.



Map 7.1 City of Madison Comprehensive Plan Future Land Use Map



Map 7.2 Recommended Changes to the Comprehensive Plan Future Land Use Map

Future Land Use Focus Areas

Map 7.3 identifies six Future Land Use Focus Areas in the planning area. Detailed focus area recommendations for land use, housing and urban design that complement and build upon those found in the Comprehensive Plan are included beginning on page 22.



Map 7.3 - Future Land Use Focus Areas

Focus Area 1:

Employment and Medical Facilities



What is it Like Now?

This employment area on the Triangle is located along South Park Street, Regent Street and Braxton Place and includes UW medical clinics and a parking structure, a surface parking lot owned by Meriter Hospital, two pedestrian overpasses, and Select Specialty Hospital.

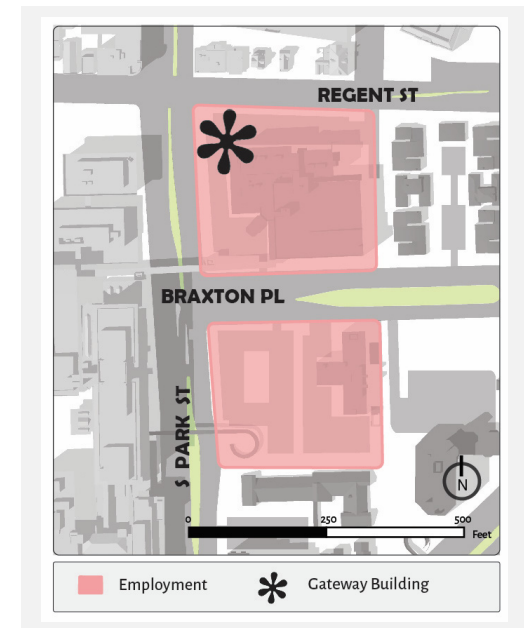


Triangle residents sometimes use the pedestrian overpasses to access Meriter Hospital medical services and the cafeteria.

Recommendations

Pursuant to the Comprehensive Plan Future Land Use Map land use categories and associated building height ranges, this plan recommends continued Employment land use for the medical facility properties (Map 7.4). This plan also recommends the following details:

- 5 to 12-stories; structured parking, possibly shared between employment and other uses.
- Taller buildings transition to East Campus Mall and residential development through use of such tools as building design and orientation, outdoor gathering areas, landscaping and more.
- An iconic gateway building at the corner of South Park Street/Regent Street with unique and interesting architecture that complements and enhances the character and context of the neighborhood.
- Green space and walking paths linking to sidewalks and East Campus Mall.
- Enhanced street-level and 2nd floor pedestrian entrance (s) to medical facilities.



Map 7.4 Focus Area 1 – Future Land Use

- Consider including a farmers market with an emphasis on locally sourced fresh food, arts and crafts and other merchandise.
- Minimum entrance elevations for main floors of buildings and entrances to underground parking. Sanitary backflow preventers would also be required.

Focus Area 2:

Gay Braxton Apartments

What is it Like Now?

Residents tend to know each other at the Gay Braxton Apartments. They form lasting friendships, sometimes getting together for parties and meals, or gathering at the benches outside their apartments to talk and enjoy a sunny afternoon. Many also help each other out, driving friends to the grocery store and doctor, and simply being there in times of need.

The Gay Braxton Apartments are about 60 years old and include 60 units. Most of the apartments are efficiencies, and there are a few one and two bedroom units. The buildings are two-stories. Some apartments have balconies, and a few of those have a view of the Triangle greenspace across Braxton Place.

Residents live with very low incomes. The average annual income of CDA residents on the Triangle is \$10,065 and residents pay an average rent of \$277.

Residents generally like the existing housing style, the gathering places along the central drive/parking lot, and greenspace across Braxton Place. They also like the convenient access to Brittingham Park, public transit and East Campus Mall.



Residents are not happy about the major roads bordering their neighborhood making it difficult to cross the street. They also do not like the aging roofs that sometimes leak, the dark corridors between apartment buildings, and lack of storage space. Some are interested in having the opportunity to beautify their outdoor areas with decorative plantings.

Recommendation Summary

The Community Development Authority (CDA) may make improvements to its housing on the Triangle over the next 10 years. Gay Braxton Apartments may be one of the first complexes to undergo changes.

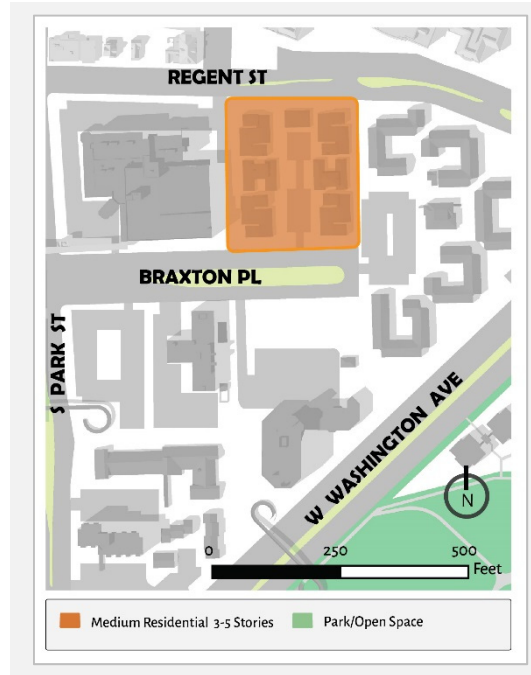
CDA will undertake its own in-depth planning process. This may take several years and it will start with extensive public engagement to determine what residents value most, and what changes they would like to see. There will also be a structural analysis of buildings, and financial assessment, followed by a plan for change.

CDA may rebuild or rehab some or all of the housing. Residents may continue to live on the Triangle during renovations or at a place nearby. All existing residents will be able to move back into the newly upgraded Triangle housing if they choose to. Residents will not

incur rent increases because of housing upgrades.

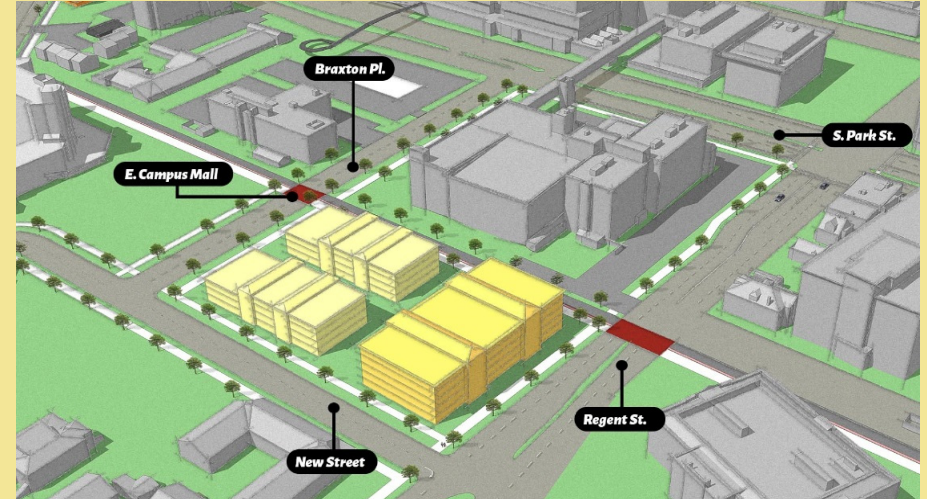
As shown in adjacent Map 7.5, this plan recommends a change from High Residential in the Comprehensive Plan Future Land Use Map, to Medium Residential for the Community Development Authority's (CDA) Gay Braxton Apartment property.

The Recommendation Details on the next page include a land use concept with details beyond those included in the Comprehensive Plan. The recommendations were developed in consideration of input and analysis from this planning process. They provide CDA different options for redevelopment and/or housing upgrades.



Map 7.5 Focus Area 2 - Future Land Use

Recommendation Details – Gay Braxton Apartments



What's There Now?

- Safe, affordable housing for low-income eligible families, the elderly, and persons with disabilities
- Low Residential, 1 to 2-stories
- Built in 1968, there are six, aging, 2-story buildings with 60 housing units and an administrative office building
- Surface parking lot
- Central, outdoor corridors and some balconies
- Entrances front internally, onto corridors and parking lot

What's Recommended?

- Safe, affordable housing for low-income eligible families, the elderly, and persons with disabilities
- Medium Residential, with height range of 3 to 5-stories (change from Comprehensive Plan - High Residential, 4 to 12-stories)
- The tallest buildings, up to 5 stories, should be along Regent Street, stepping down to 3-stories along Braxton Place
- Underground parking to the extent feasible; very limited surface parking
- Buildings fronting Braxton Place, new north-south street, Regent Street, and East Campus Mall with front doors opening to the sidewalk, and windows facing the sidewalk and street
- Minimum entrance elevations for main floors and underground parking
- Sanitary backflow preventers

Why?

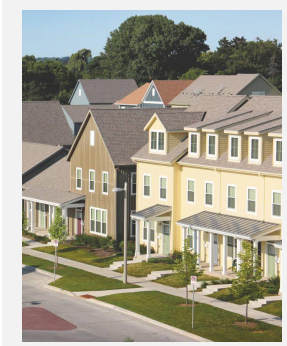
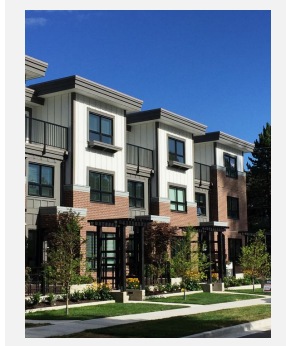
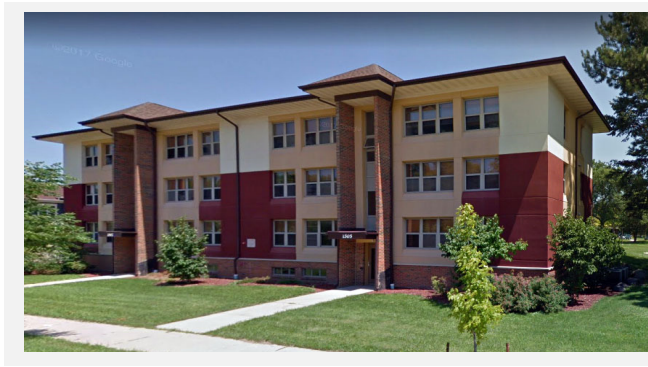
- CDA plans to continue providing housing for the same type of population; current residents will have a place to live in eventual, upgraded housing
- Taller buildings allow CDA to add housing units, giving more people the chance to live in quality affordable housing in this highly desirable neighborhood
- Taller buildings and underground parking allow more land for greenspace and pedestrian paths
- Buildings facing public streets welcome people, and provide an engaging and attractive public gateway to the neighborhood, and other parts of the City
- This area's hydric soils, high water table, low elevation and close proximity to Monona Bay make it prone to flooding; minimum entrance elevations and sanitary backflow preventers will help protect buildings

Recommendation Details Continued – Gay Braxton Apartments

What's There Now?	What's Recommended?	Why?
<ul style="list-style-type: none"> • Groups of benches along parking lot and sidewalks • Triangle greenspace, playground and community gardens across from apartments 	<ul style="list-style-type: none"> • Some private courtyards internal to new buildings • Some semi-private greenspaces, possibly along East Campus Mall and between apartment buildings • Shaded, accessible benches • Rooftop greenspace • Native habitat for birds, butterflies, bees, and other insects and animals • East Campus Mall extension with separate lanes for pedestrians, bikes, and wheelchairs - partially on CDA property, and SSM Dean property (<i>see Figure 8.5 - East Campus Mall, page 41</i>) • Outdoor exercise equipment and space for fitness classes and other group activities • Accessible pedestrian paths connecting to apartment buildings and larger primary path system to Bayview housing and community center, Brittingham Park, medical facilities, adjacent neighborhoods, and other destinations • Gardens where residents can plant flowers and other decorative plantings 	<ul style="list-style-type: none"> • A mix of private and semi-private gathering areas accommodate differing comfort levels and interest in outdoor enjoyment • More people might take advantage of outdoor spaces • East Campus Mall extension would provide safer, more convenient and enjoyable pedestrian and bike access from Gay Braxton Apartments and larger community to Brittingham Park, U.W. facilities, Fresh Market and other nearby shops, State Street, Lake Mendota, and other destinations
<ul style="list-style-type: none"> • Regent streetscape – apartment buildings and administrative office back up to street; shallow building setback; narrow street terrace and narrow sidewalk 	<ul style="list-style-type: none"> • Regent streetscape - buildings with entrances and windows fronting street, deeper front yards, and pathways that lead to designated, safe crossings of Regent Street; wider sidewalk and street terrace with trees along Regent Street 	<ul style="list-style-type: none"> • Buildings that face public streets welcome people to them, and provide an engaging and attractive public gateway into the neighborhood, and to other parts of the City
<ul style="list-style-type: none"> • Braxton Place Boulevard 	<ul style="list-style-type: none"> • New narrow north-south street from Regent Street to West Washington Avenue half on CDA property and half on Bayview property – include wide sidewalks, stormwater management features, native plantings, pedestrian enhancements at crosswalks, bike boulevard (<i>see Figure 8.1 – Proposed North-South Street, page 37</i>) 	<ul style="list-style-type: none"> • Improve access for residents and their visitors, emergency service providers, and others

Apartment and Greenspace Examples, Gay Braxton Apartments

The examples below from other places are included to help convey the vision of what would be appropriate in this location – the buildings are purely residential forms with well-articulated features, windows and doors fronting on public spaces, play spaces, community gardens, and small gathering spaces.



Focus Area 3: Bayview Townhomes

What is it Like Now?

Bayview residents cherish their neighborhood. The population of 287 is rich with multi-cultural and ethnic diversity. Most residents are people of color (98 percent), and non-English speakers (85 percent). Many are from Southeast Asia, followed by African American, and Latino backgrounds. There are approximately 120 kids and teens, and a small, but increasing senior population.

People enjoy gardening in plots along their apartments, or in the Triangle and Brittingham community gardens. They celebrate cultural events and host family gatherings in greenspaces between their townhomes.

People also love the programs and services at Bayview's International Center for Education and Arts, and they like being close to Brittingham Park, Monona Bay, downtown, the University, and medical facilities. For those that do not drive, there are nearby bus routes, and ped/bike facilities, though it's not safe for pedestrians to cross the major streets bordering Bayview.

Recommendation Summary

While Bayview is a beloved place, it is in need of upgrades. Bayview recently completed an extensive public engagement process,



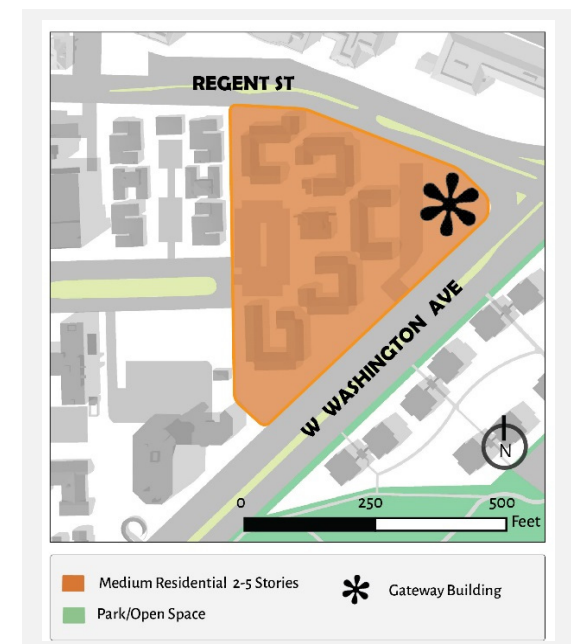
Bayview International Center for Education and Arts



Bayview Townhomes and Greenspace

structural assessment, and financial analyses of its housing and community center. Based on this work, Bayview is planning to rebuild all of its housing, much of it in a similar style, scale, and layout to its existing housing. There will also be a larger, welcoming community center.

In order to maximize highly valued greenspace and community gardens, Bayview is also planning to build several apartment style buildings. Connecting the neighborhood together and to places beyond it, there will be a series of pedestrian paths, and a narrow north-south street from Regent Street to West Washington Avenue.



Map 7.6 Focus Area 3 - Future Land Use

Recommendation Details – Bayview Townhomes

<i>What's There Now?</i>	<i>What's Recommended?</i>	<i>Why?</i>
<ul style="list-style-type: none"> Affordable housing for income eligible families and individuals 	<ul style="list-style-type: none"> Affordable housing for income eligible families and individuals 	<ul style="list-style-type: none"> Bayview will continue to provide housing for income eligible families and individuals
<ul style="list-style-type: none"> Low Residential, 1 to 2-stories 	<ul style="list-style-type: none"> Medium Residential (MR), this is a change from the Comprehensive Plan of High Residential, 4 to 12-stories. MR in the Comprehensive Plan includes a height range of 2 to 5-stories; this plan recommends a minimum of 3-stories along Regent Street and West Washington Avenue 	<ul style="list-style-type: none"> MR allows housing at the current scale and character, along with some taller buildings, additional housing units, and the ability to maximize greenspace More people can live in this highly desirable neighborhood
<ul style="list-style-type: none"> Built in 1971, there are 102 units in five aging townhome buildings, and a community center 	<ul style="list-style-type: none"> Rebuild all housing and community center Include an iconic gateway apartment building of up to 5-stories at corner of West Washington Avenue/Regent Street with unique and interesting architecture that complements and enhances the character and context of the neighborhood and maintains Capitol view shed 3 to 5-stories on Regent Street and West Washington Avenue 2 to 3-story townhomes interior to site Buildings along Regent Street and West Washington Avenue with front doors opening to sidewalks and the street, and windows facing the street New community center with front door, windows, welcome signage and lighting fronting the new street and sidewalk Publicly accessible east-west sidewalk, from Braxton Plc. to W. Washington Ave. leading people to community center and other Triangle area destinations (mechanisms to establish path could include public easement or land dedication) Underground parking to the extent feasible; very limited surface parking Minimum entrance elevations for main floors and underground parking Sanitary backflow preventers 	<ul style="list-style-type: none"> Many people regularly pass through this prominent intersection and gateway corridor leading to the State Capitol and City's Central Business District; an iconic building helps define the corner and neighborhood, and beautifies the corridor Buildings fronting public streets welcome people, and provide an engaging and attractive gateway to the neighborhood, and other parts of the City A new community center on a public street and sidewalk is more open and accessible to everyone Underground parking maximizes ability to create greenspace and develop housing, reduces visual eyesore of vehicles and reduces vehicle-pedestrian conflicts This area's hydric soils, high water table, low elevation and close proximity to Monona Bay make it prone to flooding; minimum entrance elevations and sanitary backflow preventers will help protect buildings from flooding
<ul style="list-style-type: none"> Central greenspaces between townhome buildings; gardens in front of townhomes Playground, community gardens and Triangle greenspace on adjacent CDA property 	<ul style="list-style-type: none"> Primary public paths accessible to people of all abilities and interconnecting with internal, private paths to link residents to nearby neighborhoods, business areas and the larger community Internal pedestrian paths accessible to people of all abilities leading them to area apartments, community center and other destinations Central greenspace between apartment buildings and community center; playground (s); community gardens; outdoor cooking facilities; gathering areas w/some covered benches and tables, public art, pedestrian lighting, and accessible paths Healing garden and aesthetic botanical garden for residents 	<ul style="list-style-type: none"> An expanded network of primary public paths interconnecting with local, private paths improves resident and visitor access to neighborhood destinations, and to the larger community Foster increased enjoyment, and health and wellbeing with greenspaces tailored to resident input
<ul style="list-style-type: none"> Braxton Place Boulevard 	<ul style="list-style-type: none"> New narrow north-south street from Regent Street to West Washington Avenue half on CDA property and half on Bayview property – wide sidewalks, stormwater management features, native plantings, pedestrian enhancements, bike boulevard (see Figure 8.1, page 38) 	<ul style="list-style-type: none"> Improve access for residents and their visitors, emergency service providers, and others

Focus Area 4: Brittingham Tower, Parkside Townhomes and Tower, and Karabis Apartments

What is it like now?

This area of CDA owned apartment buildings and townhomes includes Brittingham Tower with 163 units, Parkside Tower and Townhomes with 95 units and Karabis with 20 units.

There is an open grassy area, community gardens, gathering area with picnic tables and benches surrounding a mosaic mural, and a playground developed by Bayview. Additionally, there are pedestrian paths connecting the residential buildings to each other and to the pedestrian bridge over West Washington Avenue, and the sidewalks along West Washington Avenue, Braxton Place, and South Park Street.

Residents within each of these CDA buildings get to know each other. Some spend time in the buildings' communal spaces like the lobbies and community rooms in Parkside Tower, Brittingham Tower and Karabis, and the Brittingham cafeteria, library, and computer room.

There are some programs and services offered in these CDA buildings. This includes such things as the Edgewood College nursing student services, free Monday meals hosted by Triangle Community Ministry at

Brittingham cafeteria, and the art workshops held by Triangle Community Ministry at Karabis community room.

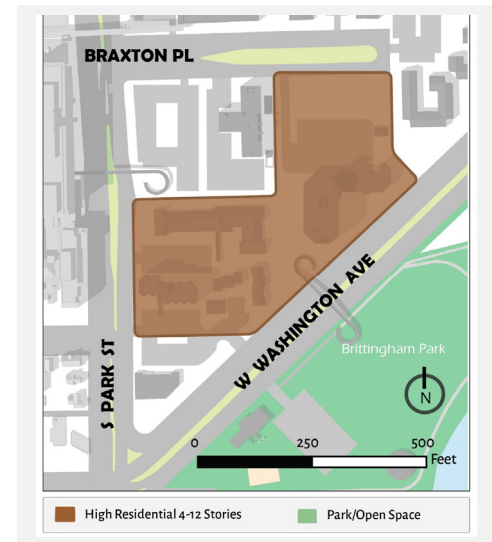
What's recommended?

Pursuant to the Comprehensive Plan Future Land Use Map land use categories and associated building height ranges, this plan recommends continued High Residential land use (see adjacent Map 7.7). This allows a mix of buildings at different heights and scales. Buildings along West Washington avenue should have setbacks to allow for greenspace, wide sidewalks and to maintain Capitol view shed.

Many residents on the Triangle live with disabilities including mobility limitations, dementia and other age related challenges. In addition to specialized design of building interiors, the spaces between the buildings should be designed for people living with disabilities. This plan also recommends the following details (also see Figure 7.1 on next page for further design details):

- Courtyards internal to individual apartment complexes
- Semi-private open spaces
- Gathering areas with seating, landscaping, community artwork, lighting, and other amenities along private and public paths

- Centrally located greenspace that is publicly accessible and includes passive and active features
- Wide sidewalks with accessible surfaces for people using wheelchairs, walkers and other forms of assisted mobility
- Large print signage for people with visual impairments
- Multi-lingual signage in languages commonly spoken in the neighborhood



Map 7.7 Focus Area 4 - Future Land Use

- Signage with color-coding and symbols for people with dementia and other cognitive impairments

Figure 7.1 Designing Dementia-Friendly Neighborhoods: Helping People with Dementia to Get Out and About

The adapted checklist below gives a range of design recommendations that could improve the quality of life of older people with dementia in the outdoor environment.

Scale of development

- Housing schemes should be relatively compact

Building form and style

- Urban and building form is varied. Different features, shapes, colors and materials, such as varying facades, front doors, and gardens help distinguish where to go
- The function of places and buildings should be obvious
- Use low walls, fences, or open fencing to separate private and public space
- There is a variety of aesthetic and practical features, such as trees, street furniture, planters, and public art

Street Layout

- Include a hierarchy of street types, such as main streets, side streets, lanes, and passageways
- Street blocks should be small

Signage and Wayfinding

- Entrances to places and buildings are clearly visible and obvious
- Signs have large graphics with realistic symbols in clear color contrast to the background, preferably dark lettering on a light background
- Signs locating important places and buildings are perpendicular to the wall
- Signs have non-glare lighting and non-reflective coverings

Open Space

- Open spaces should be small and informal with varied activities and features
- Open spaces should have seating, shelter, lighting, and restrooms; there should also be refreshments

Essential Services and Facilities

- Essential services and facilities, such as general food stores, pharmacies, health centers, and financial institutions should be within a 10-20 minute walk

Source: Lynne Mitchell, School of Health and Social Studies, University of Warwick and Oxford Centre for Sustainable Development and the Housing Cooperation, 2004

Focus Area 5:
South Park Street/West Washington
Avenue

What is it Like Now?

At the corner of South Park Street and West Washington Avenue, is a 1-story building that the Community Development Authority owns and Asian Midway Foods rents. This specialty food market is a favorite of many neighborhood residents, and others in the City.

Some residents would prefer that there be an all-purpose grocery with affordable prices at this corner, while others highly value the existing specialty market. Being able to walk or ride in wheelchairs to a grocery that is both full-service and offers specialty foods, would increase resident access to a wider range of healthy, affordable food. It would also be a great asset for nearby neighbors, and the larger community.

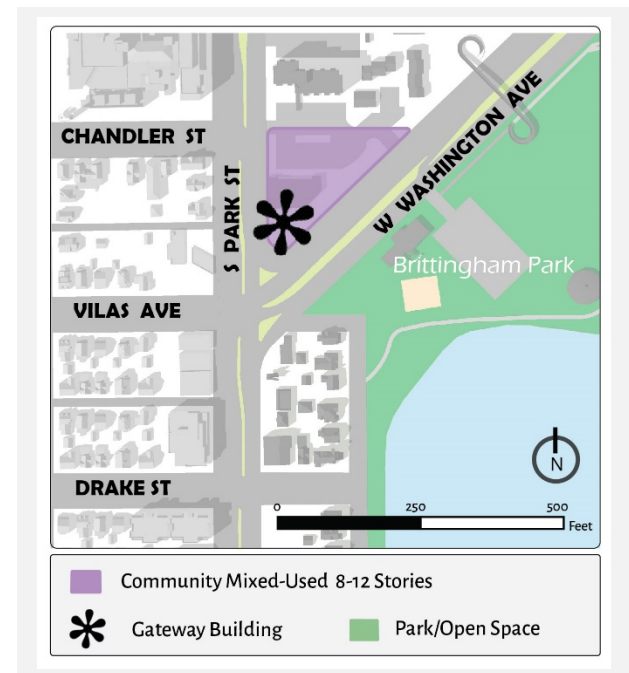
Recommendation Summary

Pursuant to the Comprehensive Plan Future Land Use Map land use categories, this plan recommends Community Mixed-Use for this corner. This plan recommends a change however to the building height range of Community Mixed-Use specific to this location, with 8 to 12 stories, rather than the 2 to 6 story building height range in the Comprehensive Plan.

This change is compatible with the adjoining High Residential land use category that includes a building height maximum of 12 stories. It will allow a taller building with commercial uses below such as continued grocery use and other locally owned and neighborhood serving businesses, and residential above, allowing even more people to live in this desirable neighborhood.

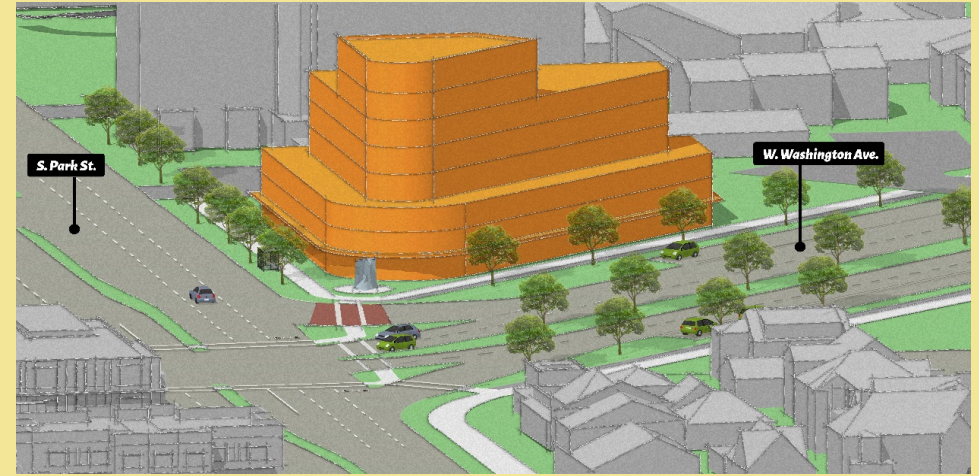
CMU areas are generally located at intersections such as this one, which support a high level of traffic and transit capacity. New development at this location should be well connected, compatible, and complementary with the scale, character and context of the adjoining CDA housing and nearby neighborhood.

This plan also recommends an iconic gateway building at this corner, with unique and interesting architecture that complements and enhances the character and context of the neighborhood. Land use, housing and urban design recommendation details are included on the next page.



Map 7.8 Focus Area 5 - Future Land Use

Recommendation Details – South Park Street/W. Washington Avenue



What's There Now

- Commercial Use
- 1-story building built in 1967, surface parking lot
- Specialty grocery store – Asian Midway Foods
- Deep building setbacks from sidewalk, established trees and shrubs, Greenbush Neighborhood History Sign

What's Recommended

- Community Mixed-Use
- 8 to 12 stories; an 8 story building is shown above; should be an iconic gateway building with unique architecture that complements and enhances neighborhood character and context
- Should maintain Capitol view shed
- Mixed-use building with commercial below and market-rate or affordable housing above
- Underground parking as much as feasible; very limited surface parking
- Wide terrace with street trees, public art reflective of history or other important neighborhood features
- Accessible, wide sidewalks; bike path between landscape terrace and sidewalk, along West Washington Avenue
- Rooftop greenspace
- Minimum entrance elevations to buildings and underground parking
- Sanitary backflow preventers

Why?

- This prominent corner near the central City, and on two major corridors, could support taller buildings and additional units allowing more people to live in this desirable neighborhood; additional commercial space could serve neighborhood residents and the larger community
- Marks neighborhood entrance and major gateway To State Capitol and Central Business District
- This area's hydric soils, high water table, low elevation and close proximity to Monona Bay make it prone to flooding; minimum entrance elevations and sanitary backflow preventers will help protect buildings

Focus Area 6: Monona Bay

What is it Like Now?

The residential portion of Focus Area 6 east of the bay is adjacent to Brittingham Park and has convenient access to downtown and UW. It includes the Park View Apartments and a mix of 2-story single-family and multi-family residential buildings. There are college students, professionals and some families with kids living in this area.

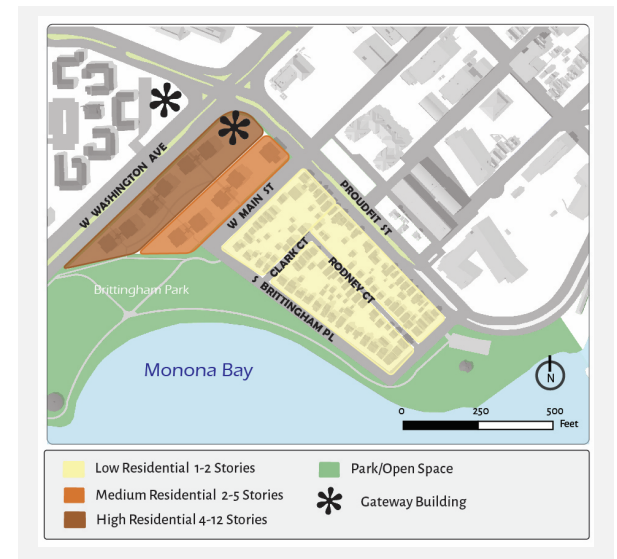
The portion of this Focus Area that is west of the bay includes a mix of commercial and office uses along South Park Street, and a low scale residential area along West Shore Drive.

What is Recommended?

Pursuant to the Comprehensive Plan Future Land Use Map land use categories and associated building height ranges, this plan recommends that buildings of 4-12 stories in height may be appropriate in the High Residential (HR) area along the south side of West Washington Avenue, with the tallest building (or building elements) located at the corner of Proudfit Street. It is recommended that this 1,067 foot stretch be developed with multiple buildings to avoid a long, impenetrable wall along the street. This separation of buildings will also allow for the publicly accessible sidewalk that is recommended to connect West Washington

Avenue to South Brittingham Place, West Main Street, and the surrounding neighborhood. The sidewalk will provide a more direct connection to the transit, pedestrian, and bicycle infrastructure along West Washington Avenue.

Also pursuant to the Comprehensive Plan Future Land Use Map land use categories and associated building height ranges, this plan recommends that buildings of 2-5 stories in height may be appropriate in the Medium Residential (MR) area along the north side of West Main Street, with the tallest building (or building elements) located closer to Proudfit Street. Since this area is located across the street from an area of primarily Low Residential (LR), the scale, massing, and setbacks for new buildings should reflect the character of that development. Treatments such as doors to individual units and front porches should be considered to help new buildings fit into the existing context. Like the adjoining High Residential (HR) area described above, it is recommended that this stretch be developed with multiple buildings to provide visual interest, and to allow for the publicly-accessible sidewalk that is recommended to connect through to West Washington Avenue.

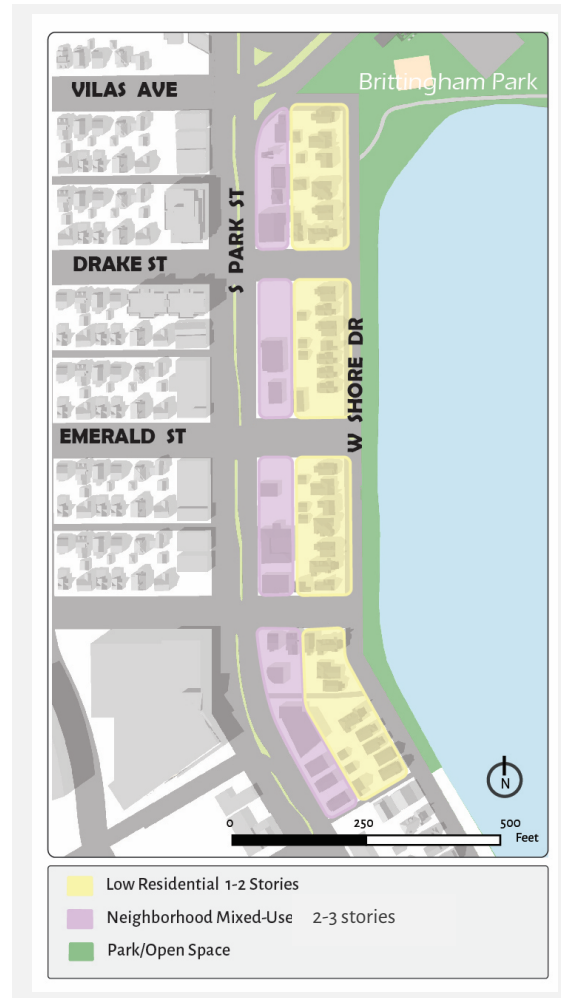


Map 7.9 Focus Area 6 – Future Land Use

Pursuant to the Comprehensive Plan Future Land Use Map land use categories, this plan recommends Neighborhood Mixed-Use along South Park Street. This plan recommends a change however to the building height range of Neighborhood Mixed Use in this location, with 2 to 3-story buildings rather than 2 to 4 stories. The Neighborhood Mixed Use category allows building configurations similar to those that are currently there including commercial below, and residential above (See adjacent Map 7.10).

Since this area backs up to an area of primarily Low Residential (LR), the scale, massing, and rear yard setbacks for new buildings should reflect the character of that development. Locally owned businesses that serve the neighborhood such as veterinary and dental offices, coffee shops, groceries, restaurants, and civic uses are encouraged.

Along West Shore Drive, pursuant to the Comprehensive Plan Future Land Use Map land use categories and associated building height ranges, this plan recommends Low Residential with 1-2 story buildings to help preserve the existing scale and residential character.



Map 7.10 Focus Area 6 – Future Land Use

CHAPTER EIGHT

Transportation Recommendations

The Triangle area was originally developed with a grid of well-connected streets and sidewalks (Figure 8.1). Beginning in the early 1950s, urban renewal led to all businesses and homes being demolished and the residents relocated. The well-connected street system was replaced with a cul-de-sac (also see Chapter Three: History).

The major corridors in the planning area often came up during the planning process as being barriers. These wide road corridors with fast moving traffic, especially during peak traffic times, feel uncomfortable and unsafe to cross. This is especially true for the many residents with disabilities, including people using wheelchairs and other assisted mobility, and children.

In addition to the difficulties of getting across the major road corridors, the long block frontages along the Triangle and the Monona Bay area on West Washington Avenue form walls that impede access to places residents want and need to go on a regular basis such as Brittingham Park, medical facilities, shopping areas, and more.

Along the Triangle, the Regent Street frontage has no public access, South Park Street has one public access at Braxton Place, and West Washington Avenue has one with the pedestrian bridge. Further, very few Triangle properties have front doors that face public streets and sidewalks. The sides and backs of buildings, and parking lots form a great deal of the Triangle's edges.

Visitors sometimes do not know how to get into this area, and emergency care providers sometimes find it difficult to figure out where residents live. Fire truck drivers also report that it is difficult to turn their trucks around at the end of the cul-de-sac. Additionally, if the sole entrance to the neighborhood at North Park Street and Braxton Place was blocked, or, if there was a fire at an apartment building, flooding, or other emergency, it may take far too long to evacuate residents from the Triangle, many of whom live with very limited mobility and/or complex mental health issues.

Recommendation Summary

This chapter is comprised of primary and supporting transportation recommendations. The primary recommendations found at the beginning of the chapter are likely to have the greatest



Figure 8.1 1950's Street Grid System on the Triangle

effect on improving how people get around the neighborhood.

They include:

- Narrow, ped/bike friendly north-south street through the Triangle from Regent Street to West Washington Avenue
- Publicly accessible network of pedestrian paths.
- East Campus Mall extension through the Triangle to Brittingham Park.

*Future, Improved Access:
New North-South Street*

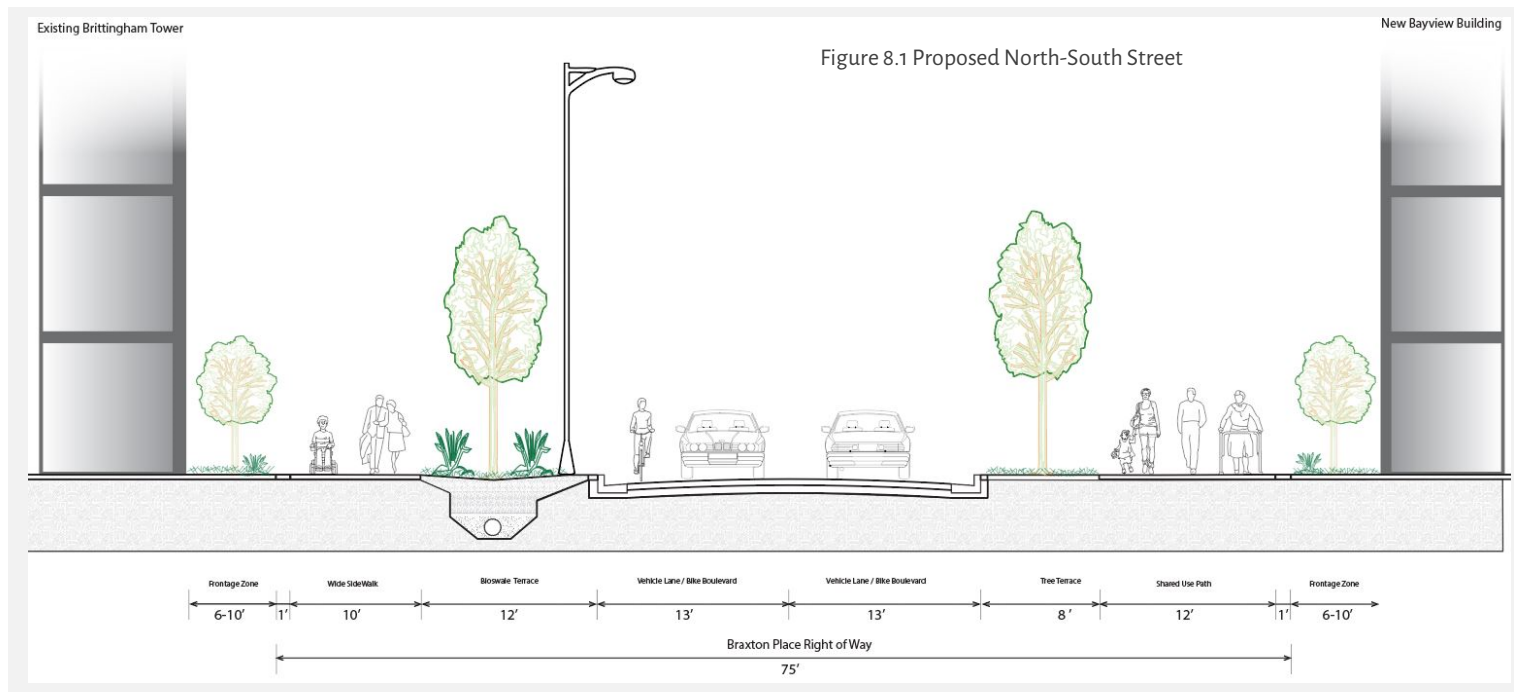
As Triangle property owners reimagine residential, employment and commercial uses, it is an opportune time to look holistically at the area and plan for access improvements. One recommended access improvement is a narrow, north-south public street from Regent Street to West Washington Avenue, half on Bayview property, and half on CDA property (see adjacent Map 8.1, and Figure 8.1 below).

The proposed street would allow residents, visitors, service providers, and emergency vehicles to access the apartments and community center from three different entry points rather than one, while minimizing cut-through traffic with specialized design.

Design guidelines for the new public street are on in Figure 8.1. This plan also recommends that if and when the decision is made to build this street, the City conduct a Racial Equity and Social Justice analysis of street design to help minimize any unintended consequences.



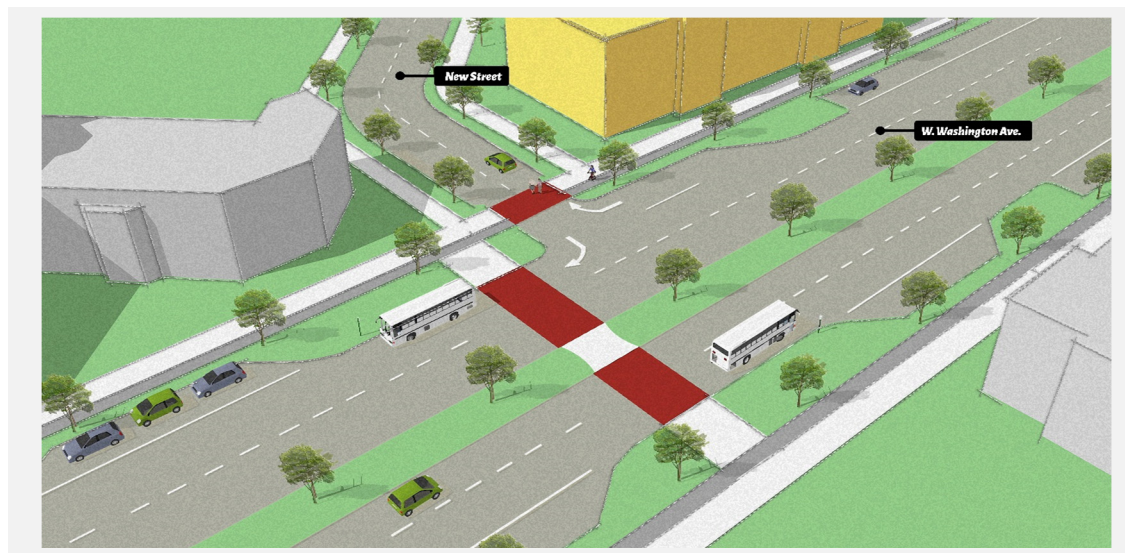
Map 8.1 New Street Location



Guiding Street Design Principles

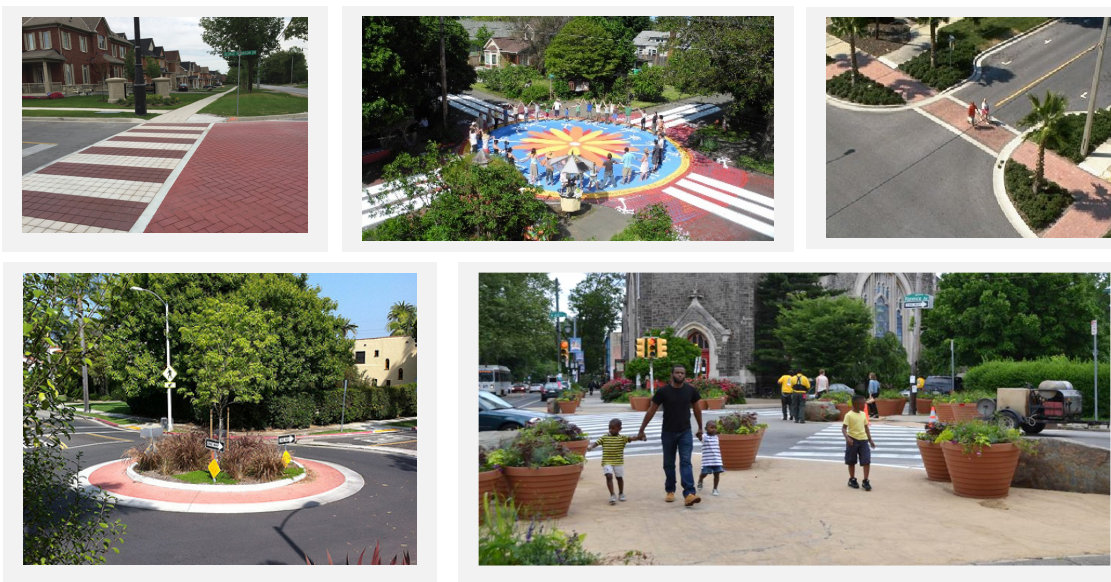
- Right in/right out only from Regent Street and West Washington Avenue
- Pedestrian crossings with bumpouts, tabletop crosswalks with tinted pavement, and more
- Wide sidewalks
- Bike boulevard
- Traffic circles
- Decorative lights
- Buildings fronting street and sidewalks
- Bus service, if future studies find this to be feasible.

Figure 8.2 Intersection of Proposed New Street with West Washington



Examples of Traffic Calming Features

The adjacent examples from other places are included to help convey the vision of design features that could be considered with a new narrow north-south public street and/or rebuilt Braxton Place depending on eventual street design needs, and budgetary considerations. Such features as bumpouts at neighborhood entrances, traffic circles, continental crosswalk markings, speed humps and others are intended to slow traffic and minimize cut-through traffic, yet the street will still improve access for residents and their visitors, emergency vehicles, and others that need and want to access uses on the Triangle.



*Future, Improved Access:
Rebuild Braxton Place*

Braxton Place is a wide boulevard with a landscaped median that is mostly functioning as a place to house a large utility box for CDA apartments. As property owners plan to redevelop, Braxton Place

improvements could be planned to make it a more pedestrian friendly and aesthetically pleasing entrance to the Triangle. If the utility box were to be moved, and the median eliminated, the resulting land could be attached to adjacent properties. Further, stormwater management features could be added along with street trees and other plantings. A wider accessible sidewalk could

also be built to accommodate all users, including people using different forms of assisted mobility. Further, the street could be a bicycle boulevard with wider, continental crosswalk markings, bump outs, and other traffic calming features.

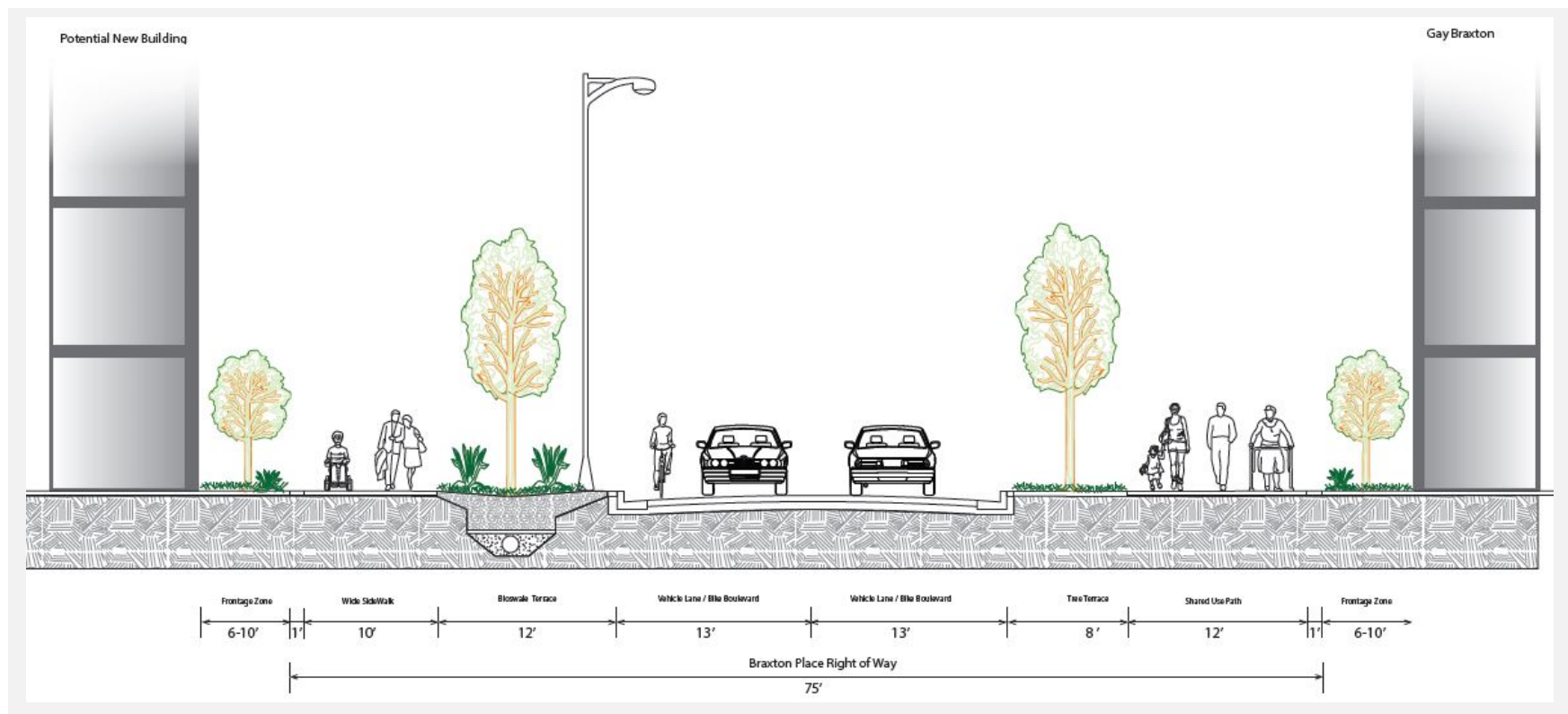


Figure 8.3 - Proposed Rebuild of Braxton Place

Publicly Accessible Pathways

This plan recommends establishing a network of publicly accessible pathways and sidewalks in order to increase residents' access and connection to amenities within the neighborhood and larger community. (See Figure 8.4). The paths should be a minimum of 7 feet wide to accommodate all users, including people in wheelchairs and others with limited mobility.

The East Campus Mall extension through the Triangle to Brittingham Park is one of the recommended paths (See Figure 8.5 on next page). Because there are many residents in this area who are very young, elderly and/or have disabilities, the East Campus Mall extension includes separation between faster and slower moving path users.

The primary public paths would interconnect with public sidewalks, and a series of smaller, private paths and a variety of types of greenspaces. Some of the greenspaces would be semi-public, such as passive spaces for sitting, and there would also be community gardens, active play spaces, and other types of greenspaces.

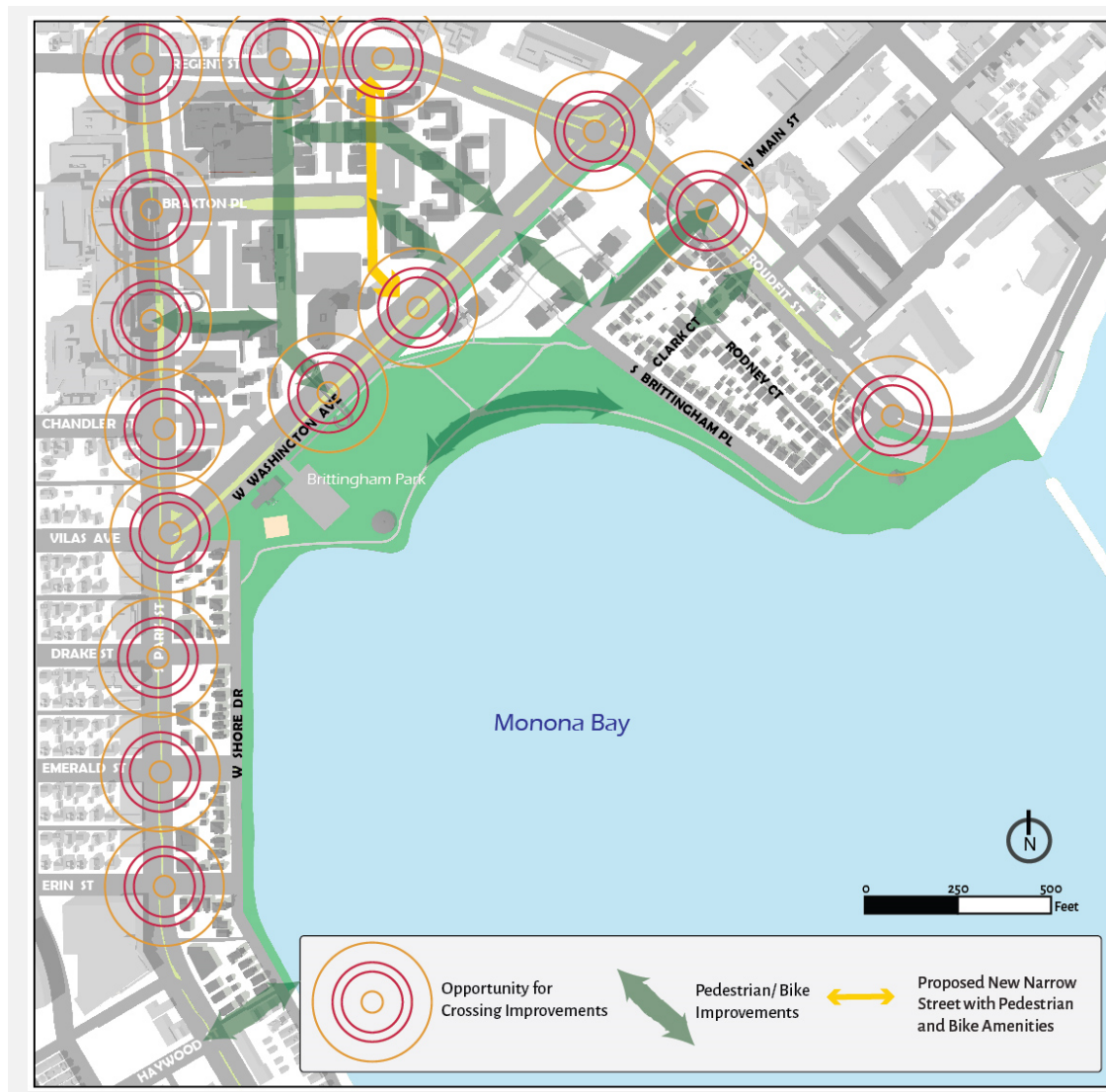


Figure 8.4 – Publicly Accessible Pathways

East Campus Mall Extension

Currently East Campus Mall runs from Alumni Park on the shore of Lake Mendota to Regent Street. This plan recommends extending the mall through the Triangle area to Brittingham Park as shown in the cross-

section below. A primary difference between the existing mall and proposed mall extension is that the proposed mall has a separate lane for bikes and other faster moving traffic to allow people with disabilities, families with small children, and

other slower moving travelers to feel safer and more comfortable.

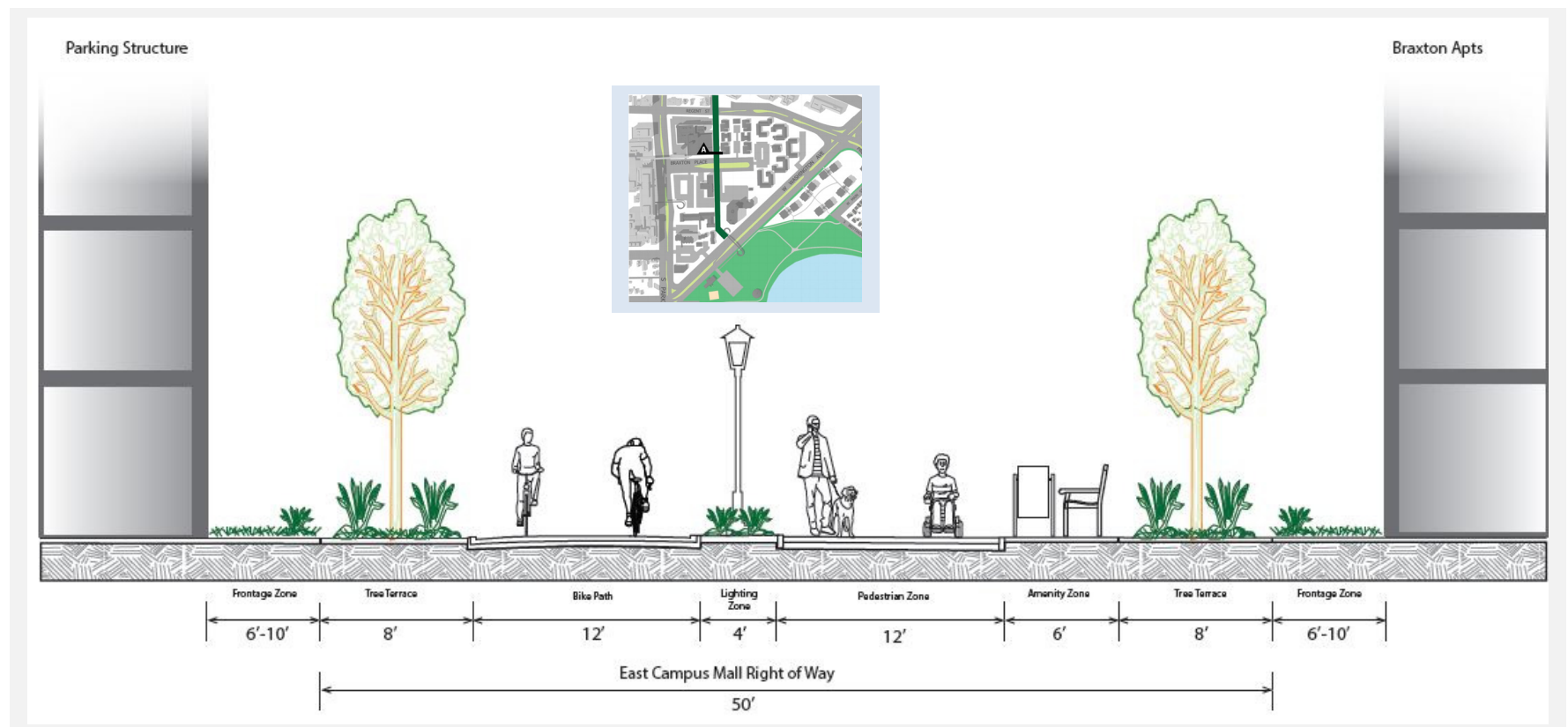


Figure 8.5 - East Campus Mall extension through the Triangle to Brittingham Park

Figure 8.6 Recommendation Summary – Proudfit-Regent Street Corridor

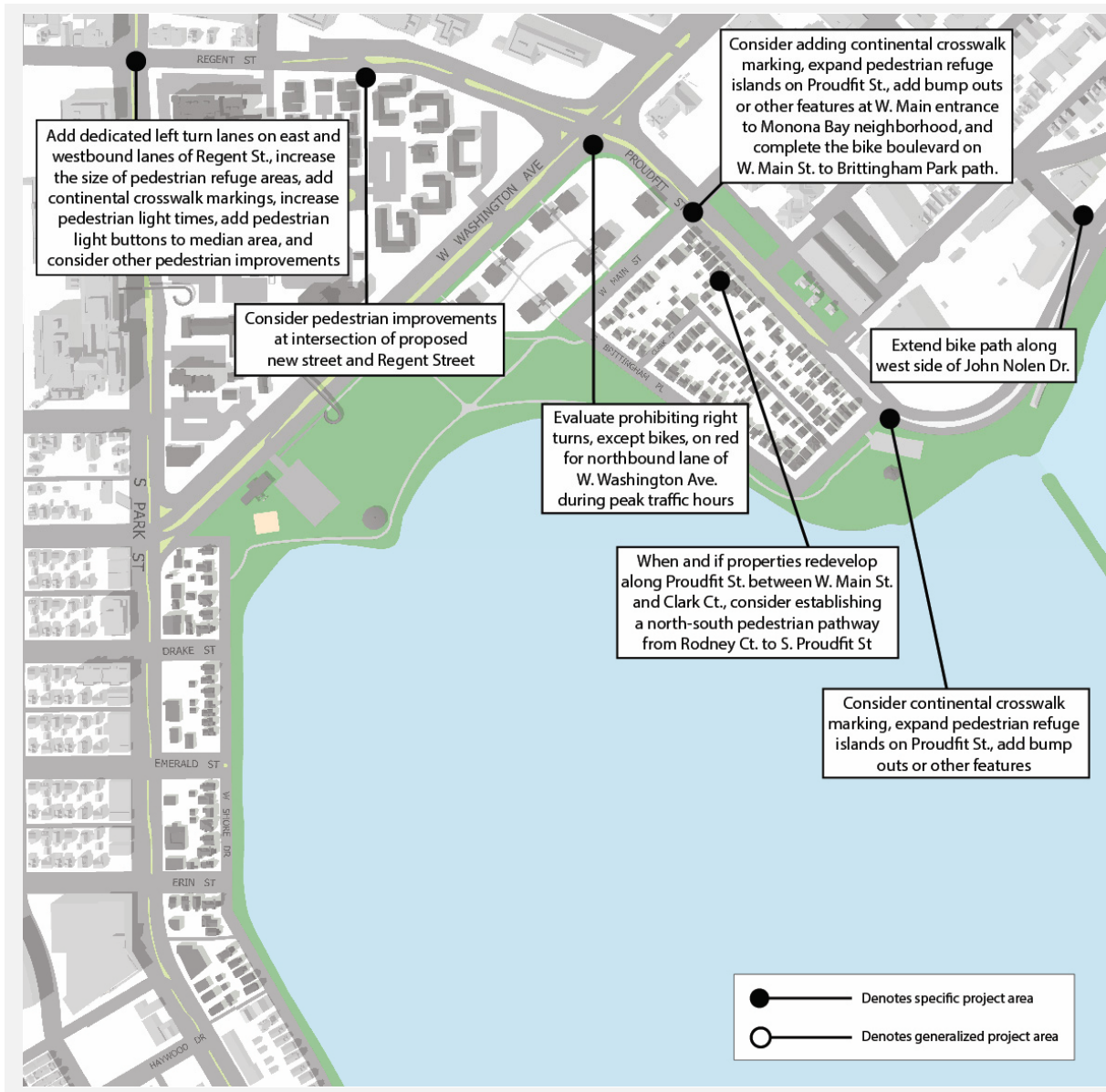


Table 8.1 Proudfit/Regent Street Corridor Recommendation Details	Implementers
Evaluate and consider implementing the following transportation recommendations:	
1. South Park/Regent Street Intersection – add dedicated left turn lanes on east and westbound lanes of Regent Street, larger pedestrian refuge areas, continental crosswalk markings, longer pedestrian light times, pedestrian light buttons in median area, and other pedestrian improvements.	<u>Lead:</u> Engineering Division <u>Partners:</u> Traffic Engineering Division, property owners
2. Proposed New Street and Regent Street Intersection –minimize cut-through traffic and improve pedestrian and bike access with improvements such as bump outs, wide pedestrian refuge area on median, continental crosswalk marking and other enhancements.	<u>Lead:</u> Engineering Division <u>Partners:</u> Traffic Engineering Division
3. West Washington Avenue/Regent Street Intersection – widen pedestrian refuge islands, narrow travel lanes to 10' wide, and add continental crosswalk markings.	<u>Lead:</u> Engineering Division <u>Partners:</u> Traffic Engineering Division
4. Proudfit Street/West Main Street Intersection – add continental crosswalk markings, Rapid Flashing Beacon, expanded pedestrian refuge islands, bump outs at West Main entrance to Monona Bay neighborhood, and bike boulevard completion on West Main Street.	<u>Lead:</u> Engineering Division <u>Partners:</u> Traffic Engineering Division
5. Proudfit Street/West Brittingham Place Intersection – add continental crosswalk marking, expand pedestrian refuge island and consider other enhancements.	<u>Lead:</u> Engineering Division <u>Partners:</u> Traffic Engineering Division
6. When and if properties redevelop along Proudfit St. between West Main St. and Clark Ct - establish a north-south public sidewalk from Rodney Court to Proudfit Street.	<u>Lead:</u> Engineering Division <u>Partners:</u> Property owners
7. Extend the bike path along the west side of North Shore Drive to Broom Street.	<u>Lead:</u> Engineering Division <u>Partners:</u> Traffic Engineering Division

Figure 8.7 Recommendation Summary – South Park Street

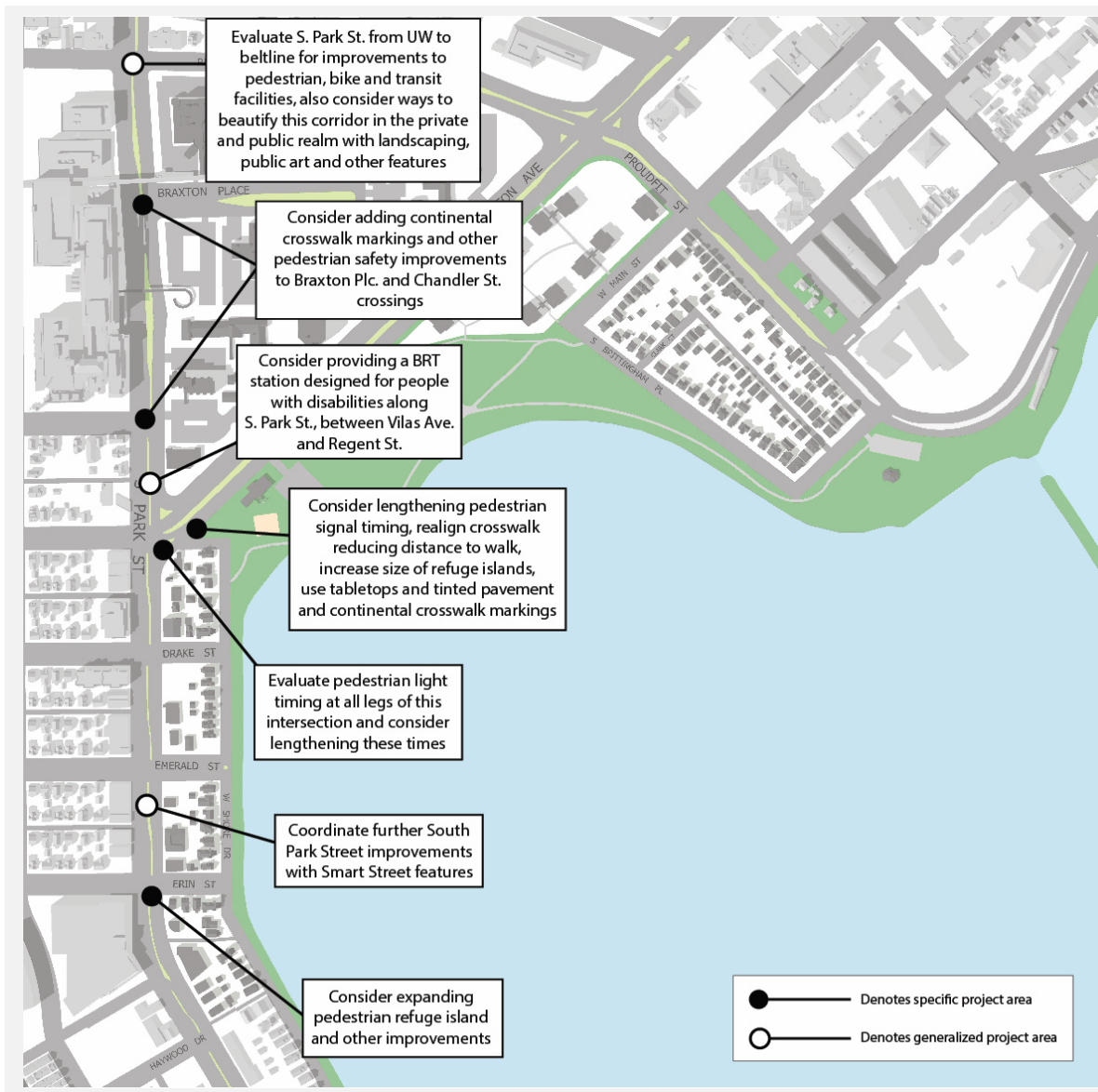


Table 8.8 South Park Street Corridor Recommendation Details	Implementers
Evaluate and consider implementing the following transportation recommendations:	
1. Evaluate pedestrian, bike and transit facilities along South Park Street from UW to the South Beltline Highway and implement feasible improvements; coordinate with planning for Bus Rapid Transit and consider bike facility improvements for streets parallel to S. Park St.	<u>Lead:</u> Traffic Engineering Division <u>Partner:</u> Engineering Division
2. Beautify the Park Street corridor in the private and public realm with landscaping, public art, and other features.	<u>Lead:</u> Traffic Engineering Division <u>Partner:</u> Private property owners
3. Coordinate South Park Street improvements with Smart Street features that could include traffic signals controlled by real-time traffic data, sensors that let busses know when pedestrians are crossing, stop lights that gauge how many passengers are on busses and if they are on schedule or not.	<u>Lead:</u> Traffic Engineering Division <u>Partner:</u> Engineering Division
4. Consider adding dedicated left turn lanes to the S. Park Street/Regent Street intersection, widen pedestrian refuge island, add pedestrian crossing button to median, add continental crosswalk markings and make other improvements (<i>see Figure 8.8 on page 46</i>).	<u>Lead:</u> Engineering Division <u>Partners:</u> Property owners and Engineering Division
5. Evaluate S. Park St. intersections with Regent St., Braxton Plc, Chandler St., Vilas Ave., Erin St., Haywood St., Emerald St., and Drake St. and implement feasible enhancements for pedestrian/bike comfort and safety, and improve traffic management.	<u>Lead:</u> Traffic Engineering Division <u>Partner:</u> Engineering Division
6. S. Park St./W. Washington Ave./Vilas Ave. Intersection - eliminate one west-bound travel lane, expand the pedestrian refuge island, realign the crosswalk from Vilas Ave. to shorten crossing distance; add tinted pavement and tabletop to define crosswalk; and landscape and/or add public art (<i>see Figure 8.9 on page 47</i>).	<u>Lead:</u> Engineering Division <u>Partner:</u> Traffic Engineering Division

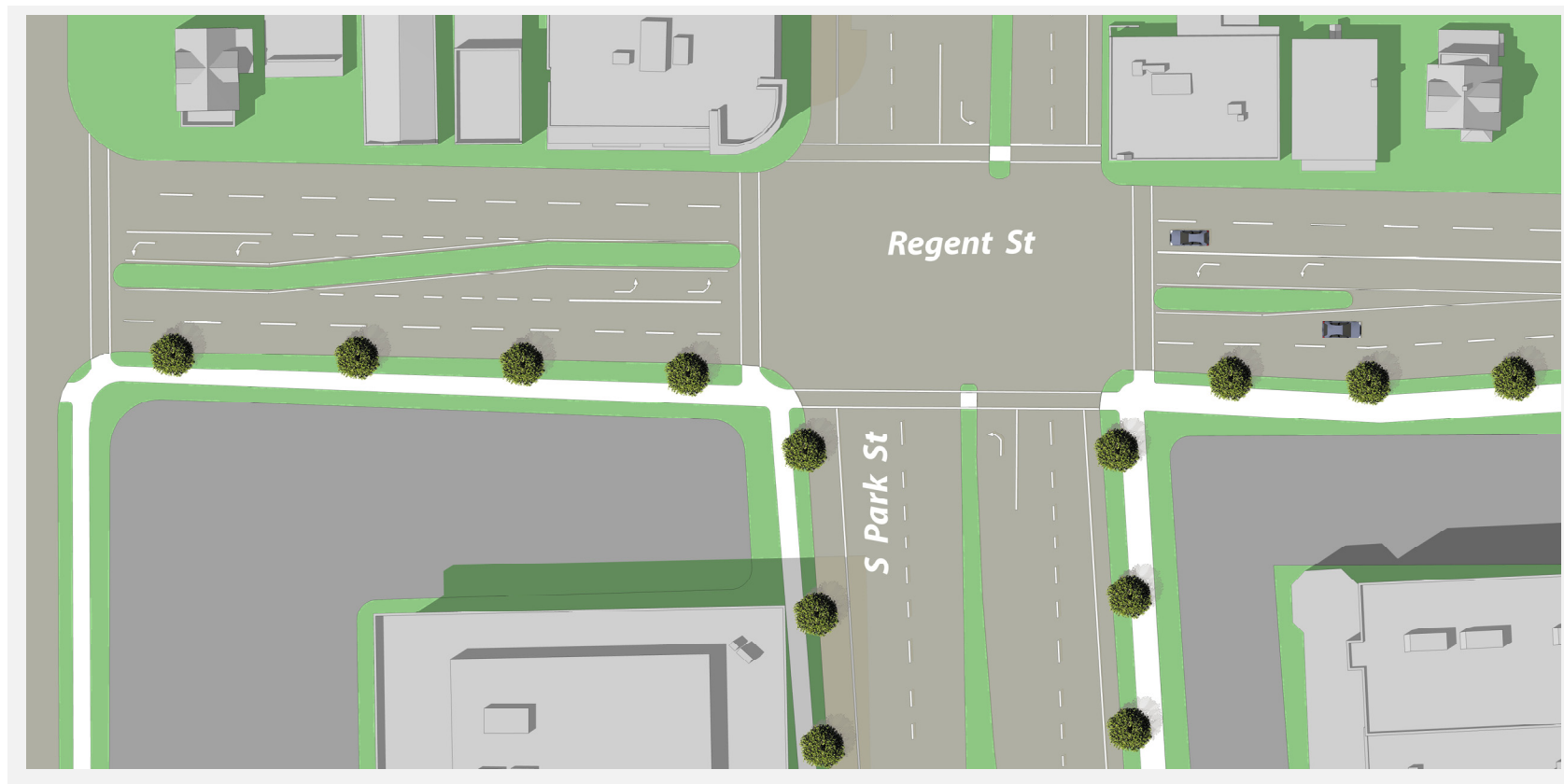


Figure 8.8 Recommended Improvements to Regent/South Park Street Intersection



Figure 8.9 Recommended Improvements to West Washington Avenue/South Park Street Intersection

Figure 8.10 Recommendation Summary – Triangle Transportation



Table 8.3 Triangle Transportation Recommendation Details	Implementers
Evaluate and consider implementing the following transportation recommendations:	
1. Extend East Campus Mall through the Triangle to Brittingham Park with clear separation between walkers and bikes/electric wheelchairs; enhance crossings at Regent St. and W. Washington Ave. using table tops, colored pavement, bump outs, additional pedestrian refuge islands and other possible improvements.	<u>Lead:</u> Traffic Engineering <u>Partner:</u> Private property owners
2. Discourage outside parking users such as UW students, patrons of Kohl Center events and downtown activities, and other non-residents, with limited parking zones and/or other actions.	<u>Lead:</u> Traffic Engineering Division
3. As property owners redevelop, add a limited access, narrow, north-south public street along CDA and Bayview properties from Regent St. to W. Washington Ave.	<u>Lead:</u> Engineering Division <u>Partner:</u> Traffic Engineering Division
4. Include pull-in drives with ADA accessible pick up and drop off areas at main entrances to apartment buildings, community center, medical facilities, and open space.	<u>Lead:</u> Private property owners
5. Create covered, shaded gathering areas along primary public paths with ADA accessible benches, picnic tables and other furniture.	<u>Lead:</u> Engineering Division <u>Partners:</u> Traffic Engineering Division and private property owners

Table 8.3 Triangle Recommendation Details, Continued	Implementers
Evaluate and consider implementing the following transportation recommendations:	
6. Create a Triangle wayfinding system; include signage with languages commonly spoken in the neighborhood, symbols, large size print and other adaptive features.	<u>Lead:</u> Traffic Engineering Division <u>Partners:</u> Private property owners
7. Include parking areas with parking spaces and aisles that accommodate vehicles adapted for people using wheelchairs, walkers and other assisted mobility.	<u>Lead:</u> Private property owners
8. Create an internal pedestrian path system linking with the primary public path system that links people to uses in the immediate area.	<u>Lead:</u> Private property owners
9. Explore adding a Metro bus route and stop on the Triangle.	Lead: Madison Metro

Figure 8.11 Recommendation Summary – West Washington Avenue



Table 8.4 West Washington Avenue Recommendation Details	Implementers
Evaluate and consider implementing the following transportation recommendations:	
1. Evaluate adding protected bike lane and other corridor improvements	<u>Lead:</u> Traffic Engineering Division <u>Partner:</u> Engineering Division
2. Consider adding bump outs and other pedestrian enhancements.	<u>Lead:</u> Traffic Engineering Division <u>Partner:</u> Private property owners
3. Design new street intersection with bump outs, continental crosswalks, slow speed signs, right-in, right-out only, and more.	<u>Lead:</u> Traffic Engineering Division <u>Partner:</u> Engineering Division
4. Evaluate prohibiting right turns, except bikes, on red for northbound lane of W. Washington Ave. during peak traffic hours.	<u>Lead:</u> Traffic Engineering Division <u>Partner:</u> Engineering Division
5. Evaluate adding friction surface to improve wheelchair and pedestrian traction on bridge.	<u>Lead:</u> Engineering Division <u>Partner:</u> Traffic Engineering Division

CHAPTER NINE

Parks and Open Space

Brittingham Park is a beautiful greenspace which many area residents and those from the larger community visit. The newly installed accessible playground is a big draw for younger kids, and the community garden is popular too, especially among residents on the Triangle. Many of the gardeners are from Southeast Asian backgrounds and some of these residents use traditional gardening methods.

In the past several years, the garden was enlarged and a decorative metal fence and benches were installed. These metal enhancements were created by a Madison area artist, who gathered a lot of neighborhood input for the designs. He also fabricated the Updraft sculpture which frames the bike path.

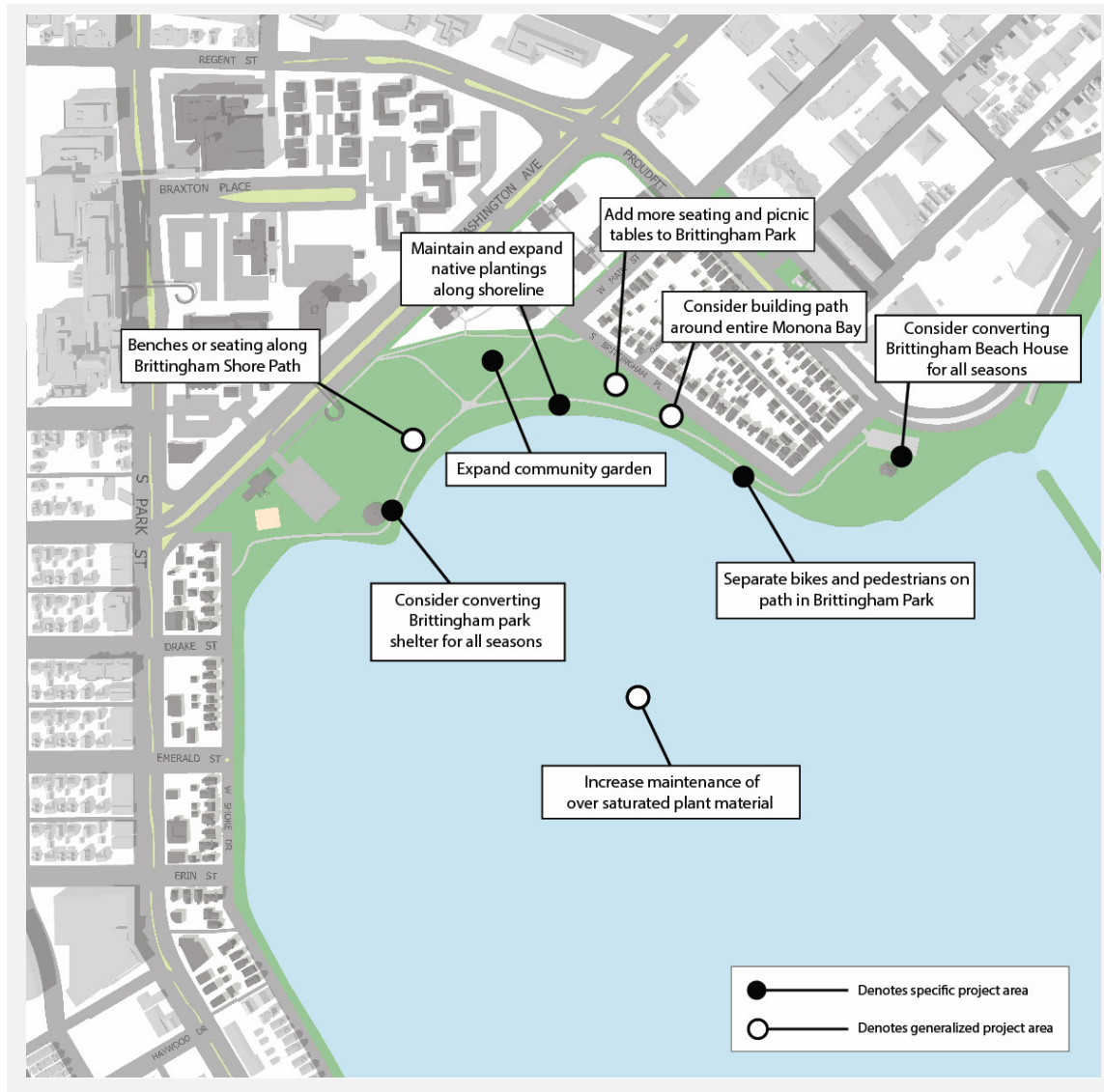
Other popular attractions in the park include the Brittingham Beach House and its boat and paddle board rentals, the bike path, Park shelter, the dog park at the far east end of the park, and the tennis courts. Monona Bay is a big draw in the winter too, for ice fishing and ice hockey when ice conditions are amenable.

The park is readily accessible to people living in the Monona Bay East and West areas as they are located on the same side of West Washington Avenue as the park. People living on the Triangle, however, find it difficult to access the park. Improvements such as the enhanced crosswalk near Brittingham Tower have made it safer and more convenient to cross West Washington Avenue, but more could be done (*see Chapter Eight: Transportation Recommendations*).

The park itself needs more benches and picnic tables, and the bike path can feel dangerous and uncomfortable to slower moving travelers.

A summary of recommendations to improve the park are shown on Figure 9.1, on the next page. Detailed recommendations and implementation for the park are included in Table 9.2 on page 56.

Figure 9.1 Recommendation Summary – Brittingham Park



Recommendation Details and Implementation – Parks and Open Space

Table 9.1 Triangle Area Parks and Open Space	Implementers
<ol style="list-style-type: none"> 1. Create a greenspace plan for the Triangle, planning for and coordinating greenspaces between Bayview, CDA and medical facilities <ul style="list-style-type: none"> • Provide native landscaping with habitat for butterflies, bees, birds and other wildlife in coordination with area property owners and residents. • Install basketball courts, centrally located for use by Bayview and CDA residents. • Link CDA housing with Bayview and other Triangle uses, and to the larger neighborhood area and beyond, with ADA and dementia friendly accessible path system (<i>refer to Transportation Recommendations for more details</i>). 2. As Bayview Foundation Inc. redevelops <ul style="list-style-type: none"> • Create central greenspace that includes, but is not limited to, a covered shelter with cooking facilities, playground, community garden, and other features. • Create gardening space for each housing unit that opens onto the ground level. • Establish healing gardens and rooftop gardens. 3. As CDA redevelops <ul style="list-style-type: none"> • Create a variety of greenspace areas for individual housing units and apartment complexes on the ground level, and rooftops. • Healing gardens. • Provide family style housing units with gathering spaces, and create a central play area for kids. 4. As medical facilities redevelop <ul style="list-style-type: none"> • Create ground level gathering areas for use by the public as well as medical facility staff and patients, with native landscaping, environmentally friendly stormwater features, ADA and dementia friendly seating and walkways, and kids' play areas. • Create rooftop-gathering areas for use by employees and patients; include native landscaping. • Link gathering areas with Triangle area housing, commercial uses, and pedestrian path system. 	<p>Leads: Bayview Foundation, Inc., Community Development Authority, Meriter Hospital, Select Specialty, U.W. Hospital, and residents</p>
<ol style="list-style-type: none"> 5. With all new pedestrian paths, bike paths, streets, parking, bus waiting areas, and other transportation features, incorporate green building design features such as native landscaping, trees that shade and insulate, renewable energy production (e.g. solar, geothermal, wind), stormwater runoff and flood prevention, disease resistant plants and trees, and other green features. 	<p>Leads: City of Madison Engineering, Traffic Engineering Divisions and private property owners</p>

Table 9.2 Monona Bay Area Parks and Open Space Recommendations	
Brittingham Park Recommendations	Implementers
Evaluate and consider implementing the following recommendations:	
1. Add more picnic tables to Brittingham Park.	Lead: Parks Division
2. Separate bikes and pedestrians on path in Brittingham Park.	Lead: Parks Division
3. Evaluate converting Brittingham park shelter for all seasons (e.g. include facilities for ice skating and other winter activities).	Lead: Parks Division
4. Evaluate and consider redesigning Brittingham Beach House site with potential relocation of driveway entrance to reduce conflicts between bike path users and vehicles, installation of stormwater management features, rain garden enhancements, and other features.	Lead: Parks Division Partners: Brittingham Boats
5. Evaluate and consider rebuilding Brittingham Beach House with continued facilities for Brittingham Boats, winter recreation rentals, and a community and dining room, commercial kitchen, and classrooms.	Lead: Parks Division Partners: Brittingham Boats
6. Explore expanding the community garden.	Lead: Community Groundworks Partners: Residents
7. Expand Madison School and Community Recreation recreational programs in Brittingham Park.	Lead: Madison School and Community Recreation Partners: Parks Division
8. Establish a ped/bike path around entire bay.	Lead: Engineering Division Partners: Parks Division, Wisconsin and Southern Railroad
9. Repair accessible fishing pier.	Lead: Parks Division
10. Increase the frequency of shoreline clean-ups through continued volunteer and professional efforts.	Lead: Residents
11. Increase the frequency of weed harvesting in Lake Monona Bay to maintain continuously open, navigable, fresh and safe water.	Lead: State of Wisconsin

Table 9.2 Monona Bay Area Parks and Open Space Recommendations, Continued	
Brittingham Park Recommendations	Implementers
Evaluate and consider implementing the following recommendations:	
12. Create restored wetlands in select portions of the Lake Monona Bay shoreline, but not at public beaches or those portions where homeowners have riparian rights.	Lead: Parks Division
13. Expand environmental education signs.	Lead: Parks Division
14. Improve Brittingham Park shelter reservation – language and access.	Lead: Parks Division
15. Continue to implement the best overall shoreline/groundwater management practices for flood mitigation including improved inflow filtration, landscaping, berm use and infiltration features.	Lead: Parks Division
16. Continue to remove canary grass and thistles and create native shoreline plantings emphasizing plant types up to 24” tall to discourage Canadian geese from coming ashore while allowing for unobstructed lake views.	Lead: Parks Division
17. Plant more shade and flowering trees in the park.	Lead: Parks Division
18. Review and evaluate options for restoring water quality and beaches.	Lead: State of Wisconsin Partner: Parks Division
19. Install regular, permanent shoreline benches at intervals along the ped/bike path.	Lead: Parks Division
20. Increase the number of trash and recycling receptacles along the ped/bike path; keep in service during ice fishing season.	Lead: Parks Division
21. Replace the dilapidated accessible pier with an improved, and expanded accessible pier in the same location.	Lead: Parks Division
22. Create sites for temporary and permanent public art installations at appropriate sites in the park.	Lead: Parks Division

CHAPTER TEN:

Health and Wellbeing

Table 10.1 Health and Wellbeing Recommendation Details	Implementers
1. With new CDA housing, consider creating a wellness/community center space in the first level of one of the new buildings; explore offering health screenings such as diabetes, high blood pressure and eye screenings, nursing outreach and services, foot care, mindfulness programs, yoga, and other wellness programming and services.	Lead: Community Development Authority Partners: Meriter Hospital, St. Mary's Hospital, UW Health, and others
2. Promote employment skills training and adult continuing education to Triangle Monona Bay residents and assist at CDA community rooms, Bayview Community Center; and promote medical employment training and education opportunities to neighborhood residents.	Leads: Bayview Community Center, Triangle Community Ministry and CDA social workers Partners: Big Step, YWCA, Literacy Network, Omega School, Urban League
3. Expand affordable childcare and youth programming for Triangle Monona Bay neighborhood residents.	Leads: Bayview Community Center, Neighborhood House Community Center
4. Encourage service providers to coordinate services around Triangle Monona Bay resident needs.	Leads: CDA social workers, Bayview Community Building and Engagement staff
5. Continue community suppers at Bayview Community Center and Brittingham Cafeteria, food pantry at Brittingham Cafeteria, and expand these programs in the Triangle Monona Bay area.	Lead: Triangle Community Ministry
6. Develop market with affordable, fresh, and locally grown and made products, and services of area residents; locate market in central, accessible green space.	Lead: Residents and neighborhood groups Partner: Community Groundworks
7. Expand community gardens for Triangle Monona Bay neighborhood residents.	Lead: Community Groundworks
8. Assist area residents with efforts to start businesses; help them connect with local workshops and other training opportunities in the community; consider bringing business startup training to CDA community rooms and Bayview Community Center.	Lead: City of Madison Community Development Division Partners: Latino Chamber of Commerce, Greater Madison Chamber of Commerce, Black Chamber of Commerce, Hmong WI Chamber of Commerce, Wisconsin Women's Business Initiative Corporation, South Madison Business Association
9. Recruit local businesses to neighborhood; focus on restaurants, coffee shops and markets offering affordable, nutritious food, including fresh and prepared food.	Lead: City of Madison Office of Business Resources Partners: Latino Chamber of Commerce, Greater Madison Chamber of Commerce, Black Chamber of Commerce, Hmong WI Chamber of Commerce, Wisconsin Women's Business Initiative Corporation, South Madison Business Association

CHAPTER ELEVEN

Adoption and Implementation

APPENDICES