

From: sbmillar@gmail.com <sbmillar@gmail.com>
Sent: Monday, April 13, 2020 4:16 PM
To: planning@cityofmadison.com
Subject: Public comment on Item 8 of Plan Commission meeting, April 13, 2020

To the members of the Plan Commission:

I write regarding Item 8 on your Apr 3, 2020 agenda, "8110-8134 Mid-Town Road, 1833-1859 Waldorf Boulevard, 8137 Mayo Drive, and 1902 Carns Drive (District 1 – Ald. Harrington-McKinney)"

I strongly agree with the City of Madison's Planning Division Staff for objecting to this proposed development. I bring to your attention the 2018 Comprehensive Plan, which recommends Neighborhood Mixed Use (NMU) development for the roughly 200-foot strip of the subject site which runs along the eastern side of Waldorf Boulevard and recommends Medium Residential development for the remainder, to the east. The Comprehensive Plan states that NMU development should be "compact and walkable and include residential uses, as well as retail, restaurant, service, institutional, and civic uses primarily serving nearby residents. Buildings in NMU areas are generally recommended to be two to four stories in height, oriented towards streets, and located close to public sidewalks." The proposed development, which has NO commercial services, does not even get close to meeting this recommendation.

If built as proposed, prospective residents would be forced to use automobiles to get access to essentially all the services they need. Note that the proposed development is outside Metro Transit's paratransit service area, and the proposed units would be greater than the $\frac{3}{4}$ -mile regulatory distance from all day service for passengers who might be eligible for door-to-door paratransit service. So this proposed development would basically be off-limits to people who are disabled, and to people who choose not to use or who cannot afford to own and maintain a car, or to people who are not able to walk $\frac{3}{4}$ mile to catch a bus to shop or go to a doctor. This factor alone means that this proposed development **deters**, rather than supports, the City's goals for reducing vehicle miles, and moving Madison towards a more sustainable environment.

Moreover, the applicant does not provide sufficient open space for residents. Their proposal provides roughly 42,000 square-feet of usable open space, whereas a traditional Neighborhood Mixed-Use (NMU) zoning district is required to provide approximately 49,270 square-feet of usable open space. In so saying, bear in mind that these traditional NMU standards are too low, in light of City of Madison goals for fostering environmental resilience.

For these reasons I object to this proposal, and ask the Plan Commission to insist that the applicant effectively address these issues before providing approval. Moreover, I would ask the Plan Commission to encourage the applicant to lead the way to a more sustainable Madison and exceed, rather than fail to meet even the minimum standards designed to reduce sprawl and foster the use of lower-carbon public transportation.

Respectfully,
Susan Millar
2233 Rowley Ave.
53726