

Urban Design members and others;

Thank you for hosting the virtual meeting last Wednesday regarding the work/live proposal for N Few Street. Your comments and questions were quite perceptive and parallel those of the neighbors. I think all the neighbors hope for success and longterm viability of this project, but the documents and information presented are inadequate. My suggestions presented here constitute a form of addendum to those doubts described in the Zoom meeting, regarding only two issues: parking and access to units.

**Parking:** the proposed four spaces linked to four living units is not acceptable. With a possible 16 work and live units total, located on streets with adjacent NO PARKING restrictions, there must be some additional parking provided. Even the local drug dealers know that they must provide at least temporary parking, as at the Avenue Lounge parking lots.

There are several options:

1. reduce the demolition/construction block to allow off street parking inside the Few Street sidewalk. Build only three additional, two story units similar to the existing building.
2. inside both Few Street and Curtis Court sidewalks, designate the entire area as parking, with permeable pavers, without landscaping.
3. Lease parking spaces from the Avenue overflow lot just west of this work/live development.
4. It is common that when renters are presented with a parking alternative, at additional cost, they opt not to include off-street parking in their rent and to rely on on-street parking. That is why many modern building codes require some off-street parking.

The argument that the work unit customers will arrive on foot, on bicycles or by bus is not credible. This is Wisconsin with Canadian type winters. There is little residential walk-in customer base in this East Washington/Mifflin area. The closest bus stops are two blocks away at Bedford and at Ingersoll. The BRT, if ever built, will not have any stops in this neighborhood. For fair weather bicyclists, there is no bike parking provided. Any work unit will need delivery and pick-up areas, as well as shop workers and customer parking.

**Access** to work and to residential units:

1. As mentioned in the Zoom, work unit front doors do not have street access. Immediately in front of the entry doors are landscaped spaces, planted with trees and bushes. The paved spaces are linked to above residential units and could have cars for residential units occupying them.
2. Residential units are accessible from exposed stairways at the rear of the building. As the unit's parking is on Curtis, the resident must walk around the end of the building, down a open corridor of trash dumpsters, with possibly no lighting, to the rear, again with no lighting.

Several access options exist:

- a. linking each work space to a residential unit above would allow the use of the internal work space stairs to the upper residential area.
- b. at least one work space, either in the existing eight unit building or in a smaller demolition/construction building (only 6 units, not 8) could be allocated to both storage lockers for shops/tenants and as an access passage from Curtis Court to the rear stairways. Why is there no provision for a maintenance space?

These comments suggest that much conceptual development work is required before any CityofMadison approval can be considered. Thank you if you have read this far.

John Belknap,  
resident on Curtis Court and supporter of Randy Knudsen's repurposed development

**From:** [jsreinke@yahoo.com](mailto:jsreinke@yahoo.com) <[jsreinke@yahoo.com](mailto:jsreinke@yahoo.com)>

**Sent:** Wednesday, May 12, 2021 1:23 PM

**To:** Patrick Heck <[pwheck@gmail.com](mailto:pwheck@gmail.com)>; John Seamon <[johnseamon@seadesigns.net](mailto:johnseamon@seadesigns.net)>; John Seamon <[johnalan.seamon@gmail.com](mailto:johnalan.seamon@gmail.com)>; John Belknap <[jbelknap@znet.com](mailto:jbelknap@znet.com)>; Elyse Meuer <[elysemeuer0@gmail.com](mailto:elysemeuer0@gmail.com)>; Jeff Reinke <[jsreinke@wisc.edu](mailto:jsreinke@wisc.edu)>; Meghan Conlin <[mjconlin@gmail.com](mailto:mjconlin@gmail.com)>; Glaeser, Janine <[JGlaeser@cityofmadison.com](mailto:JGlaeser@cityofmadison.com)>

**Subject:** Property on 12 North Few Street -Variance/ Plans

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Historically, Curtis Court is apart of a larger community that once was "the Great Marsh" which went from the bottom of the hill on the East Washington side of the Capitol to the Yahara River. It was deemed to be "worthless" property by the values of the times. In hindsight we know better. More than 150 years ago the marsh was filled in, making a place for this neighborhood which has provided affordable housing for working class people while supporting the presence of business neighbors and in the most recent history of 20 plus years providing green space, trees and a place for wildlife; birds, rabbits, foxes, monarch butterflies and the like. As a neighborhood we have attempted to call back some of the healthy presence of nature in creating "our" place. We value it and know that in the present it is "worthy". We all depend on a healthy planet, even in our own neighborhood. The recent mega storms and flooding have reminded us of the history of this place as marsh and the need for permeable absorbing green space. The decision we make today do have consequences.

In light of this history I want to remind the developers of this project (Randy and his family) that this neighborhood; the families, long time neighbors, recent home owners and renters all value what this neighborhood provides. There are urban tradeoffs, ones we knowingly took on and yet we want to save and enhance the values in the neighborhood we have created. This includes the beauty and health of our trees and environment.

1. Thank you for providing for permeable pavers for rainwater absorption.
  2. Please safeguard the "Island" of plantings on the N. Few Street corner of the property ( green space is 26'x 22'). One of the newest proposals pares it to (12'x 12'). We are grateful that there is a commitment to keep the tree on the Few Street property and the street tree on Curtis Ct. We ask that the space and plantings surrounding the trees be saved to protect the tree space, create environment for enrichment of the soil and adequate absorption of rain water. It also provides a softening barrier for sight and sound. "One street tree provides \$90,000.00 in direct benefits". \* Website: [tenmilliontrees.org](http://tenmilliontrees.org)
  3. Be mindful of the close proximity of homes and that they will be impacted by lighting, noise, visual plans, colors, windows, entrances, exhaust venting and air conditioning placement. The variance from 15 ft. to 6 ft. will have an impact as well. Will this change in variance negatively impact the surrounding homes? If there is a variance change in this project it must be limited to this project.
  4. Wondering how will the architect and the developers will settle on a design? There have been changes expressed in each design. I personally appreciated the roof with the curving and flowing lines. However if solar panels were possible then a flat roof would be used?\*
- Full Spectrum Solar, Project Manager, Nick Aikens, [nick@fullspectrumssolar.com](mailto:nick@fullspectrumssolar.com)

Thank you for. your time and encouraging input from our neighborhood,

Karen Banaszak and Jeff Reinke

**From:** [Danny Edgel](#)  
**To:** [Urban Design Comments](#)  
**Subject:** May 12th Meeting - Public Comment  
**Date:** Sunday, May 2, 2021 12:26:42 PM

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Caution: This email was sent from an external source. Avoid unknown links and attachments.

Hello,

I would like to submit a comment regarding File # 64038, or agenda item 3 for the May 12th, 2021 UDC meeting, regarding the proposed development at 12 N. Few St.

I am a Tenny-Lapham resident, living at the 100 block of N Blair St. I view the proposed development as an excellent use of the space on Few St and a positive addition to the neighborhood. Mixed-use developments such as the one proposed, which combine new housing with increased access to commercial services within walking and biking distance to local residents. Rental rates in Tenney-Lapham are increasing faster than those in most of the city, and new housing developments such as those proposed in this development will relieve some of the upward pressure on the incumbent rental stock. Furthermore, dense construction in the central part of the city adds housing that is less car-dependent than detached homes further from the city center, which relieves traffic and reduces greenhouse gas emissions city-wide. Living in this neighborhood, with easy access to bike infrastructure, has enabled me to reduce my dependence on private automobile transport. We should extend that opportunity to future residents of our community. I hope that the planning commission will approve this development with few requests for costly changes and delays to construction.

Thank you,  
Daniel Edgel

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Thank you,  
Daniel Edgel

Adam Sches, owner of 1205 E. Mifflin Street, a four-unit apartment building with four behind-building parking spaces. He is extremely concerned about the lack of parking with this project. The lack of parking in this area is already an issue, adding units without additional parking will make it far worse.