

Wells, Chris

From: William Holloway <wj_holloway@yahoo.com>
Sent: Friday, August 06, 2021 10:04 AM
To: Furman, Keith
Subject: Proposed Development - 5533/5535 University Avenue

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Hi Alder Furman,
Thanks for your detailed email regarding the proposed development at 5533/5535 University Ave.

I feel like reduced commercial area within the development is probably reasonable since I have heard that mixed-use projects often have difficulty filling their commercial space. The increase in residential area probably also makes sense, given the high demand for housing in our community.

The reconfiguration of the driveways, with the removal of the University Ave entrance, doesn't seem like it would have too great an impact on Capital Ave traffic since those who would otherwise enter on University would just be on Capital for the distance required to access the driveway.

This sounds like a pretty good proposal from my perspective.

-Bill Holloway
6438 Shenandoah Way

Wells, Chris

From: Linda OHern <baldwinohern@gmail.com>
Sent: Friday, August 06, 2021 10:24 AM
To: Furman, Keith
Subject: Brennan's project.

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Thanks for the update. Capital is such a narrow street and street parking seems necessary. Is it possible to create another turn lane as a cut out from the private property?

We are currently dealing with three construction projects that obstruct traffic (Old Middleton/Whitney, Madison Yards and road resurfacing in Middleton). I don't know the timetable for this new very exciting project. BUT, it would be better for the hood if they didn't start the road obstruction until the Whitney isn't causing such a traffic jam. Middleton roadwork will likely be done this fall. Madison Yards is longer term. Access to University Ave is currently difficult. Making it more difficult will create unhappy constituents.

Thanks. Linda

Linda Baldwin OHern
baldwinohern@gmail.com

Wells, Chris

From: Mary Lindquist <mlindquist5809@gmail.com>
Sent: Friday, August 06, 2021 1:57 PM
To: Furman, Keith
Subject: 5533 University Ave

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Thank you for posting the meeting online. I did watch it live, but I now have the documents that are part of the meeting.

- I liked your explanation about parking that if the rental unit does not meet the person's expectations, like only one parking space, they won't rent the apartment. They would also look for how many guest parking spaces. If it does not work out they can always move.

- Parking on the street is always a gamble. When Brennans was there, the employees parked on the street. There was less chance of getting a parking space on Capital Ave.

- I am a long time resident on Julia St. I remember when parking was on one side of the street and traffic moved too fast. They brought back parking on both sides. I don't think there is a right answer for street parking. We don't get too much heavy traffic from trucks, etc. because it is so narrow.

I think you are doing a great job for us.

Mary Lindquist
5809 Julia St, Madison, WI 53705

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Thank you.

Wells, Chris

From: thkalinke@aol.com
Sent: Friday, August 06, 2021 11:37 AM
To: Furman, Keith
Cc: efreitick@gmail.com
Subject: Brennan's Redevelopment

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Hi Keith,

I don't think that we have met. Possibly at a stormwater meeting pre-pandemic.

My wife and I live at 1609 Laurel Crest, so we are quite familiar with Capitol Avenue by Brennan's.

Regarding the proposed redevelopment of Brennan's, I want to add my voice to those who are raising traffic concerns. Capitol by Brennan's (when Brennan's was still open) used to be pretty congested with traffic, especially at afternoon rush hour. Drivers had difficulty getting out of the lot, and that was with two exits from Brennan's. Now there will be only one exit. There presently is minimal extra on-street parking on Capitol for anyone besides permanent residents and residents of Viking House + the four unit buildings, so I don't see any buffer (thinking football Saturdays). Lastly, I'll point out that traffic on Capitol has grown over the years, it's not a sleepy side-street anymore. We're around 5000 cars per day, last I heard. My conclusion: even though there is room "on paper" for the proposed project, I humbly submit that the reality will be traffic snarls.

Maybe exiting will work out OK when the weather is nice, but what about winter? Anyone think about snow plowing?

Do we really need more retail, especially after the recent Kwik-Trip renovation?

Just my two cents, Keith.

Best Regards!

Tom Kalinke

Wells, Chris

From: Robert Schmook <schmarx@att.net>
Sent: Monday, August 09, 2021 2:32 PM
To: Furman, Keith
Subject: University Ave. development, old Brennan's site

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

Hi Keith,

I read the email you sent regarding the proposed development at the former Brennan's site. Most of the proposal sounds fine, but there is one glaring problem. Having only a single parking ingress/egress for a development of that size is unworkable, especially one that empties onto Capital Ave., less than 100' from the Capital Ave./University Ave. intersection. I live just a few blocks from the site and I remember well how traffic snarled there when Brennan's was still in business. The logjam was especially bad on weekends and during the evening commute, causing a fair number of fender-benders. It would benefit motorists, bicyclists, pedestrians, neighborhood residents, and the new building's renters to direct the developer to come up with *at least* one more parking lot egress.

Thanks for the weekly updates, Keith. They're helpful and appreciated.

Bob Schmook
5 Julia Cir.

Wells, Chris

From: Aaron Hagar <arhagar@gmail.com>
Sent: Tuesday, August 10, 2021 7:25 PM
To: Furman, Keith
Cc: springharborpresident@gmail.com; snellison@att.net
Subject: 5533/5535 University Ave (Brennan's) development

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Dear Alder Furman,

I am a District 19 resident and listened to the recording of the neighborhood meeting concerning the Brennan's site redevelopment. For context, I can see the property from my front window so I am both looking forward to new activity and concerned about the size/character/intensity of the new development.

The zoning code states that the purpose of Neighborhood Mixed Use zoning is "to encourage and sustain the viability of commercial nodes that serve the shopping needs of residents in adjacent neighborhoods." The code further identifies diversification of uses and accessing commercial areas by walking, bicycle and transit as central to the zone purpose. The current proposal does not diversify the heavily residential character of the neighborhood or offer enough retail space to meet local needs, let alone encourage walkable or transit-accessible commercial activity.

The newly proposed reduction in retail footprint is not necessary to accommodate some unforeseen unique feature of the site or conflicting City requirements. The proposal does not functionally change the building or site plan other than to accommodate additional residential units. Approving the proposed reduction in retail space would go beyond a reasonable accommodation and would effectively throw out the current zoning by approving what amounts to a token amount of retail.

The neighbors I have spoken with have all been looking forward to additional retail and hopeful for dining options in the neighborhood. Many people moved to Spring Harbor because we value the mix of uses afforded by a city neighborhood. As a resident who has watched the price of homes in the area skyrocket, is difficult to view the updated proposal as anything other than an attempt to benefit from the current housing market.

I must also agree with other residents in expressing concern about the potential for traffic backups and parking issues on Capital Ave. There are no sidewalks on the north side of University so overflow parking on that side will impact both vehicle and pedestrian traffic.

In closing, I urge you and City staff to consider the necessity of the updated proposal and balance the request against Neighborhood Mixed Use zoning's purpose to meet the shopping needs of residents.

Thank you,

Aaron Hagar,

Spring Harbor Resident

Elizabeth Freitick and Neal McGuffin
1656 Capital Avenue
efreitick@gmail.com

City of Madison Planning Commission
August 19, 2021

To: Chris Wells

This regards new construction at 5533 University Avenue. Please pass the following comments to Planning Committee members. My husband and I plan to attend the August 23rd virtual Planning Commission meeting. Please provide the logon for the meeting.

We start with the fact that we have lived on Capital Avenue for over 30 years. As the rest of the city has grown in density so has the traffic. Unfortunately road systems infrastructure has not grown. That is the problem on Capital Avenue as it is on many streets. We are trying to consider what is happening on our street globally. Being a “connector” between University and Old Middleton assures us of more traffic and congestion. The new construction will add a problematic dimension. Capital Avenue is “the route” to travel to connect to Old Sauk, Gammon and Rosa destinations when coming from the northwest. What this means for our future does alarm me for congestion/safety as well as noise and pollutants. We need help on Capital to mitigate some of this.

As more cars speed through Capital Avenue and parking increases, we expect:

- An increase in poor sight-line from driveways blocked by additional parked cars from new apartment building.
- Two-way traffic flow hampered by both-side parking. Cautious drivers, trucks and buses often usually slow down or stop for coming traffic. This condition is worse in winter.
- Volume of traffic going North to access University Avenue or going South from University Avenue will be blocking driveway to new construction when stopped for light. This was often concern when Brennan’s was open. Traffic did back up on both Capital and on University.

Some strategies other neighborhoods have enlisted to mitigate concerns (were addressed with previous aldermen). There are also street specific changes we identify.

- Add speed humps to our safety islands as in Yuma Dr. which has speed humps and circles.
- ‘Watch for Children’ signs. There are eight CDA (3 bedroom) apartments on Capital without adequate play area.
- Metro buses were successfully re-routed off of Capital, Monday through Friday for the past few years. Buses are back to daily route on Capital and the Alder has informed us buses on this Capital Avenue route is the route again. Buses off Capital again will help congestion.
- We need 25 mph speed limit adherence. What about solar-powered traffic signs?
- Eliminate the “No Right Turn from 7-9 am” sign on Heim **Avenue** (road west of Capital Avenue) This would relieve some of our congestion.

Thank you for your attention and your considerations to keeping our neighborhood safe.

Sincerely,

Elizabeth Freitick and Neal McGuffin