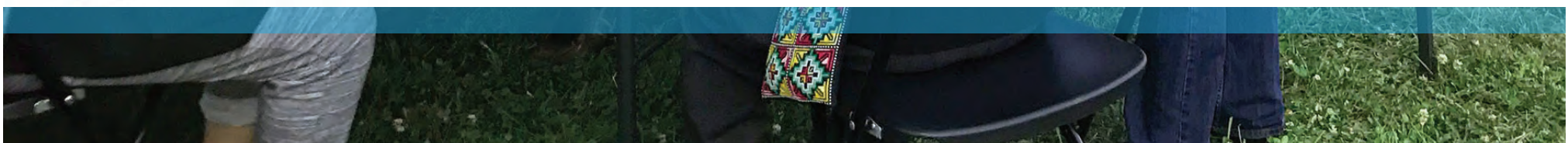




TRIANGLE MONONA BAY NEIGHBORHOOD PLAN

Adopted as a Supplement to the City of Madison Comprehensive Plan by the City of Madison
Common Council on July 2, 2019 Enactment No. RES-19-00481, Legislative File ID 55528





“It is better to be prepared for an opportunity and not have one than to have an opportunity and not be prepared”. Whitney M Young, Jr., American Civil Rights Leader

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EXECUTIVE SUMMARY

An exciting process began a year ago in the Triangle Monona Bay 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 and Monona Bay Neighborhood Plan 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, and the Community Development Division provided financial assistance for the planning process.

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, Inc. 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 East Campus Mall with separate lanes for pedestrians and bikes, and benches at regular intervals.
- New low traffic street with sidewalks stretching from Regent Street to West Washington Avenue.
- Improved street crossings on Regent Street, West Washington Avenue, and South Park Street to make it safer to cross.
- Publicly accessible pathways that connect 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 for people who speak a multitude of different languages on the Triangle.

Community Center and Activity Spaces

- Locate the new Bayview Community Center along the 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 plans to rehab or rebuild housing units. Upgrade air conditioning, add activity rooms, provide more visitor parking, and establish additional 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. Keep a grocery on the first floor, and add 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 can enjoy a healthy meal, buy nutritious groceries and prepared food, and receive information and support for healthy living.

Preserve Single-Family Character

- Preserve the existing housing scale, size and character in the Monona Bay area of the neighborhood. Emphasize rehabilitating older

single-family and smaller multifamily housing stock. Promote home-buying and rehabilitation loan programs.

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



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 exists in a larger City context. 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 (see sidebar).

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

City of Madison Comprehensive Plan (2018) is the document that translated 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 to address long-term issues, but focuses on action steps to guide the City's near-term efforts.

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

The following report and design policy also helped guide preparation of this Neighborhood Plan:

Greening of America's Capitals: Brittingham - Triangle Green Project Report (2014) included conducting 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 Plan preparation. This Plan was accepted by the City, rather than adopted.

Urban Design District 7 provides design requirements and guidelines for new construction that when applied, will collectively enhance the visual character and safety of South Park Street from the West Beltline Highway to Regent Street.

Complete Neighborhood Principles

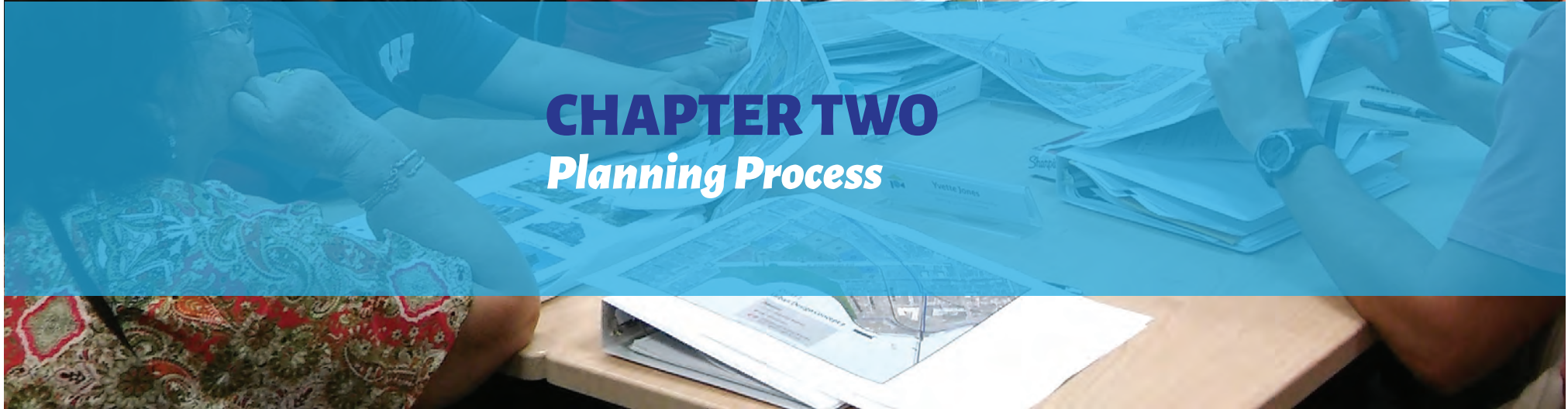
- Safe and convenient access to stores, schools, places of worship and services all residents need in daily life
- A range of housing types and costs
- A network of well-connected streets and blocks
- Vibrant, active public spaces
- A system of well-connected parks, paths, and greenways
- Nearby transit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

Source: *City of Madison Comprehensive Plan, 2018*



CHAPTER TWO

Planning Process



Planning Process

The Madison Common Council (RES-17-00739, File I.D. 47510) authorized 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 12.

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 Racial Equity and Social Justice analysis to set guidelines on the equitable composition of the Steering Committee and inclusive planning process.

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 two major residential property owner representatives. One Steering Committee member spoke Spanish as a first language and another spoke Hmong, therefore the City of Madison provided language interpretation for these members at all Steering Committee meetings.

The TMB SC met 16 times from February 2018 to April 2019. All TMB 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 process. This included 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-native English speakers and/or those with limited English proficiency to 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.

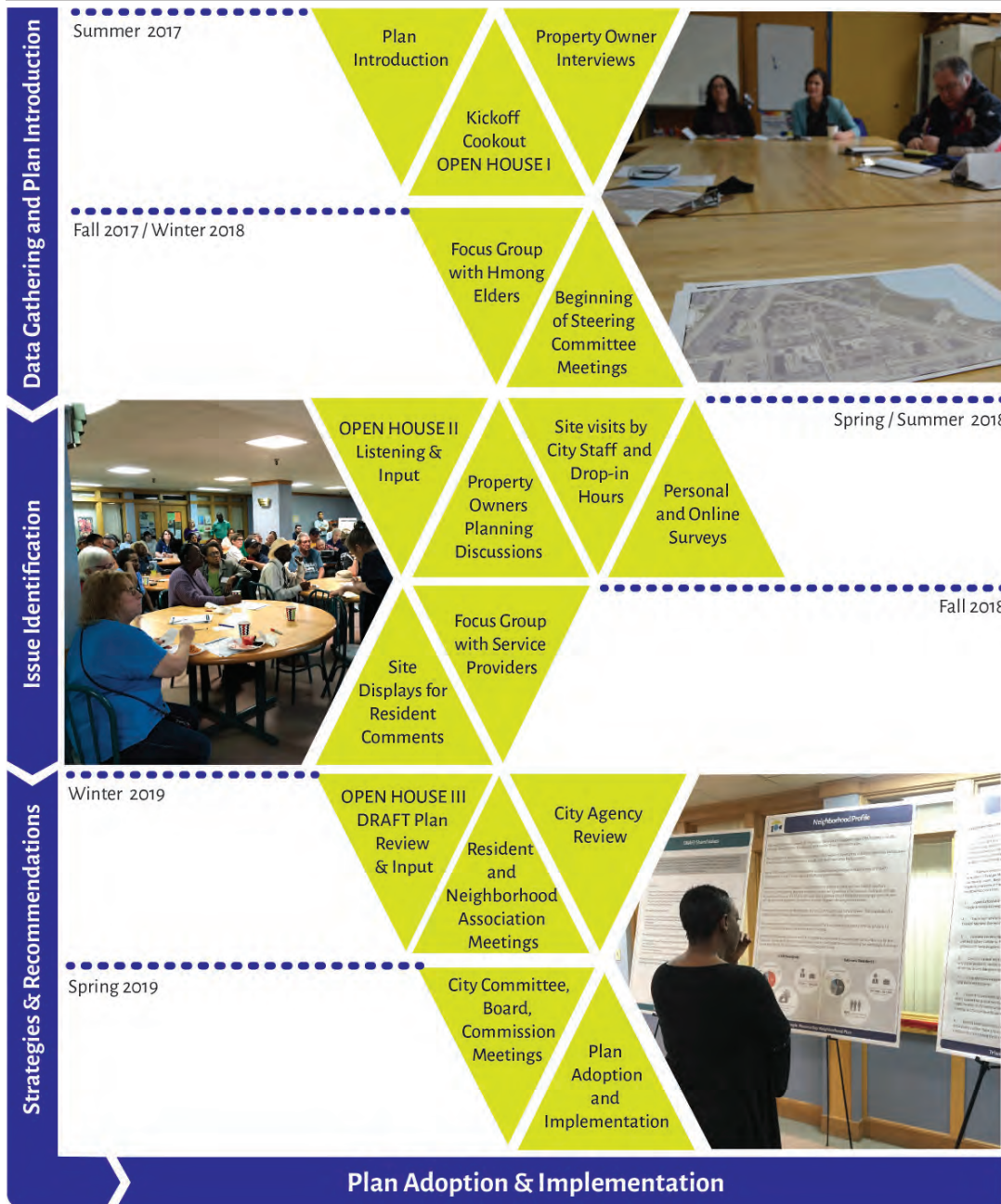
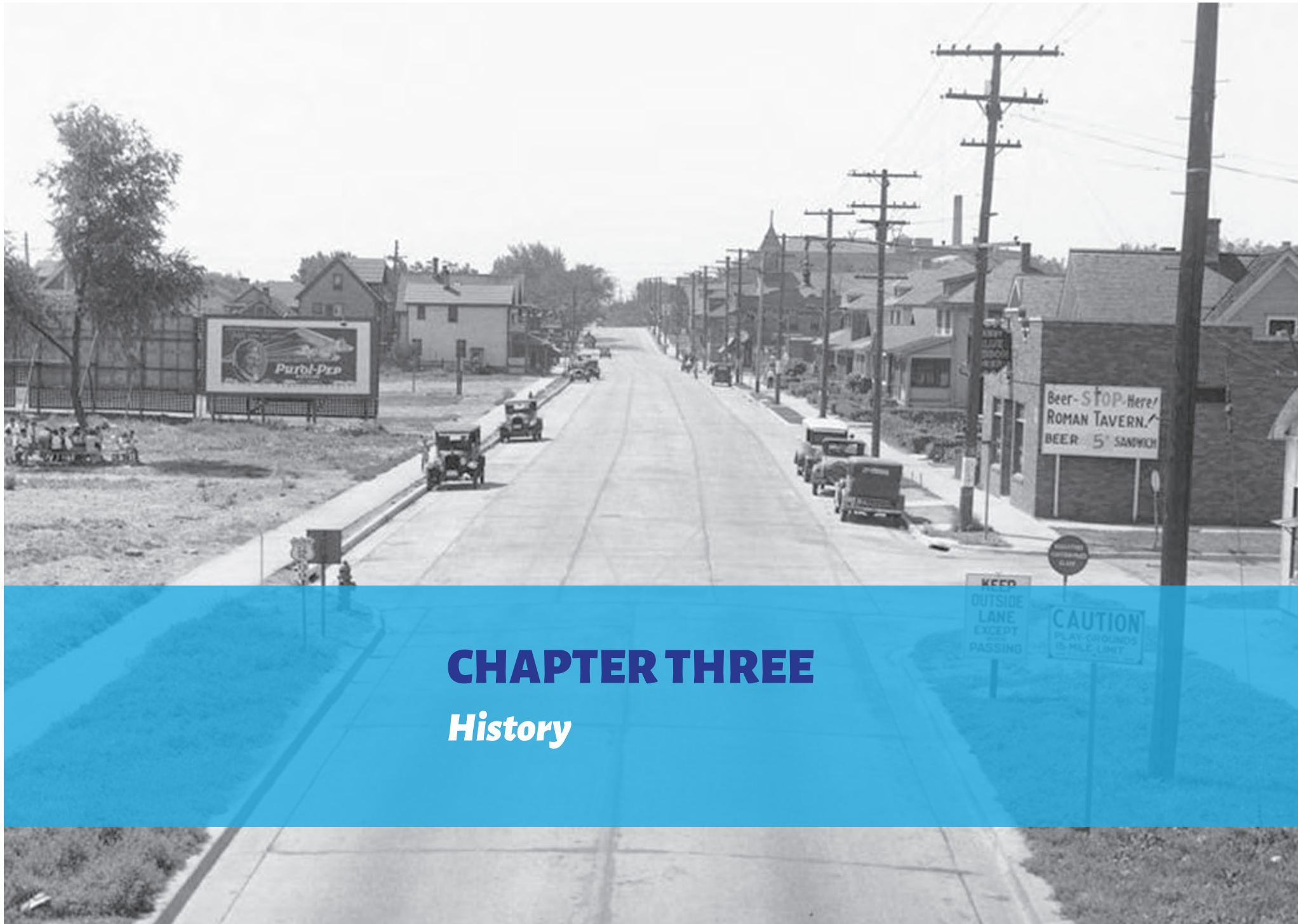


Figure 2.1 - Public Participation Process



CHAPTER THREE

History

History

Land Use Changes

The Triangle (formerly known as the Greenbush) was platted in the early 1900s. Single-family homes to three flats, centers of worship, 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 neighborhood fabric. This was a diverse area – 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 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 Street (see Figure 3.1). The Sampson Plaza market rate apartments, now known as Parkview Apartments, were constructed on the site and still remain today.



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

Urban renewal of the area bound by South Park Street, West Washington Avenue and Regent Street began in the early 1960s. Several land use plans were proposed for the area, with housing as a primary use along with other commercial uses such as hotels, shopping centers, and medical facilities. An east-west street connecting South Park Street to West Washington Avenue was also part of the land use plans (see Figure 3.2 on next page).

Eventually, the majority of the area was reserved for affordable housing and two parcels were sold for medical uses. The Gay Braxton apartment complex was the first housing to be built, opening in 1965.



1937 Grid street pattern; W. Main St. connected to W. Washington Ave.; Brittingham Dr. separated parkland and connected to N. Shore Dr.; Brittingham Blvd. (a.k.a. W. Shore St.) linked to W. Washington Ave. on the north; Milton St., Mound St., Chandler St., Murray St., and S. Lake St. extended into the Triangle area. S. Francis St. connected to Milton St. and Regent St. on the west side of the Triangle area; Regent St. and Proudfit St. were two separate streets. Gwinnet Ct. used to be a street in the Monona Bay neighborhood.



1950 What is new? No significant changes. Grid street pattern of 1937 continues.



1968 What is new? All of the Triangle's original buildings are now gone, and the Gay Braxton Apartments have been built as part of the Triangle Redevelopment Plan. Gay Braxton Apartments are accessed from Milton St. off W. Washington Ave. Two pedestrian bridges have been built across S. Park St. and W. Washington Ave. Proudfit St. has been realigned with Regent St. and Sampson Plaza Apartments (a.k.a. Park View Apartments) have been built. West Main St. is closed at Brittingham Pl. so that it no longer connects to W. Washington Ave. Vilas Ave. is closed at S. Park St. so that it no longer connects to Brittingham Blvd. New beach house has been built at Brittingham Park.



1975 What is new? Braxton Pl., part of UW-Health Clinic, Select Specialty Hospital, Bayview Townhomes, and Brittingham Apartments have been built. Brittingham Dr. has been removed and converted to parkland. New surface parking in Brittingham Park has been built with main entrance on W. Shore Dr. Milton St. and Mound St. no longer connect to S. Park St. New hospitals and clinics were built on the west side of S. Park St.



1975 What is new? Karabis Apartments, Parkside Apartments and Asian Midway Foods buildings were constructed.



2016 What is new? Pedestrian overpass connecting Unity Health Clinic has been built. UnityPoint Health Meriter built a surface parking in front of Select Specialty Hospital along S. Park St. New community gardens have been established at Brittingham Park. A new ped/bike connection now links W. Shore Dr. with S. Brittingham Pl. Brittingham Park surface parking is renovated with main entrance on W. Washington Ave.



CHAPTER FOUR

Demographics, Existing Conditions, and Findings

Demographics, Existing Conditions, and Findings

Existing demographic information was compiled using data from the US Bureau of the Census and from CDA 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 planning study area.

Out of the 627 households in the planning study area, 162 (26%) are families and 464 (74%) are non-family households. There are nearly half as many family households with children in the planning study area compared to the City on the whole, 11.3% compared to 20.8% respectfully. The Bayview Townhomes have the largest concentration of family households.

A significant portion 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 income and family income of the planning study area are lower than the City's (See Table 4.2). 88.2% of the population living in the planning study area is designated low and moderate income (HUD, 2006-2010 American Community Survey).

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 below). The Triangle sub-area includes the most diverse population in the planning study area. Many different races, cultures, and ethnicities are represented.

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 Distribution 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 1

Health and Risk Factors

Many Triangle area residents have health and risk factors. These factors are important to understand when assessing living conditions and proposing changes to the physical environment. Below is a list of characteristics and factors that residents and stakeholders identified as being important to consider in the design and amenities of buildings and place:

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

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

Planning Study Area - Sub-area Profiles

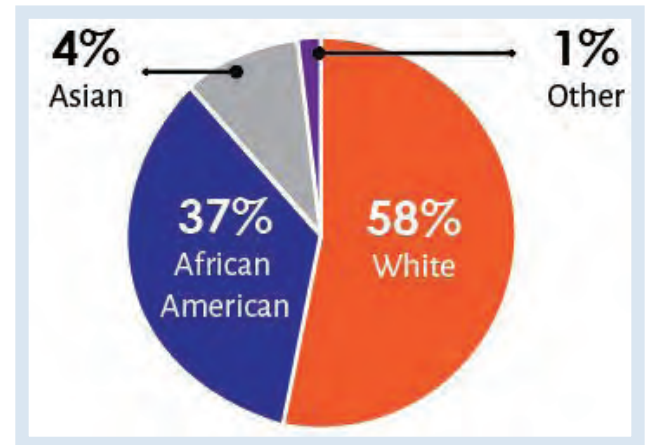
Triangle Sub-Area: CDA Owned Housing of Brittingham, Gay Braxton, Karabis, and Parkside Towers and Townhouses

Approximately 370 residents live in the CDA-owned properties. Generally, residents are characterized as seniors or younger adults, 80% of whom have physical and/or mental challenges (2018). A majority of residents live alone, however there are families 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%) living in the CDA housing.

A key emphasis in planning changes for Triangle area housing is reducing social isolation. Creating a variety of spaces within the Triangle that include both safe and insular areas, as well as spaces for social engagement is important. It is also critical to improve access for residents of all abilities within the immediate area, and to provide better connection to places residents frequent outside the Triangle.

Figure 4.1 Racial Composition of Residents at CDA Housing



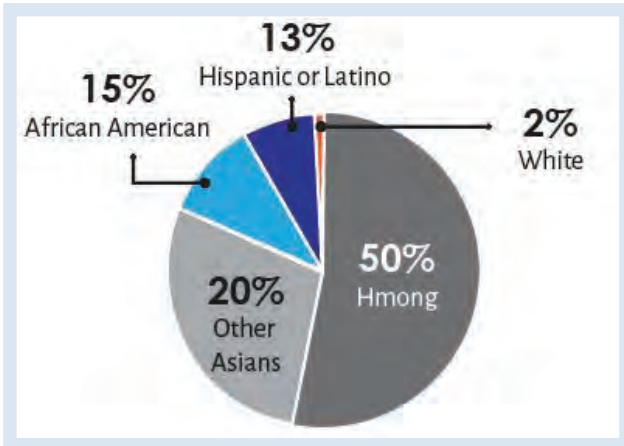
Source: CDA Tenant Demographic Survey, 2018

Triangle Sub-Area: Bayview Foundation Townhouses and Community Center

Bayview Foundation, Inc., a nonprofit organization, owns and operates Bayview Townhomes and the International Center for Education and the Arts. Bayview 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, page 13).

Figure 4.2 Racial and Ethnic Composition in Bayview Housing



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: Bayview Tenant Demographic Survey, 2018

Bay Subarea

There are approximately 500 residents living in the residential parts of the planning study area that are closest to Monona Bay. This includes housing between West Washington Avenue and South Brittingham Place, and housing between South Park Street and West Shore Drive. The population of these areas is characterized by college students, professionals, retirees, and families with children.

Existing Conditions and Findings of Planning Study Area

Below is a summary of existing conditions and major findings that are directly related to this plan's shared values and plan recommendations.

Neighborhood and Community Assets

The planning study area is a highly desirable place to live, work, play, and raise a family. Many amenities are within a short distance of residents and employers (See Map 4.1, page 14 - Neighborhood and Community Assets).

Asian Midway Foods, at the corner of West Washington Avenue and South Park Street, is the closest grocery store for area residents. 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 existing grocery store has limited ability to expand its stock given that the store's footprint is just 10,000 square feet.

Other area assets such as Bayview Community Center, Neighborhood House Community Center, Downtown and Romnes Senior Services, and the Central Library provide an array of programs and services for youth to seniors. Residents cited a few different issues with accessing these services and resources in a community survey. This included limited awareness of the services and resources that are offered and how to access them, and barriers to transportation.

Housing Units

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

Single-Family Units

All of the single-family structures in the planning study area are located closest to Monona Bay. The majority of the single-family units are two-story, and are located on smaller lots. The City of Madison Comprehensive Plan currently designates most of this area as Low Residential, except for a small area on Proudfit Street designated as Low-Medium, and another along West Washington Avenue which is High Residential. See Chapter Seven: Land Use, Housing, and Urban Design for more details.

Out of the area's 90 single-family units, 60% (54) are owner-occupied and 40% (36) are renter-occupied. Out of the 36 renter-occupied properties, 24 (67%) properties are owned by a Madison resident, 6 (17%)



Map 4.1: - Neighborhood and Community Assets

are owned by someone living outside of Madison but in Dane County, and 6 (17%) of the properties are owned by someone living outside of Dane County.

The 2019 assessed single-family value in this area ranged from \$142,700 to \$660,300, with an average value of \$306,604. The average single-family home value in this 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 on the Triangle. Approximately 440 dwelling units are located there (see Table 4.6).

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.

Table 4.6, below shows the breakdown of the number of bedrooms in Triangle area housing. CDA-owned housing is characterized by a majority of one-bedroom units whereas Bayview has more 2 and 3 bedroom units.

Table 4.6: Percent of Bedroom Size by CDA-Owned and Bayview-Owned Property

Bayview Housing Units by Numbers of Bedrooms	
Two-bedroom	63%
Three-bedroom	37%
CDA Housing Units by Numbers of Bedrooms	
Efficiency	8%
One-bedroom	73%
Two-bedroom	12%
Three-bedroom	6%

Transportation

Only one out of every two residents in the TMB neighborhood who commutes to work owns a vehicle, which is 14 percent less than other Madison residents (see Figure 4.3).

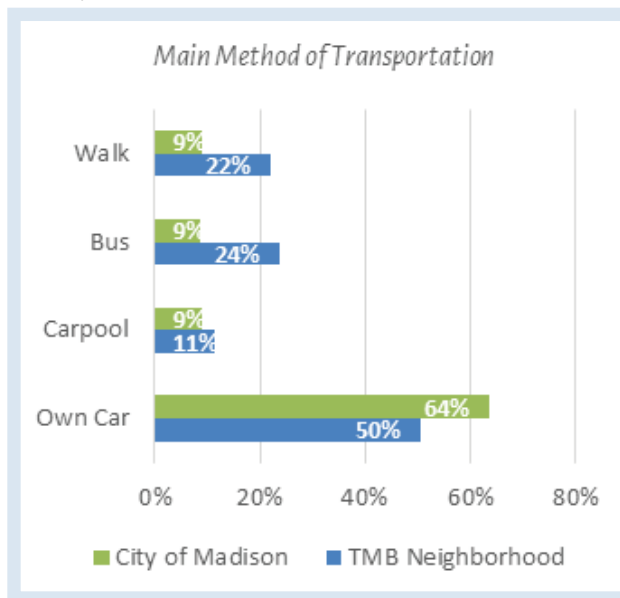
Half of the TMB population takes the bus or walks to destinations. The walk score rating of the neighborhood is over 80%, which means that residents can accomplish most errands on foot.

Transit serves the area relatively well. There are 18 bus stops in the neighborhood, all accessible along major roads. There are 6 bus routes serving the area (5, 13, 27, 47, 48, 75) during weekdays. Routes 5 and 13 offer

all day service and stop at least every hour. Route 5 stops every 30 minutes on weekdays (not weeknights, or weekends); Route 13 stops every 30 minutes during weekday peak hours (not midday, weeknights, or weekends). Three routes offer peak hour service: 27, 48, and 75.

While Triangle residents benefit from their location, they are also hemmed in by the major road corridors, which provide fast, convenient access, but are also inconvenient and uncomfortable to cross, especially for the very young, seniors and people living with disabilities.

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



Source: 2012 Bureau of the Census, ACS 5 YR Estimate

It is also the case that the single public street 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, if the intersection of Braxton Place/South Park Street were to be blocked due to an emergency, it would be very difficult for emergency personnel to access the Triangle. Also, if there were a fire at an apartment building, or a flood, it would be extremely difficult to evacuate residents via the only street into the area, especially residents with mobility limitations.

Table 4.7 Housing Units by Building in the Triangle Area

Building/Year Built	Dwelling Units	Community Space
Bayview/1971	102 units/5 buildings	Community Center, offices, greenspaces, playground, basketball court, outdoor classroom, outdoor patios and seating areas
Britting-ham/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/meeting room
Parkside Tower, and Townhouses/1978	95 units/4 buildings	Meeting room, outdoor patio and seating area
Total Units	440	

Utilities

The planning study area has two major utility easements (See Map 4.2 - Public Utility Limitations). A large storm water facility collects water from precipitation and snow/ice events. The 12-foot diameter pipe 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 Utility Limitations



Map 4.3 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.

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 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.

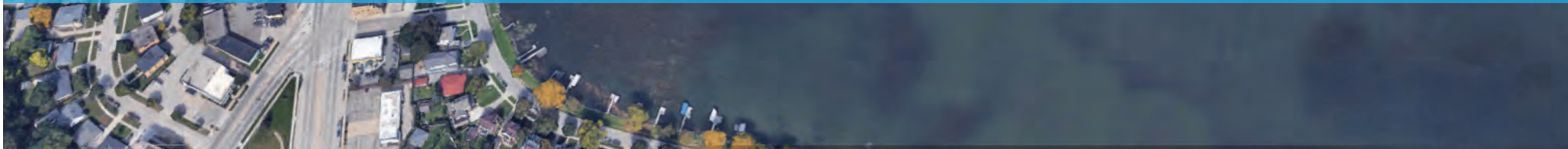


Community Interactions

- Monona Bay Neighborhood Association is a resident based organization that serves the entire planning study area. This volunteer based organization works with Bayview Foundation, Inc. to strengthen ties between the Triangle and Bay areas.
- Some CDA residents recently started the Triangle Neighborhood Association, which will primarily serve residents living in CDA–owned properties.
- Bayview Community Center primarily serves the residents living at Bayview Townhomes. A majority of CDA residents who responded to recent surveys indicated that they do not use this community center, and some are even hesitant to do so at this time. They also indicated very limited use of programs and services at nearby Neighborhood House Community Center, Downtown Senior Center, and Romnes Senior Center.



CHAPTER FIVE
Anticipated Changes and Trends



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. The first two opened up as market-rate housing, and the 8Twenty Park is an affordable housing development.

This growth and development trend has reached the Triangle Monona Bay planning study area and will continue to over the next 10 to 15 years.

On South 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.

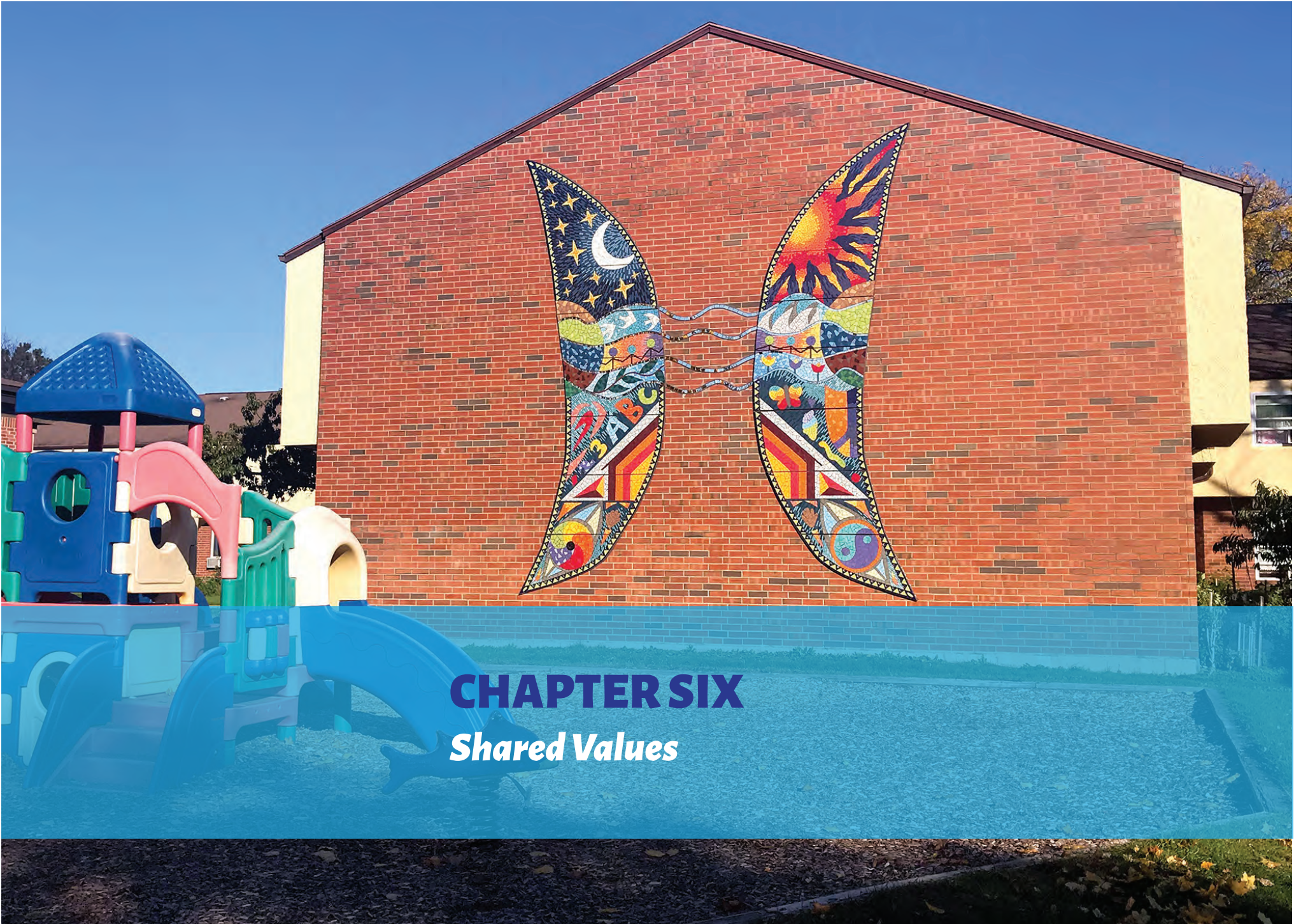
In addition, Bus Rapid Transit and Smart Street Technology are planned for Park Street, further expanding possibilities for growth, development, and mobility in this area.

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 starting in the next couple of years, with new housing for existing and new residents, a new community center, and open space.
- Meriter Hospital owns a parking lot abutting South 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 office uses complementary to the University, Kohl 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.
- Within blocks of the planning study area, new developments such as The Dude and The Ideal offer market rate housing, and 8Twenty Park provides affordable housing.
- Continued increase of elderly and people living with economic disadvantages, chronic health conditions, mental illness, people at risk for homelessness, and those 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

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 and related 'complete neighborhood amenities.
- 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 among neighbors in the Triangle and people living near Monona Bay, in Greenbush and Bassett. We want our neighbors to get to know each other, form friendships, and share skills and resources.
- Build connections with and share resources fairly among neighbors with very different socio-economic backgrounds.
- Realize a high quality of life through health services, educational resources, employment training, commercial enterprises, recreation programs, arts/culture programs, events, 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 in relation to the bay, multicultural pride and traditions, and historic roots.
- Enhancing aesthetics, wayfinding, and amenities on neighborhood streets, walkways, and in the park.
- Improving connectivity, especially as it relates to safety, enjoyment, and convenience of pedestrians, bicyclists, and wheelchair users.
- 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*



Triangle Monona Bay Future Land Use Recommendations

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 in Map 7.1, on the next page.

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 (starting on page 24). 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 six areas, A to F, as shown to the right and on Map 7.1, page 23.

Recommended Changes to the Comprehensive Plan Future Land Use Map

Areas outlined on Map 7.1 are recommended for the following land use changes:

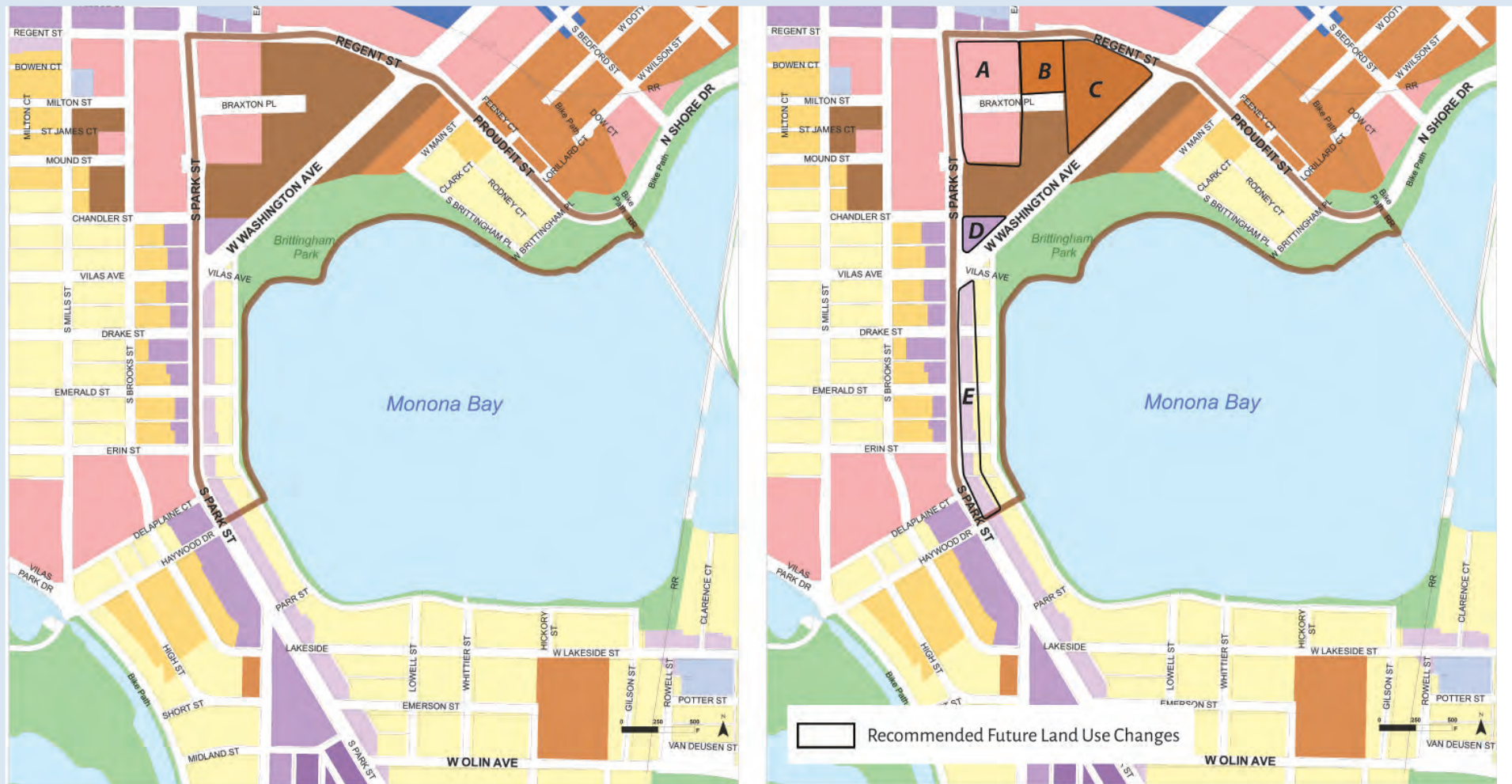
Area A—this plan recommends continued Employment (E), but with the addition of a building height range of 5 to 12 stories, and a stepback along South Park Street and Regent Street. This allows a minimum height of 5 stories, and maximum of 12 stories. There could be a mix of different building types with transitions to lower buildings.

Area B—this plan recommends a land use change from High Residential (HR) to Medium Residential (MR) with a building height range of 3 to 5 stories. The lower intensity designation will help preserve the existing housing scale and character, while still allowing property owners to build additional housing units that complement the existing neighborhood character.

Area C—this plan recommends a land use change from High Residential (HR) to Medium Residential (MR) with a building height range of 2 to 5 stories. The lower intensity designation will help preserve the existing housing scale and character, while still allowing property owners to build additional housing units that complement the existing neighborhood character.

Area D—this plan recommends continued Community Mixed-Use, but with a change to the building height range 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 E - 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.



Recommended Future Land Use Changes

Comprehensive Plan Future Land Use

- Low Residential
1-2 Stories
- Low-Medium Residential
1-3 Stories
- Medium Residential
2-5 Stories
- High Residential 4-12 Stories
- Park/Open Space
- Neighborhood Mixed-Used
2-4 Stories
- Community Mixed-Used
2-8 Stories
- Employment
- Neighborhood Plan Boundary Line

Recommended Changes

- Area A - Employment 5 to 12 Stories
- Area B - High Residential to Medium Residential 3-5 Stories
- Area C - High Residential to Medium Residential 2-5 Stories
- Area D - Community Mixed-Use 8-12 Stories
- Area E - Neighborhood Mixed-Use 2-3 Stories

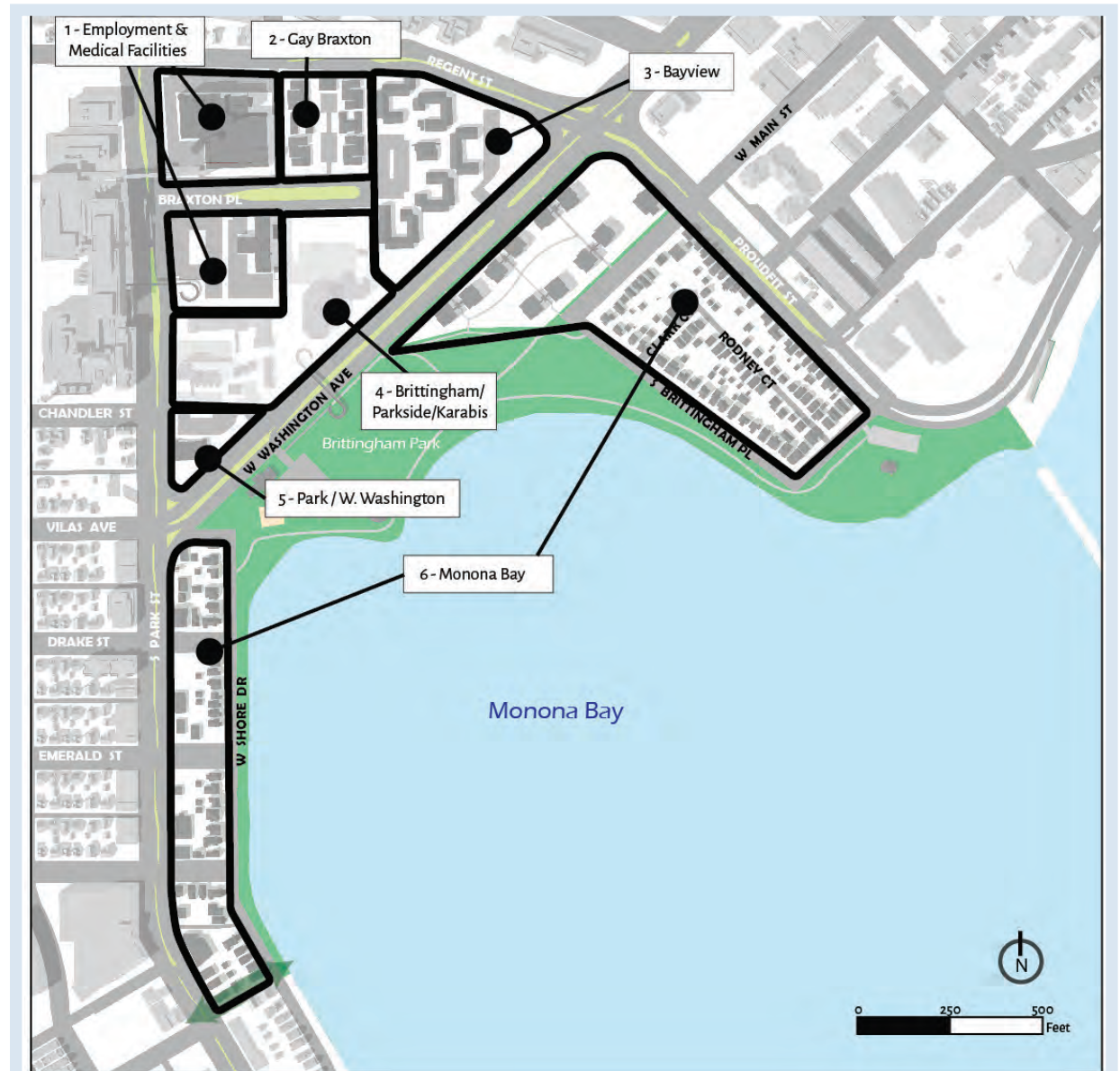
Map 7.1 City of Madison Comprehensive Plan Future Land Use Map and Recommended Future Land Use Changes

Future Land Use Focus Areas

Map 7.2 identifies six Future Land Use Focus Areas. Detailed recommendations for each of these focus areas begin on page 26.

Additionally, the following design details and those in Figure 7.1 on the next page are suggested guidelines for the planning study area. These design details are included to help the many residents in this area who live with a range of different mental health issues, mobility limitations, and age related challenges:

- 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 greenspaces that are publicly accessible and include 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
- Signage in languages commonly spoken in the neighborhood
- Signage with color-coding and symbols for people with dementia and other cognitive impairments



Map 7.2 - Future Land Use Focus Areas

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 guidelines 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 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.

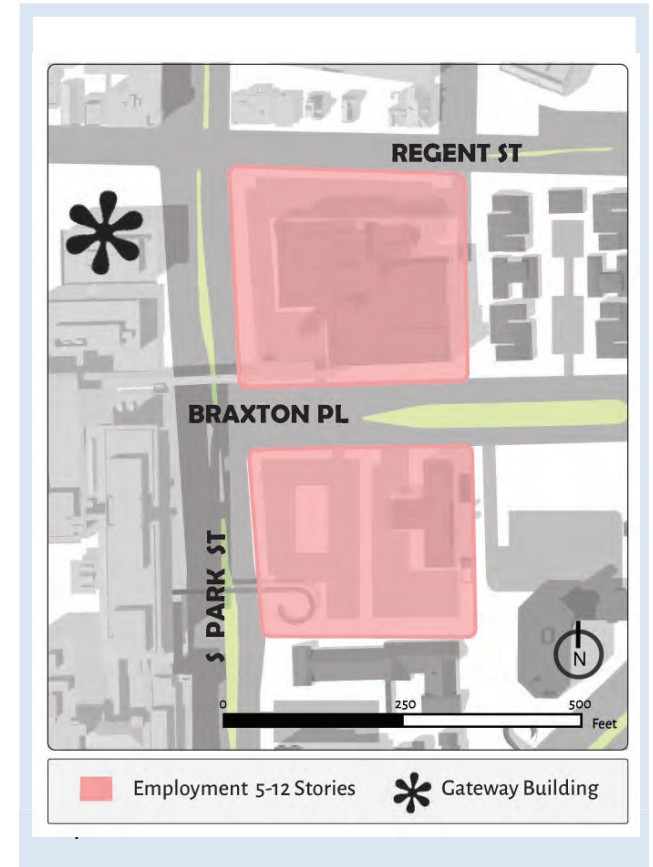
Triangle residents sometimes use the pedestrian overpasses to access Meriter Hospital medical services and the cafeteria.



Recommendations

Pursuant to the Comprehensive Plan Future Land Use Map and associated building height ranges, this plan recommends continued Employment land use for the medical facility properties (Map 7.3). This plan also recommends the following details:

- 5 to 12-stories; structured parking, possibly shared between employment and other uses.
- Transitions between the taller buildings, 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.
- Consideration of including a farmers market with an emphasis on locally sourced fresh food, arts and crafts, and other merchandise.
- Sanitary backflow preventers, and minimum elevations for entrances to main floors of buildings and underground parking.
- Electric car parking/smart charging.



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 Community Development Authority (CDA) owns and operates the Gay Braxton Apartments. This public housing complex is about 60 years old and includes 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

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.

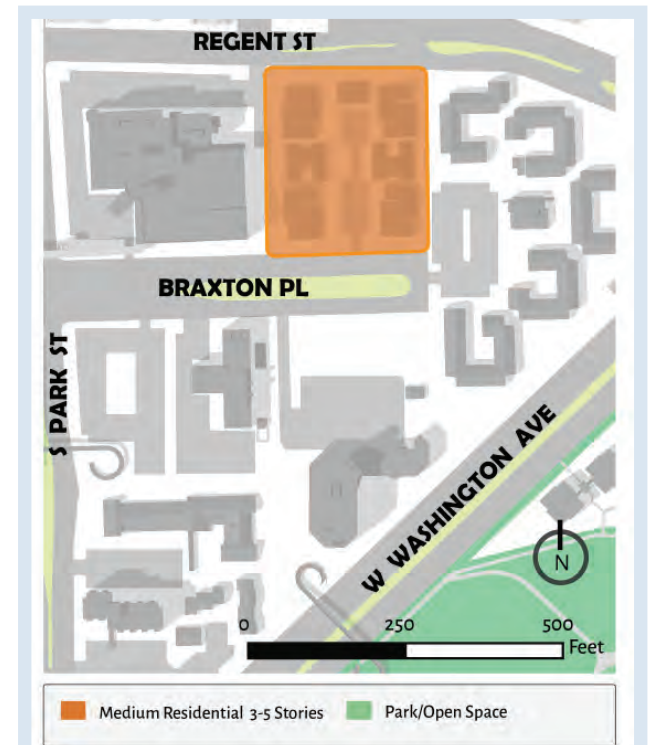
CDA will undertake its own in-depth planning process. This may take several years and it will start with extensive public engagement to determine what residents value most, and what changes they would like to see. There will also be a structural analysis of buildings, and financial assessment, followed 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 7.4, 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.



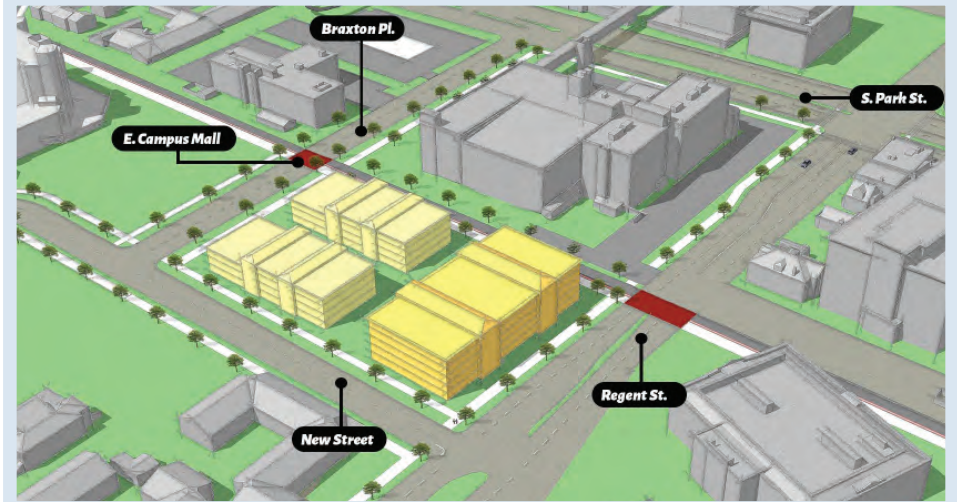
Map 7.4 Focus Area 2 - Future Land Use

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
- Above grade mechanicals

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, sanitary backflow preventers, and above grade mechanicals will help protect buildings

Recommendation Details – Gay Braxton Apartments

<u>What's There Now?</u>	<u>What's Recommended?</u>	<u>Why?</u>
<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 (see Figure 8.1 - East Campus Mall, page 40) • Outdoor exercise equipment and space for fitness classes and other group activities • Smaller private pathways that interconnect with publicly accessible pathways and sidewalks to increase residents' access and way-finding to amenities within the neighborhood, and to the larger community; pathways should be wide enough to accommodate all users, including people in wheelchairs and others with limited mobility • 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 (see Figure 8.1 – Proposed North-South Street, page 40) 	<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 277 is rich with multi-cultural and ethnic diversity. Most residents are people of color (98 percent), and non-Native English speakers (85 percent). Many are from Southeast Asia, followed by African American, and Latino backgrounds. There are approximately 120 children, and a growing senior population.

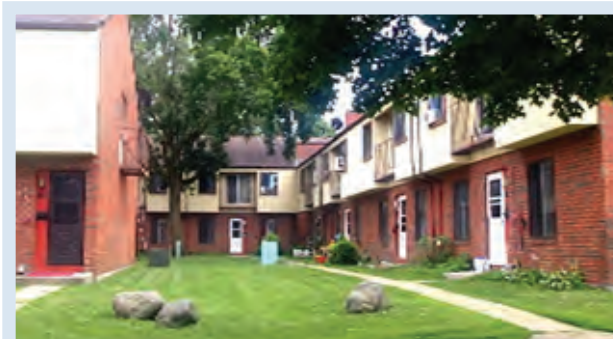
Residents feel safe and find comfort in the stability of the community. Extended families have made Bayview their home, many living there for decades and becoming close with their neighbors.

Many residents spend quality time 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 pedestrians often feel unsafe crossing the major streets bordering Bayview.



Bayview International Center for Education and Arts



Bayview Townhomes and Greenspace

Recommendation Summary

While Bayview is a beloved place, it is in need of upgrades. Bayview recently completed an extensive public engagement process, 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 and scale to its existing housing. There will also be a larger, more visible and publicly accessible community center.

In order to maximize highly valued greenspace and community gardens, Bayview is also planning to build two apartment style buildings that include underground parking. 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 7.5 Focus Area 3 - Future Land Use

Recommendation Details – Bayview Townhomes

What's There Now?	What's Recommended?	Why?
<ul style="list-style-type: none"> Affordable housing for income eligible families and individuals 	<ul style="list-style-type: none"> Increase the number of affordable housing units and add 10 market rate units; add 2 bedroom units 	<ul style="list-style-type: none"> Bayview would like to expand affordable, accessible housing for income eligible families and individuals using significant federal rent subsidies provided by HUD (Project Based Rental Assistance)
<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 	<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 <ul style="list-style-type: none"> 2-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 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"> Smaller private pathways that interconnect with publicly accessible pathways and sidewalks to increase residents' access and way-finding to amenities within the neighborhood, and to the larger community; pathways should be wide enough to accommodate all users, including people in wheelchairs and others with limited mobility 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 – limited parking, wide sidewalks, stormwater management features, native plantings, pedestrian enhancements, bike boulevard (see Figure 8.1, page 40) 	<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 Apartments 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.

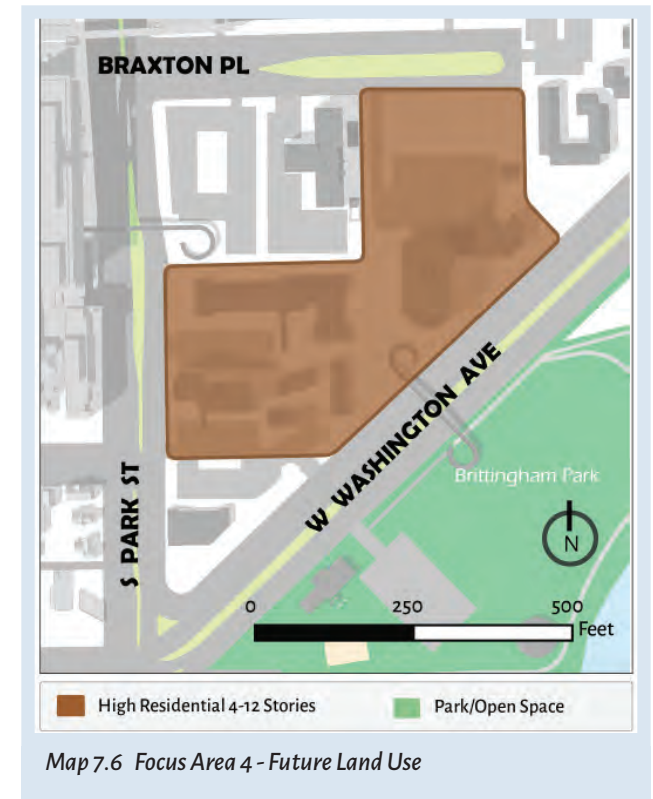
Some programs and services offered in the CDA buildings. This includes such things as Edgewood College nursing student services, free Monday meals hosted by Triangle Community Ministry at Brittingham cafeteria, and art workshops held by Triangle Community Ministry at Karabis community room.

What's recommended?

Pursuant to the Comprehensive Plan Future Land Use Map and associated building height ranges, this plan recommends continued High Residential land use (see adjacent Map 7.6). This allows a mix of buildings at different heights and scales. Additionally, buildings along West Washington Avenue should have adequate setbacks to allow for greenspace, wide sidewalks, and views of the Capitol.

To better connect residents to each other, and to amenities within the neighborhood and larger community, this plan also recommends a publicly accessible east-west pathway from South Park Street to the East Campus Mall (see Figure 8.3, page 42). This pathway could include shaded seating at regular intervals and connection to a variety of types of greenspaces, such as semi-private courtyards and gathering spaces.

In addition to specialized design of building interiors, this area's pathways, greenspaces, and other outdoor spaces should be designed for people living with disabilities. Suggested design details to accommodate the specialized needs of Triangle residents are included on pages 24 through 25.



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

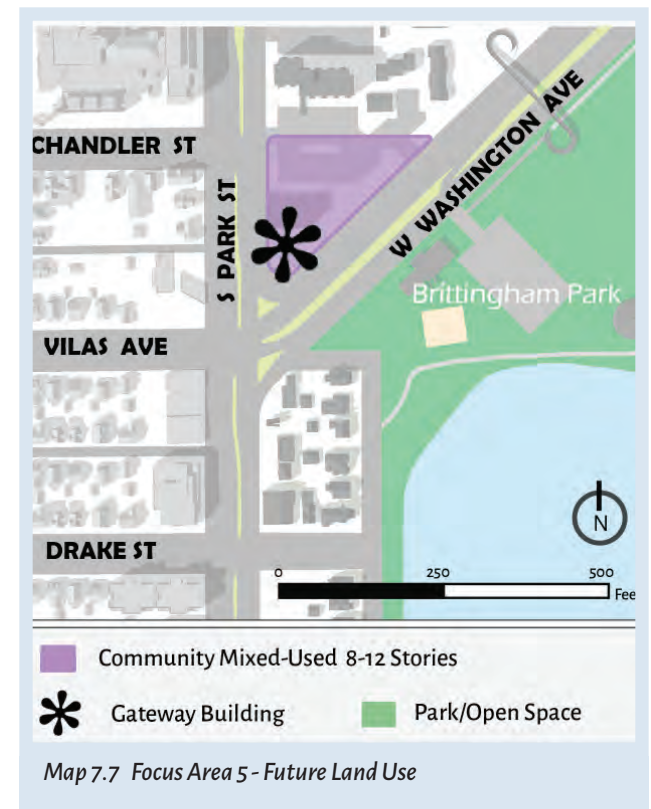
Pursuant to the Comprehensive Plan Future Land Use Map, this plan recommends Community Mixed-Use for this corner (see map 7.7). However, this plan recommends a building height range of 8 to 12 stories, rather than 2 to 6 stories as shown in the Comprehensive Plan. There should also be a stepback of 15 feet after the second or third story.

The recommended building height 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. There could also be 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.

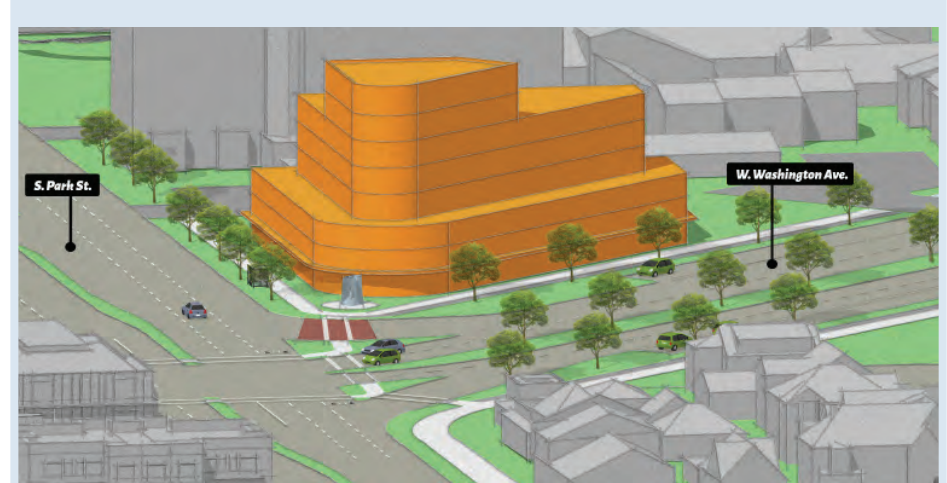
This plan also recommends an iconic gateway building at this corner, with unique and interesting architecture that complements and enhances the character, and context of the neighborhood. Detailed land use, housing, and urban design recommendations are included on the next page.





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 with a 15' stepback after the 2nd or 3rd story; 8 story building 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; maintain/expand specialty grocery, and also expand basic grocery offerings to better serve the broader population
- Provide adequate structured parking; consider including underground parking where feasible
- Wide terrace with street trees, public art reflective of history/other important neighborhood features
- Accessible, wide sidewalks; bike path between landscape terrace and sidewalk - 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 Park View Apartments front West Washington Avenue, and modest single-family and two-unit residential buildings on smaller lots predominantly characterize the Proudfit Street area. Residents include a mix of professionals, retirees, college students, and some families with kids. Brittingham Park and Monona Bay are close by, and there is convenient access to UW and downtown.

South Park Street frontage includes a smaller scale commercial/office mix, with many locally owned businesses. Lots are shallow and back directly onto the Low Residential area along West Shore Drive. Parking for the commercial/office uses is a challenge given the small lot sizes and limited on-street parking options.

What is Recommended?

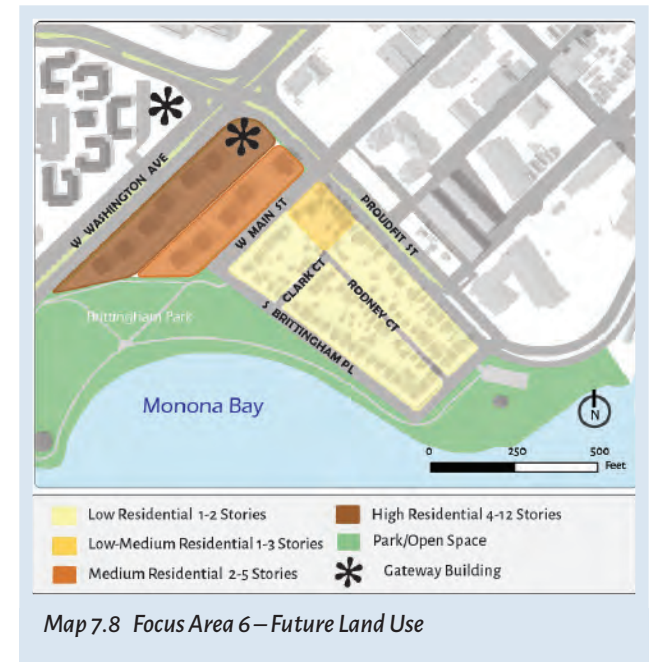
Pursuant to the Comprehensive Plan Future Land Use Map and associated building height ranges, this plan recommends buildings of 4-12 stories in the High Residential (HR) area along the south side of West Washington Avenue, with the tallest building (or building elements) located at the corner of Proudfit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

Also pursuant to the Comprehensive Plan Future Land

Use Map and associated building height ranges, this plan recommends that buildings of 2-5 stories in height 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) and Low-Medium Residential (LMR), 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 (limit size of porches) should be considered to help new buildings fit into the existing context. Event spaces should be restricted to the interior of new development between West Main Street and West Washington Avenue. 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.

Pursuant to the Comprehensive Plan Future Land Use Map, 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 Map 7.9, next page).

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



Map 7.8 Focus Area 6—Future Land Use

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.

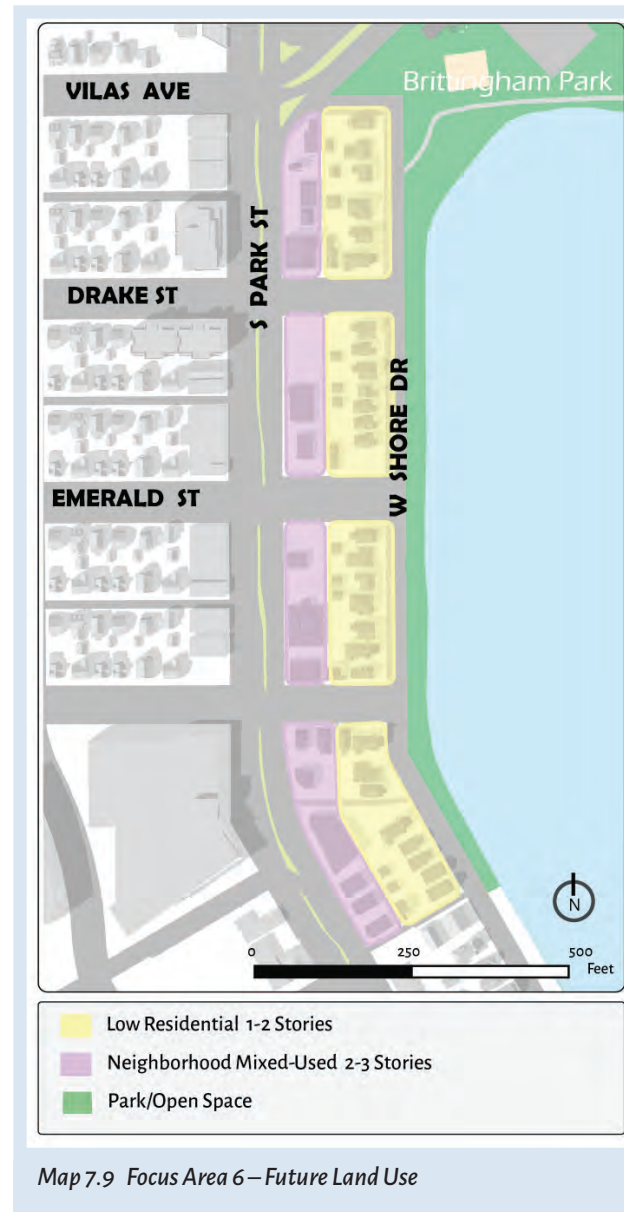
Along West Shore Drive, pursuant to the Comprehensive Plan Future Land Use Map and associated building height ranges, this plan recommends Low Residential with 1-2 story buildings to help preserve the existing scale and residential character.

Further Recommendations

- The original platted lot width of the Low Residential areas - 33', 35', 40', 44' to 50' - are predominant. This small frontage is essential to the character of the

area. To retain the small-scale housing character, this plan recommends 1) discouraging large assemblage of lots; and 2) discouraging demolition of structurally sound buildings.

- Replacement of a principal structure should be comparable to the size and scale of the existing structures.
- Target promotion of the City's homebuyer assistance, downpayment and closing loan, and rehabilitation loan programs.
- Create a program that helps potential homebuyers purchase a renter-occupied single-family or 1-4 unit multifamily building, and convert it to an owner-occupied building.
- Encourage the ongoing maintenance and upkeep of residential properties. Provide periodic information to property owners on city rehab loan programs for owner and rental properties to encourage reinvestment in the existing housing stock.
- As new market-rate and mixed-use residential developments are proposed, work with developers in the early stages to determine the feasibility of targeting some of these units as affordable for lower-income households by providing financial incentives through federal, state, or city programs.





CHAPTER EIGHT

Transportation Recommendations

Transportation Background

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 (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 effect on improving how people get around the neighborhood.

They include:

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



Figure 8.1 1950's Street Grid System on the Triangle



Map 8.1 New Street Location

Future, Improved Access:

New North-South Public 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 Figure 8.1 below).*

The proposed public 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.

A cross-section of the new public street is shown below in Figure 8.2, and design guidelines are on the next page. This plan also recommends that if and when the decision is made to build the public street, the City conduct a Racial Equity and Social Justice analysis of street design to help minimize unintended consequences.

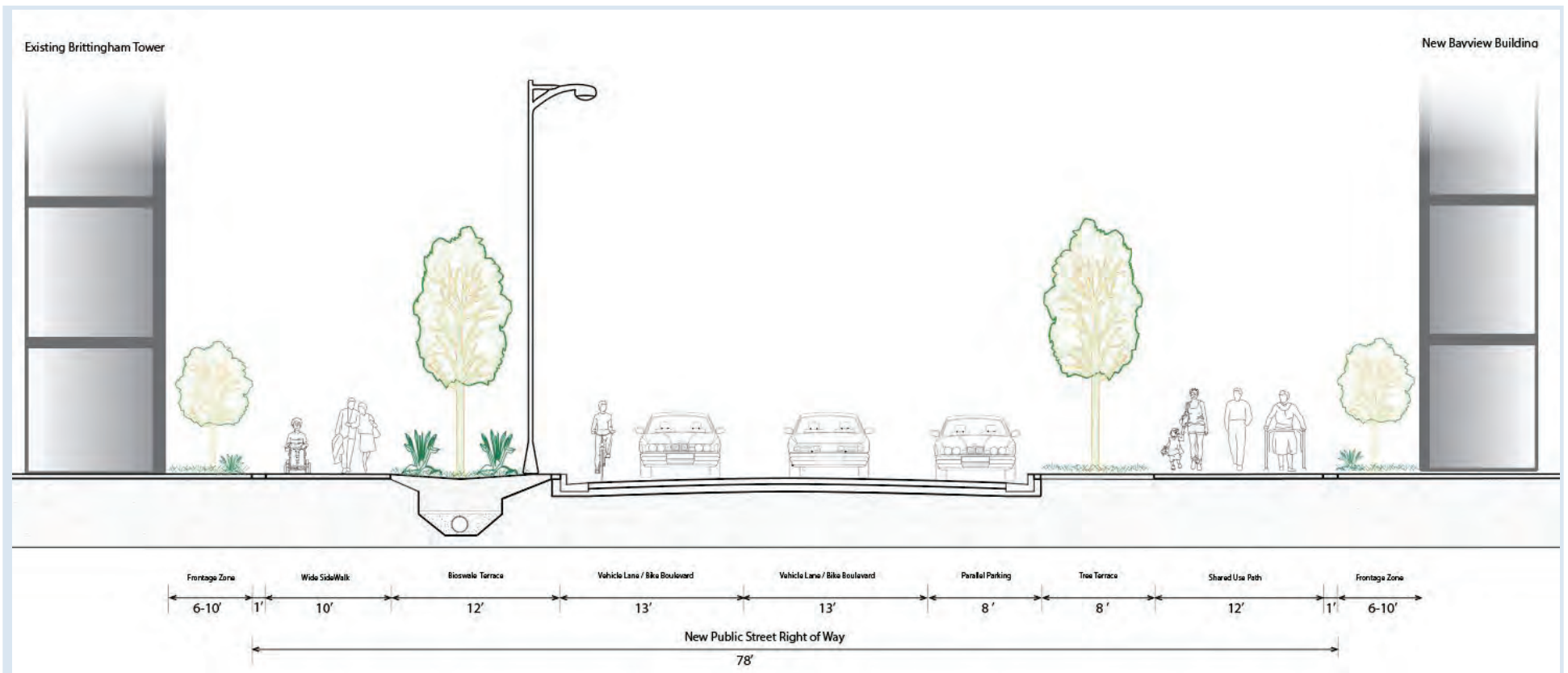


Figure 8.2 Proposed North-South Street.

*Note: As property redevelops, the City will work with property owners and other stakeholders to design the new public street right-of-way. The eventual design is likely to include modifications to this cross-section.

Guiding Design Principles for Narrow Street*

- 34 feet wide or narrower
- Minimum allowable speed limit
- Some 2-hour parking spaces
- Right in/right out only from Regent Street and West Washington Avenue
- Pedestrian crossings with bumpouts, tabletop crosswalks with tinted pavement, and more
- Minimum 7 foot wide sidewalks
- Bike boulevard
- Traffic circles
- Decorative lights
- Buildings fronting street and sidewalks
- Bus service, if future studies find it feasible

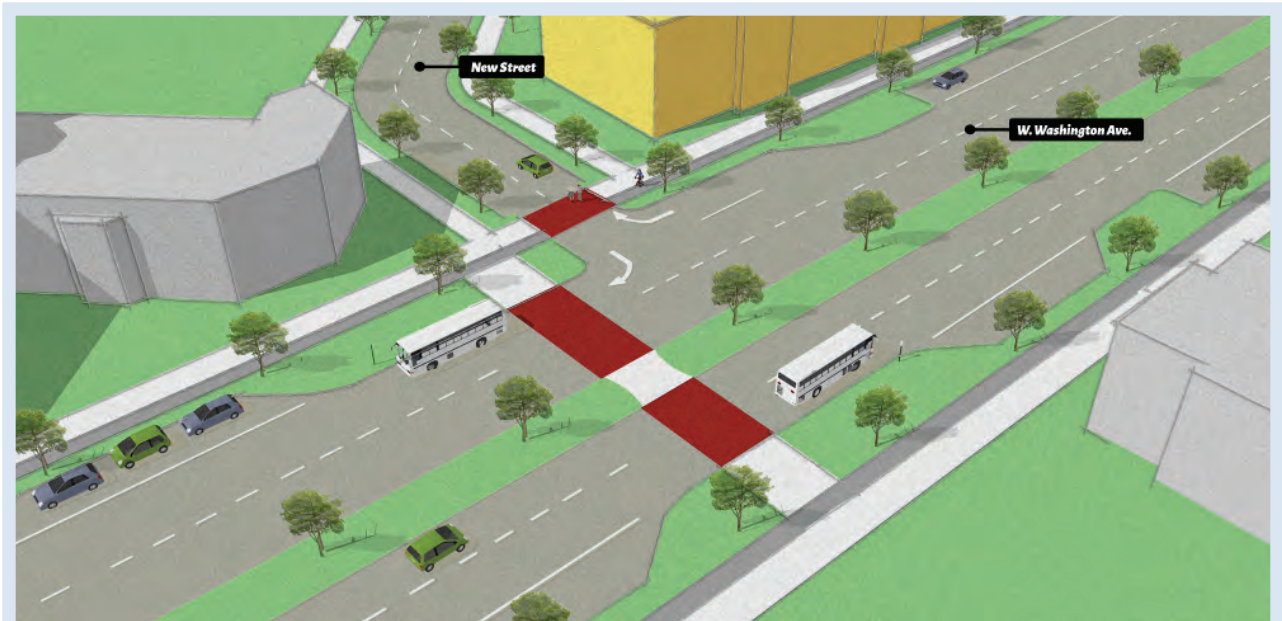
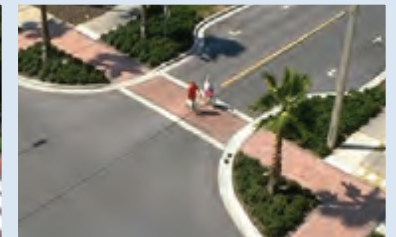


Figure 8.2 Intersection of Proposed New Public Street with West Washington Avenue

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.



*Note: As property redevelops, the City will work with property owners and other stakeholders to design the new public street right-of-way. The eventual design is likely to include modifications to these guidelines.

Future, Improved Access:

Rebuild Braxton Place

Braxton Place is a wide boulevard with a landscaped median and a large utility box for CDA apartments. As property owners plan to redevelop, the city could plan improvements to Braxton Place to make it a more pedestrian friendly and aesthetically pleasing entrance to the Triangle. This plan recommends that Traffic Engineering staff work with Planning to consider 24' wide pavement (exclusive of parking) and 11' sidewalks. 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.

Publicly Accessible Pathways

This plan recommends establishing a network of publicly accessible pathways that interconnect with public sidewalks and smaller private paths to increase residents' access, wayfinding, and connection to amenities within the neighborhood, and to the larger community (see Figure 8.3, adjacent). The pathways should be wide enough to accommodate all users, including people in wheelchairs and those with limited mobility. These publicly accessible pathways increase flow and permeability in and out of the neighborhood and conveniently connect people to each other and



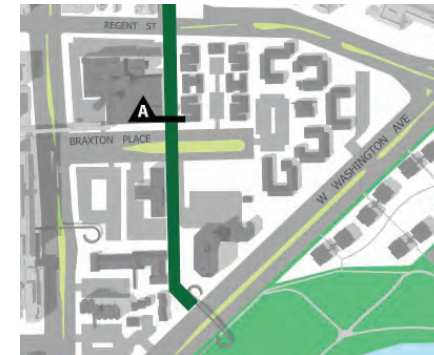
Figure 8.3— Publicly Accessible Pathways

to local amenities and resources such as greenspaces, parks, Monona Bay, the community center, community gardens, and play spaces.

The East Campus Mall extension through the Triangle to Brittingham Park is one of the recommended publicly accessible pathways (See Figure 8.4 below).

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.



Map 8.2 - East Campus Mall Extension

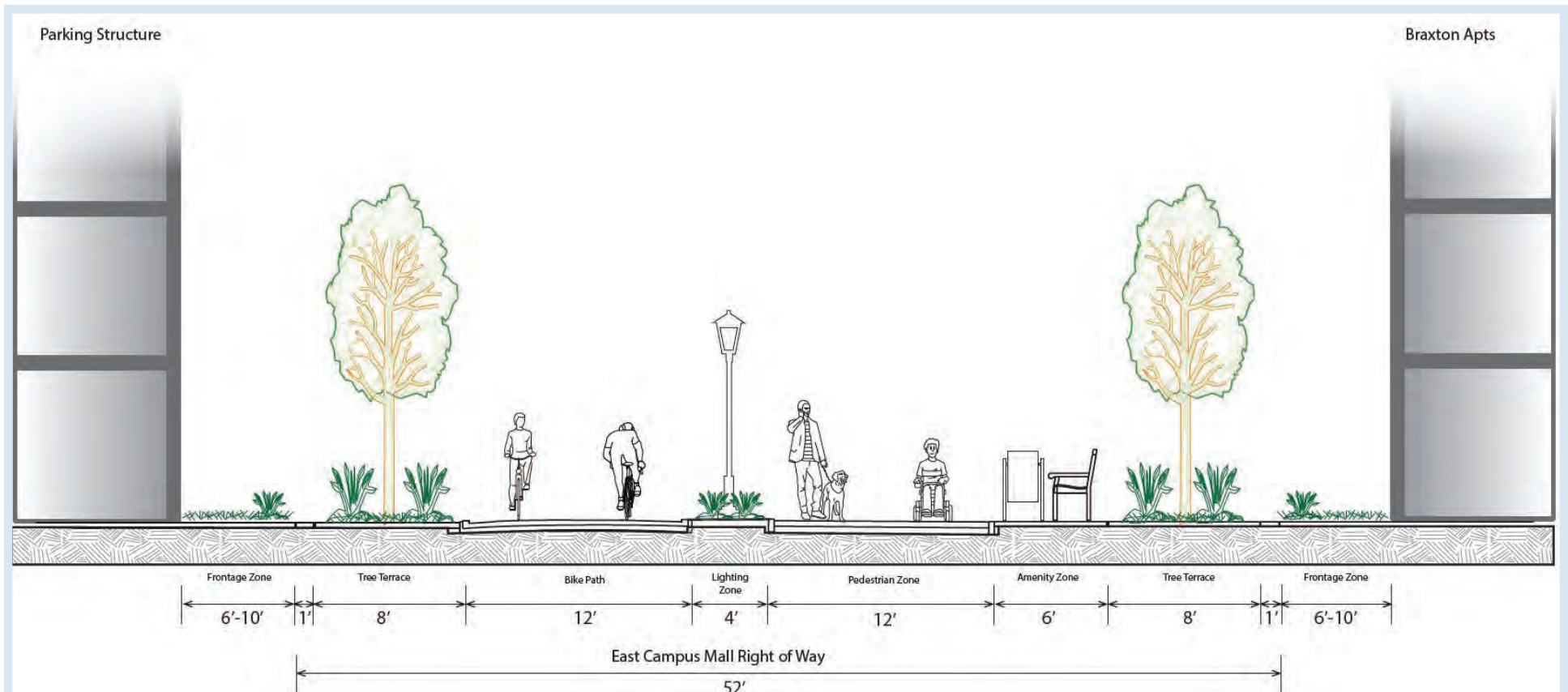


Figure 8.4 - East Campus Mall extension through the Triangle to Brittingham Park

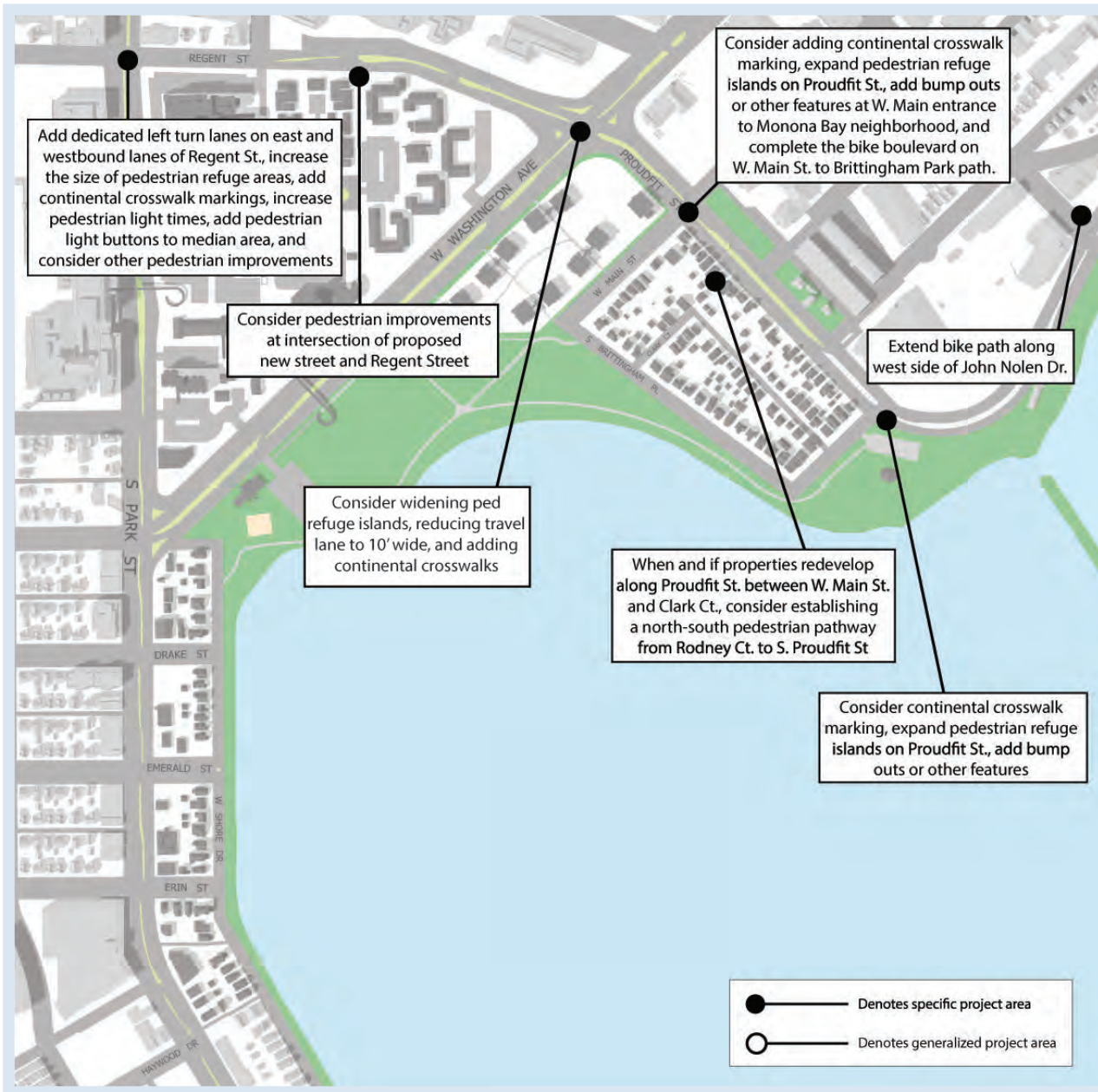


Figure 8.5 Recommendation Summary – Proudfit-Regent Street Corridor

<u>Table 8.1 Proudfit/Regent Street Corridor Recommendation Details</u>	<u>Implementers</u>
<i>Evaluate and consider implementing the following transportation recommendations:</i>	
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 Street 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 Street between West Main Street 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 8.6 Recommendation Summary—South Park Street

<u>Table 8.2 South Park Street Corridor Recommendation Details</u>	<u>Implementers</u>
<i>Evaluate and consider implementing the following transportation recommendations:</i>	
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 and Transportation for Bus Rapid Transit and consider bike facility improvements for streets parallel to South Park Street.	<u>Lead:</u> Traffic Engineering Division <u>Partner:</u> Engineering Division
2. Develop wayfinding signage that directs bicyclists to West Shore Drive bike boulevard, bike paths, and other parallel streets with lower vehicle miles traveled, slower speeds, and fewer larger vehicles such as semi-trucks and busses.	<u>Lead:</u> Traffic Engineering Division <u>Partner:</u> Engineering Division
3. 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
4. Coordinate South Park Street improvements with Smart Street features that could include transit signal priority and adaptive traffic signals, sensors that let busses know when pedestrians are crossing, traffic signals that gauge how many passengers are on buses, and if they are on schedule or not.	<u>Lead:</u> Traffic Engineering Division <u>Partners:</u> Madison Metro, Private property owners
5. Consider adding dedicated left turn lanes to the South Park Street/Regent Street intersection, widen pedestrian refuge island, add pedestrian crossing button to median, add continental crosswalk markings, and make other improvements (see Figure 8.7 on page 48).	<u>Lead:</u> Engineering Division <u>Partners:</u> Property owners and Engineering Division
6. Evaluate S. Park St. intersections with Regent Street, Braxton Place, Chandler Street., Vilas Avenue., Erin Street, Haywood Street, Emerald Street, and Drake Street and implement feasible enhancements for pedestrian/bike comfort and safety, and improve traffic management.	<u>Lead:</u> Traffic Engineering Division <u>Partners:</u> Engineering Division
7. South Park Street/West Washington Avenue/Vilas Avenue intersection - eliminate one west-bound travel lane, expand the pedestrian refuge island, realign the crosswalk from Vilas Avenue to shorten crossing distance; add tinted pavement and tabletop to define crosswalk; and landscape and/or add public art (see Figure 8.8 on page 49).	<u>Lead:</u> Engineering Division <u>Partners:</u> Traffic Engineering Division

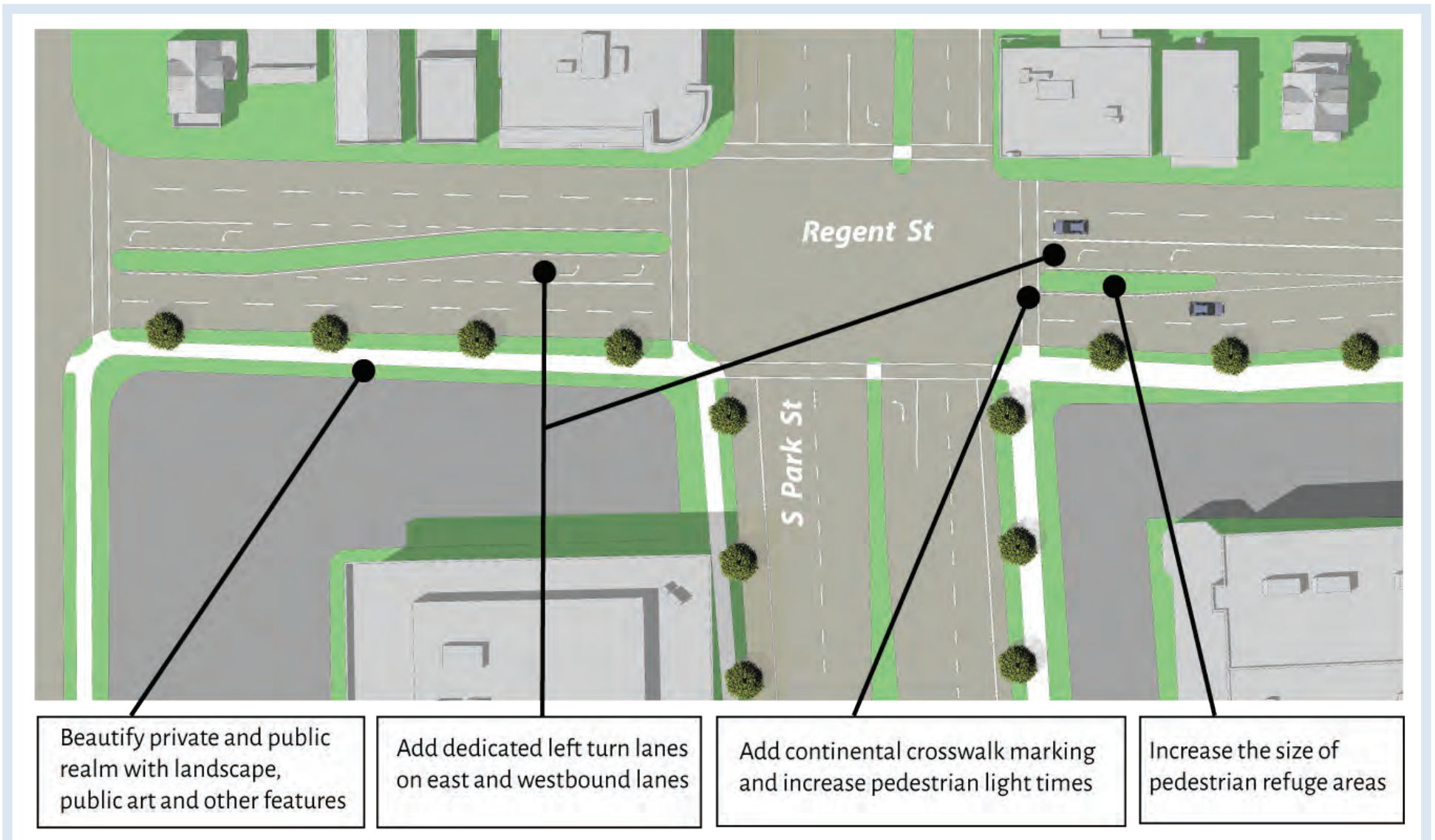


Figure 8.7 Recommended Improvements to Regent/South Park Street Intersection

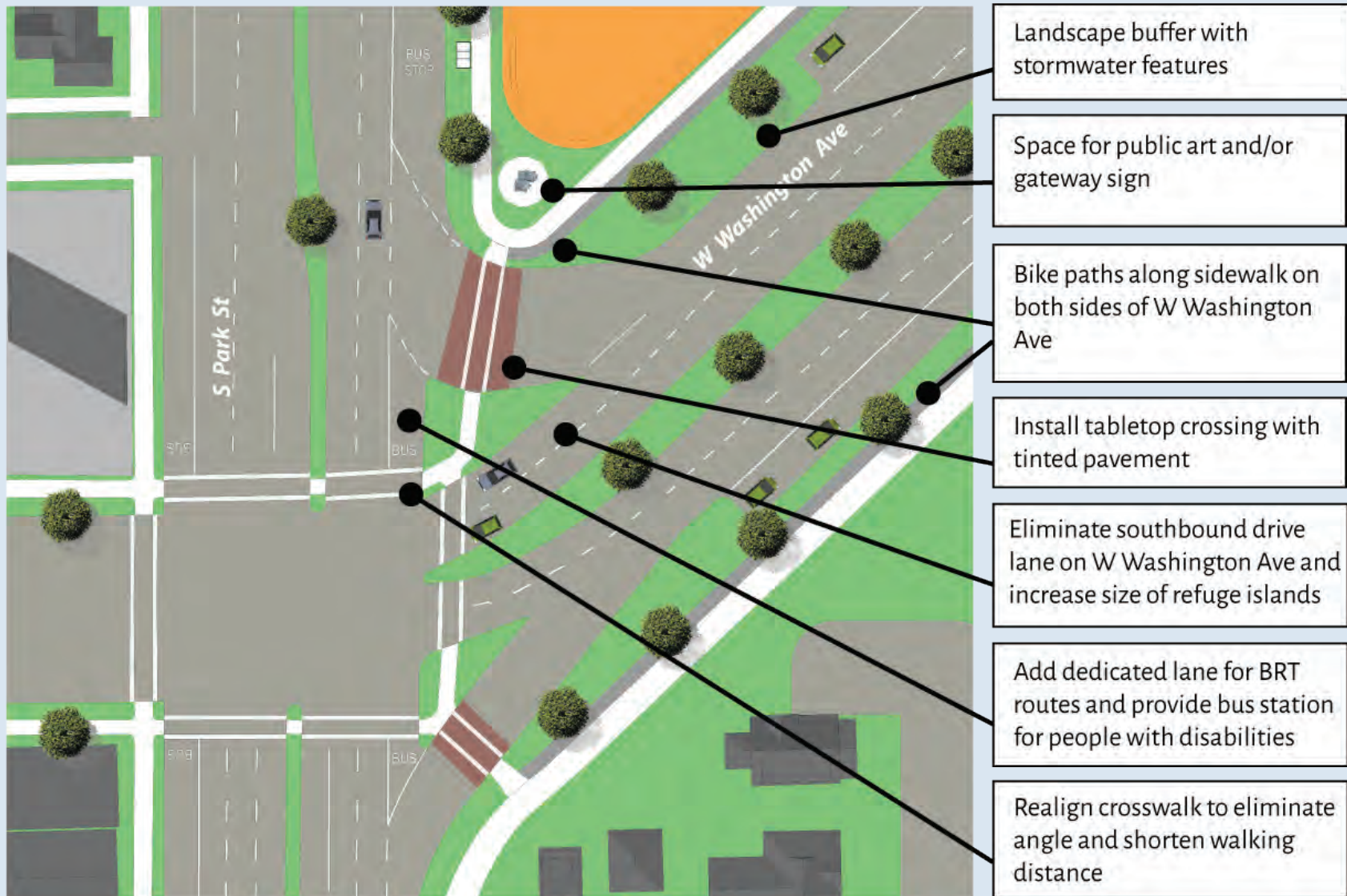


Figure 8.8 Recommended Improvements to West Washington Avenue/South Park Street Intersection

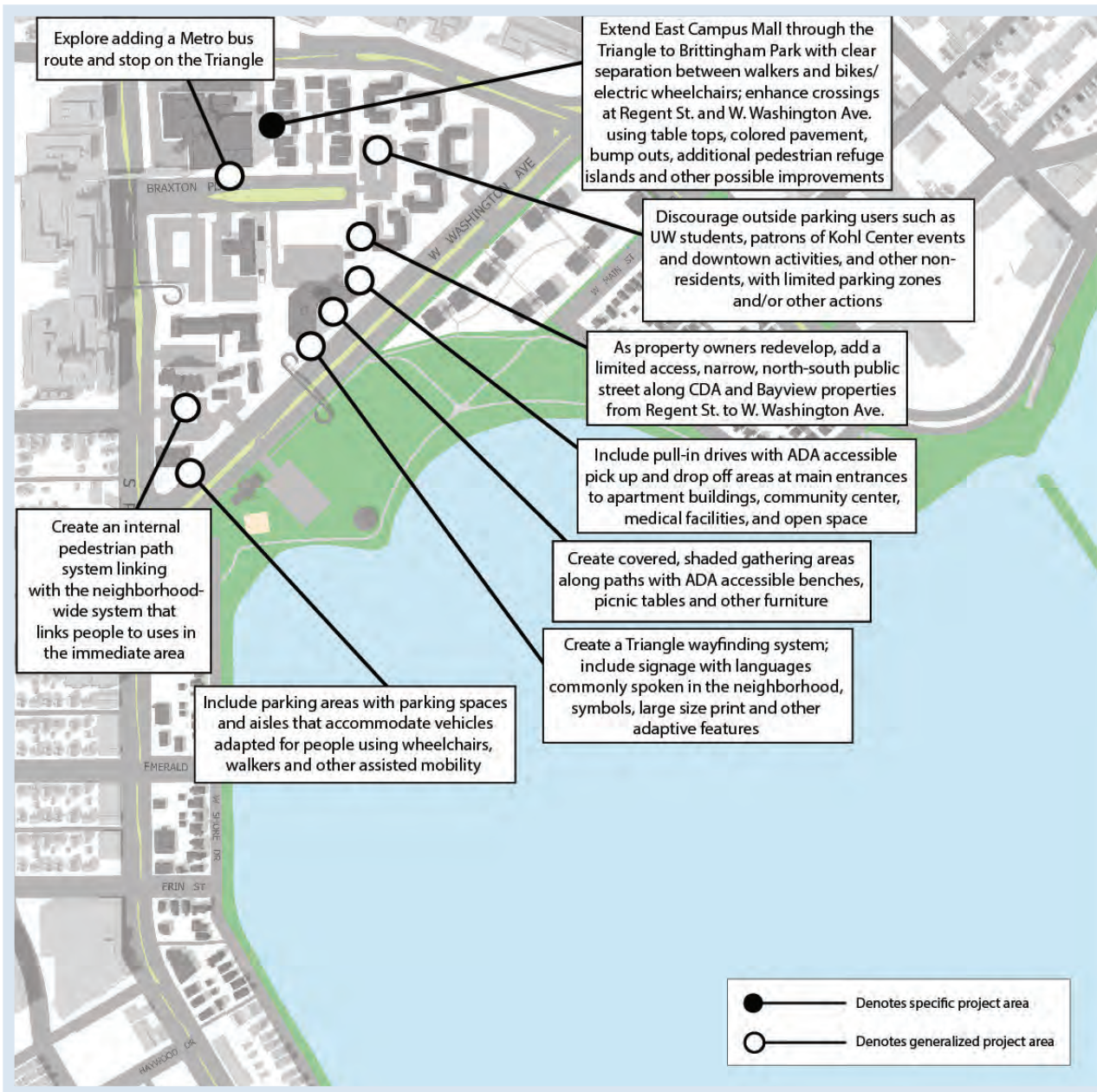


Figure 8.9 Recommendation Summary—Triangle Transportation

<u>Table 8.3 Triangle Transportation Recommendation Details</u>	<u>Implementers</u>
<i>Evaluate and consider implementing the following transportation recommendations:</i>	
1. Extend East Campus Mall through the Triangle to Brittingham Park with clear separation between walkers and bikes/ electric wheelchairs; enhance crossings at Regent Street and West Washington Avenue using table tops, colored pavement, bump outs, additional pedestrian refuge islands, and other possible improvements.	<u>Lead:</u> Traffic Engineering Division <u>Partners:</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 Street to West Washington Avenue (see cross-section in Figure 8.2, page 40 and Design Guidelines on page 41).	<u>Lead:</u> Engineering Division <u>Partners:</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
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.	<u>Lead:</u> Madison Metro



Figure 8.10 Recommendation Summary – West Washington Avenue

<u>Table 8.4 West Washington Avenue Recommendation Details</u>	<u>Implementers</u>
<i>Evaluate and consider implementing the following transportation recommendations:</i>	
1. Evaluate adding protected bike lane between sidewalk and street terrace, and other corridor improvements.	<u>Lead:</u> Traffic Engineering Division <u>Partners:</u> Engineering Division
2. Consider adding bump outs and other pedestrian enhancements at all crossings of West Washington Avenue.	<u>Lead:</u> Traffic Engineering Division <u>Partners:</u> Private property owners
3. Design intersection of recommended north-south street with West Washington Avenue with bump outs, continental crosswalks, slow speed signs, right-in, right-out only, and more (see Figure 8.2, page 41).	<u>Lead:</u> Traffic Engineering Division <u>Partners:</u> Engineering Division
4. Evaluate adding friction surface to pedestrian bridge to improve wheelchair and pedestrian traction.	<u>Lead:</u> Engineering Division <u>Partners:</u> Traffic Engineering Division

A scenic view of a lake with tall grasses and purple flowers in the foreground, and a forested shoreline in the background. The foreground is dominated by tall, golden-brown grasses and several purple, spiky flowers. The lake is a calm, blue-grey color, and the background shows a dense line of green trees under a clear sky. A semi-transparent blue banner is overlaid at the bottom of the image.

CHAPTER NINE
Parks and Open Space

Parks and Open Space Background

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 them 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 area 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).

Residents have indicated that the park needs more benches and picnic tables, and the bike path can feel dangerous and uncomfortable to slower moving travelers.

The Triangle area includes a rectangular shaped open grass area adjacent to the Brittingham Apartment tower and parking lot, a community garden, and an outdoor classroom and play area developed by Bayview Foundation, Inc. There are greenspace areas between Bayview townhouses and gardens in front of the apartment units. There is also a green corridor between Brittingham Tower and Karabis apartments. It includes a sidewalk and seating area surrounding a mosaic tile installation.

Recommendation Summary

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 9.1 on page 57. Detailed recommendations for Triangle greenspace are shown in Table 9.2 on page 58.

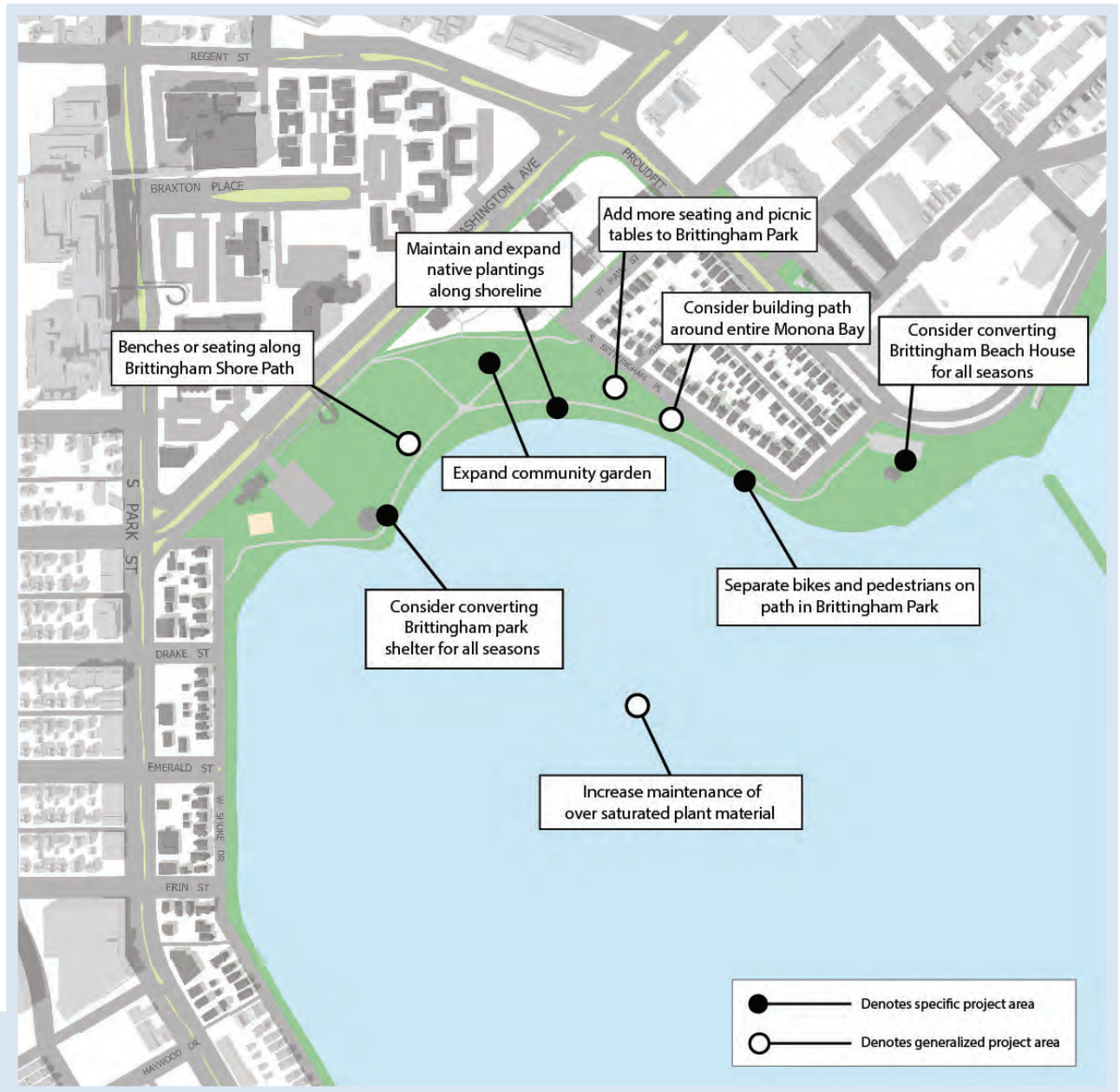


Figure 9.1 Recommendation Summary—Brittingham Park

<i>Table 9.1 Monona Bay Area Parks and Open Space Recommendations</i> <i>Brittingham Park Recommendations</i>	<i>Implementers</i>
<i>Evaluate and consider implementing the following recommendations:</i>	
<ol style="list-style-type: none"> 1. Add more picnic tables to Brittingham Park. 2. Separate bikes and pedestrians on path in Brittingham Park. 3. Evaluate converting Brittingham park shelter for all seasons (e.g. include facilities for ice skating and other winter activities). 4. 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. 5. Expand environmental education signs. 6. Improve Brittingham Park shelter reservation – language and access. 7. Continue to implement the best overall shoreline/groundwater management practices for flood mitigation including improved inflow filtration, landscaping, berm use, and infiltration features. 8. Continue to remove canary grass and thistles, and create native shoreline plantings emphasizing plant types up to 24” tall to discourage Canada geese from coming ashore while allowing for unobstructed lake views. 9. Plant more shade and flowering trees in the park. 10. Install regular, permanent shoreline benches at intervals along the ped/bike path. 11. Increase the number of trash and recycling receptacles along the ped/bike path; keep in service during ice fishing season. 12. Replace the dilapidated accessible pier with an improved, and expanded accessible pier in the same location. 13. Create sites for temporary and permanent public art installations at appropriate sites in the park. 	<p><u>Lead:</u> Parks Division</p>
<ol style="list-style-type: none"> 14. 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. 15. 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. 	<p><u>Lead:</u> Parks Division <u>Partners:</u> Brittingham Boats</p>
<ol style="list-style-type: none"> 16. Explore expanding the community garden. 	<p><u>Lead:</u> Community Groundworks <u>Partners:</u> Brittingham Boats</p>
<ol style="list-style-type: none"> 17. Increase frequency of shoreline clean-ups through continued volunteer and professional efforts. 	<p><u>Lead:</u> Residents</p>
<ol style="list-style-type: none"> 18. Increase frequency of weed harvesting in Monona Bay to maintain continuously open, navigable, fresh and safe water. 	<p><u>Lead:</u> State of Wisconsin</p>
<ol style="list-style-type: none"> 19. Review and evaluate options for restoring water quality and beaches. 	<p><u>Lead:</u> State of Wisconsin <u>Partner:</u> Parks Division</p>
<ol style="list-style-type: none"> 20. Expand Madison School and Community Recreation recreational programs in Brittingham Park. 	<p><u>Lead:</u> Madison School and Community Recreation <u>Partners:</u> Parks Division</p>
<ol style="list-style-type: none"> 21. Establish a ped/bike path around entire bay. 	<p><u>Lead:</u> Engineering Division <u>Partners:</u> Parks Division, Wisconsin and Southern Railroad</p>

<u>Table 9.2 Triangle Area Parks and Open Space</u>	<u>Implementers</u>
<i>Evaluate and consider implementing the following recommendations:</i>	
<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 (refer to Transportation Recommendations chapter for more details). 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><u>Leads:</u> 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><u>Leads:</u> City of Madison Engineering, Traffic Engineering Divisions, and private property owners</p>



CHAPTER TEN
Health and Wellbeing

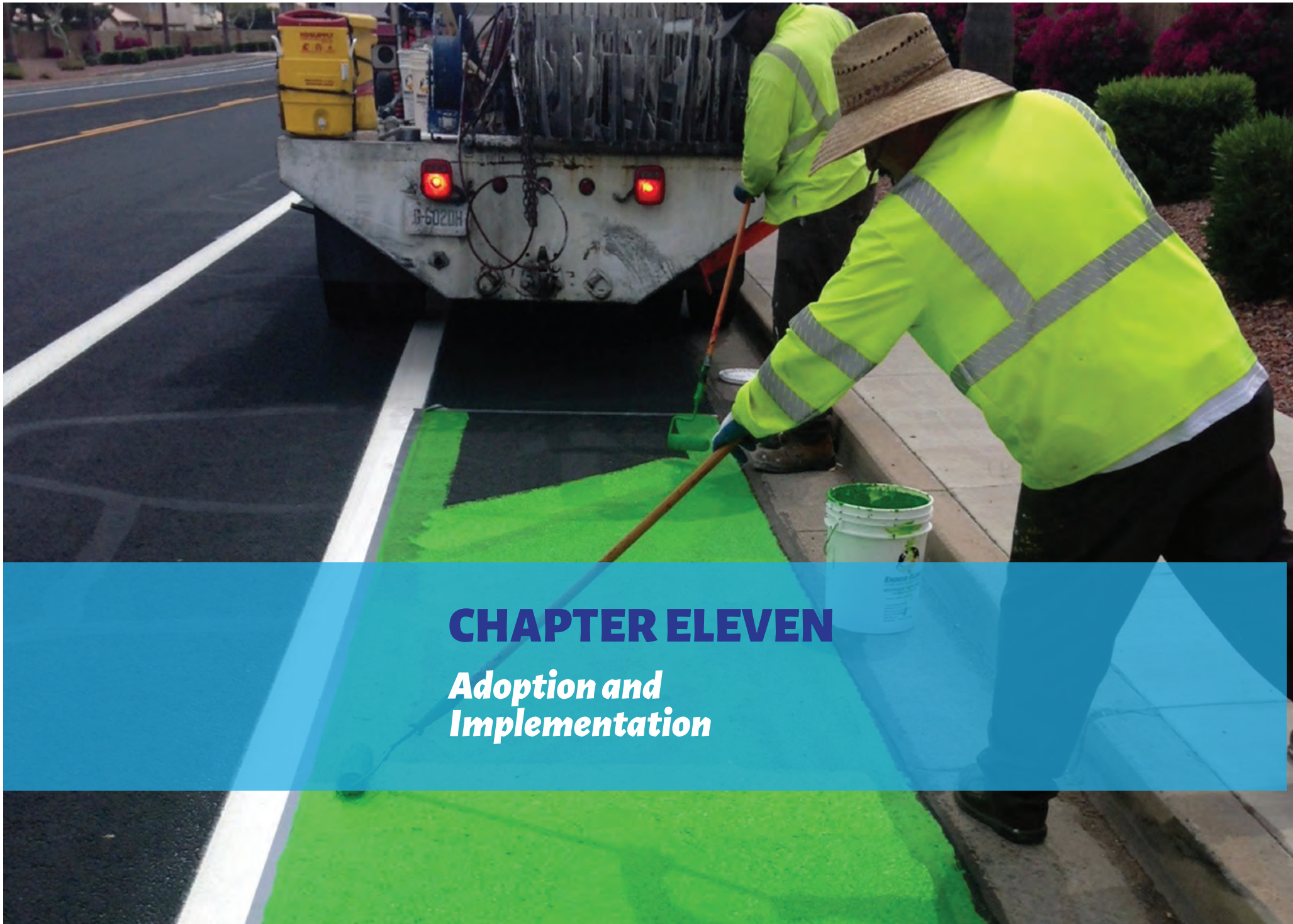
<u>Table 10.1 Health and Wellbeing Recommendation Details</u>	<u>Implementers</u>
<i>Evaluate and consider implementing the following recommendations:</i>	
1. With new CDA housing, consider creating a wellness/community center space in the first level of one of the new buildings; explore offering health 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 (also see Figure 10.1, page 61).	<u>Lead:</u> Community Development Authority <u>Partners:</u> Meriter Hospital, St. Mary's Hospital, UW Health Clinic, Davis Duehr Dean Eye Clinic, Group Health Cooperative, UW Madison Sports Medicine, Madison College, Edgewood College, Lion's Club
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.	<u>Leads:</u> Bayview Community Center, Triangle Community Ministry, and CDA social workers <u>Partners:</u> Big Step, YWCA, Literacy Network, Omega School, Urban League
3. Expand affordable childcare and youth programming for Triangle Monona Bay neighborhood residents.	<u>Leads:</u> Bayview Community Center, Neighborhood House Community Center
4. Encourage service providers to coordinate services around Triangle Monona Bay resident needs.	<u>Leads:</u> 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.	<u>Lead:</u> Triangle Community Ministry and Bayview Community Center
6. Develop market with affordable, fresh, and locally grown and made products, and services of area residents; locate market in central, accessible green space.	<u>Lead:</u> Residents <u>Partners:</u> Community Groundworks and others
7. Expand community gardens for Triangle Monona Bay neighborhood residents.	<u>Lead:</u> Community Development Authority and Bayview Foundation, Inc. <u>Partner:</u> 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.	<u>Lead:</u> Wisconsin Women's Business Initiative Corporation (WWBIC) <u>Partners:</u> City of Madison Economic Development Division and Madison College
9. Recruit local businesses to neighborhood; focus on restaurants, coffee shops, and markets offering affordable, nutritious food, including fresh, and prepared food.	<u>Lead:</u> City of Madison Economic Development Division

Figure 10.1 A Story: Heritage Park, and the Cora McCorvey Health and Wellness Center

Heritage Park, and the Cora McCorvey Health and Wellness Center, is the first care community of its kind to provide public housing and a range of services in one location to low-income older adults. Developed by the Minneapolis Public Housing Authority (MPHA) in 2013, the public housing campus community includes the Cora McCorvey Health and Wellness Center, two public housing high-rises, and an assisted living/memory care facility, the first of its kind in the nation. The MPHA gathered a set of unique providers to serve older adults under one roof at the health and wellness center including clinic services, exercise classes tailored to older adults, physical, and occupational therapy services, home health and hospice, and adult day services.

MPHA and its partners designed a 'green' building that demonstrates energy savings, creates a healthy environment, utilizes renewable energy resources, such as solar and geothermal, and enhances the local ecosystems through innovative storm water management systems.





CHAPTER ELEVEN

Adoption and Implementation

Plan Adoption

The Triangle Monona Bay Neighborhood Plan was introduced to the Madison Common Council on April 30, 2019, and adopted on June 11, 2019, by Resolution No. 55528 (see Resolution, pages 64 through 65). Project staff worked with the Triangle and Monona Bay Ad-Hoc Neighborhood Plan Steering Committee and city agencies to develop plan recommendations that address the issues and opportunities of the planning area. Project staff drafted and redrafted the recommendations, then circulated drafts for City agency and public input. Project staff carefully considered input, and made edits to the recommendations.

The plan is now a supplement to the City's Comprehensive Plan. It is a framework for lead implementation agencies and organizations to improve the planning area. Lead agency implementers will incorporate neighborhood improvement projects in capital or operating budgets and work plans, and other lead implementers will work to carry out recommendations assigned to them in the plan. Other implementation tools may also be used such as the City's Tax Incremental Finance program, and public and private grant monies.

Inclusion of Projects in City of Madison Operating and Capital Budgets

The Triangle Monona Bay Neighborhood Plan recommendations provide guidance for proposed improvements. Implementation includes the lead implementers and partners. Plan implementation of neighborhood projects and programs is contingent

upon available resources. Policy makers are responsible for the allocation of resources for the entire City and thus funding for Triangle Monona Bay Neighborhood Plan recommendations will be weighed against other worthy projects citywide. Because of scarce resources, it will be important to understand that City/public funding of proposed improvements is, and will be, in competition with existing projects, and in many cases, will require special earmarking of funding to undertake projects as well as ongoing maintenance costs. Securing funding from outside sources, leveraging funding with other available funding, or dovetailing proposed new projects with planned projects will help in implementing the desired activities and projects.

The Planning Division will monitor implementation status of plan recommendations and work to update the plan within 10 to 15 years.

Triangle Monona Bay Neighborhood Plan Resolution 55528, April 30, 2019

Department of Planning and Community and Economic Development

Fiscal Note

There is no fiscal impact associated with the adoption of the Plan. Implementing recommendations within the Plan will require the inclusion of expenditures in future capital and operating budgets, subject to Common Council approval at that time.

Title

Adopting the Triangle Monona Bay Neighborhood Plan as a Supplement to the City of Madison Comprehensive Plan and dissolving the Triangle and Monona Bay Ad-Hoc Neighborhood Plan Steering Committee.

Body

WHEREAS, the City of Madison Comprehensive Plan, adopted August 7, 2018, recommends the adoption of neighborhood plans for established residential neighborhoods within the City; and

WHEREAS, the Community Development Authority plans to redevelop and rehab its housing on the Triangle in the next 5 years and other area property owners plan to make significant changes to their properties in the next 10 years; and

WHEREAS, the Community Development Block Grant (CDBG) Committee designated the Triangle and Monona Bay Planning Study Area (Census Tract

12.O, Block Group 1 – see Attachment 1) as a CDBG Concentration Neighborhood for the purposes of providing planning assistance; and

WHEREAS, the Department of Planning and Community and Economic Development utilized the City's Racial Equity and Social Justice tool to develop the Triangle and Monona Bay (TMB) Neighborhood planning process and to define membership positions for the Triangle and Monona Bay Ad Hoc Neighborhood Plan Steering Committee (Steering Committee); and

WHEREAS, the Steering Committee, which the Mayor appointed and the Common Council confirmed, guided the planning process and met 16 times from February 2018 to April 2019 to review and discuss background data, issues, opportunities, public and stakeholder input, and draft recommendations of the TMB Plan; and

WHEREAS, representatives from the City of Madison Steering Committee, Monona Bay Neighborhood Association, Community Development Authority, and Bayview Foundation, Inc. solicited community ideas and input through stakeholder interviews and focus group discussions, surveys, individual conversations, three public open house events and neighborhood association and other community meetings; and

WHEREAS, the TMB Plan describes the desired future of the planning study area and provides recommendations to guide land use and urban design, including recommended changes to the City's Comprehensive Plan Future Land Use Map (see Attachment 2); and

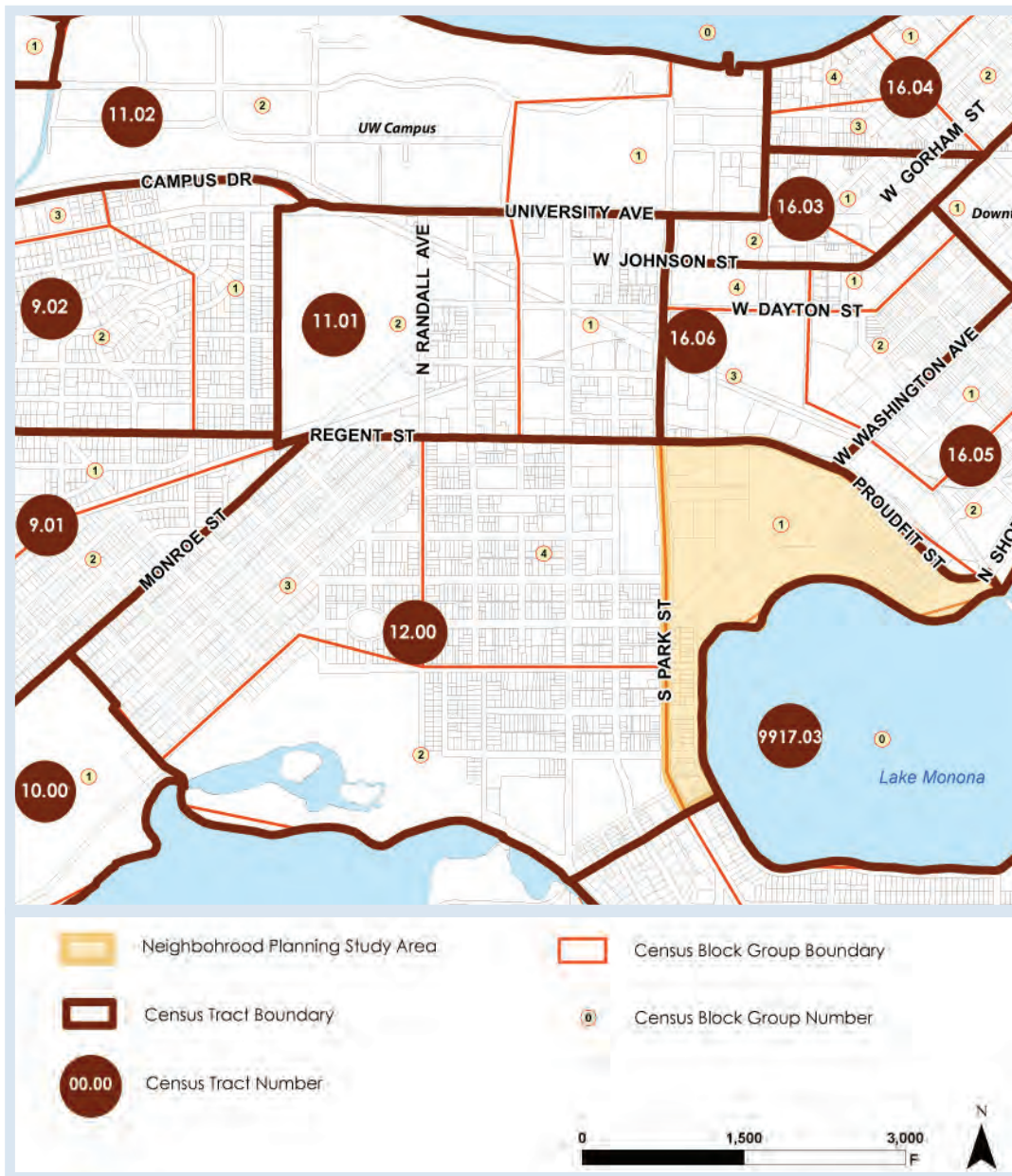
WHEREAS, the TMB Plan also provides recommendations to enhance transportation, improve community health and wellness, expand community programming and services, upgrade parks and open spaces, increase housing diversity with a range of affordability options, improve housing quality, preserve existing housing scale and character in low residential areas, incorporate age friendly and specialized design for people with disabilities.

NOW THEREFORE BE IT RESOLVED, that the Common Council does hereby adopt the Triangle Monona Bay Neighborhood Plan and the recommendations and implementation steps contained therein as a supplement to the City's Comprehensive Plan; and

BE IT FURTHER RESOLVED, that the appropriate City agencies consider including the recommendations of the Triangle Monona Bay Neighborhood Plan in future work plans and budgets; and

BE IT FURTHER RESOLVED, that upon adoption of the Triangle Monona Bay Neighborhood Plan, the Mayor and Common Council do hereby dissolve the Triangle and Monona Bay Ad-Hoc Neighborhood Plan Steering Committee; and

BE IT FINALLY RESOLVED, that the Department of Planning and Community and Economic Development shall monitor the implementation status of recommendations included in the Plan and shall work to update the Plan within 10-15 years.



Attachment 1 - Planning Study Area and Census Tract/Block Boundaries



Attachment 2 -
Recommended
Changes to City
Comprehensive Plan
Future Land Use Map

Comprehensive Plan Future Land Use			Recommended Changes	
Low Residential 1-2 Stories	Neighborhood Mixed-Used 2-4 Stories	High Residential 4-12 Stories	Area A - Employment 5 to 12 Stories	
Low-Medium Residential 1-3 Stories	Community Mixed-Used 2-8 Stories	Park/Open Space	Area B - High Residential to Medium Residential 3-5 Stories	
Medium Residential 2-5 Stories	Employment	Neighborhood Plan Boundary Line	Area C - High Residential to Medium Residential 2-5 Stories	
			Area D - Community Mixed-Use 8-12 Stories	
			Area E - Neighborhood Mixed-Use 2-3 Stories	

