

Chat from 1/12/2023 TOD Overlay Zoning Meeting

18:12:37 From Don Ferber to Everyone:

Doesn't TOD also enhance sense of community and people's sense of satisfaction with where they live?

18:14:30 From Charlie Wills to Everyone:

How much of the BRT federal grant is connected to the approval of the TOD before the \$100+ million dollars is given? Seems like it's money driven in the short term for something that isn't used in our city

18:16:47 From Helen to Everyone:

Why was historic included by Transportation Policy when it had been excluded based on prior recommendations?

18:19:13 From Charlie Wills to Everyone:

Another reasonable and good Point Helen

18:19:35 From Eric Pueschel to Everyone:

Previous exclusion was based on concerns that inclusion would require additional studies before federal funding would be available, city attorney has since indicated that concern is unwarranted.

18:19:36 From Kaplan, Samantha to Everyone:

Why ¼ mile? Looks very arbitrary. Shouldn't the buffer be based on walking distance to one of the centers or transportation corridors – not ¼ mile as the crow flies? Creates weird boundaries around some properties without consideration of actual thoroughfares, aesthetics, viewsheds and block neighborhood cohesiveness.

18:20:04 From Janet to Everyone:

As a permitted use, does that mean that those projects would not go to UDC or PC?

18:20:12 From Judy and Christopher and Christopher to Everyone:

We have too many single family zoning along main bus lines I think, would be nice to allow more like a 12 unit in the Tod if bus is there even if single family homes around

18:20:24 From Eric Pueschel to Everyone:

Agreed, 1/4 mile is not very far, staff should consider expanding.

18:20:40 From Anna Shen to Everyone:

Is the city coordinating transit with private and public services? For example, although we live in Hill Farms, my mom's geriatrician has moved from U-Station to Fitchburg, my eye care has moved from U-Station to Deming Way and the American Center on Hwy 151. West Towne adult and pediatric primary health has moved to Junction Rd. Primary care at 20 S. Park is moving out to the edges of town. The new UW healthcare complex will be at the American Center.

18:21:22 From Charlie Wills to Everyone:

I disagree. Make the multi family along the bus route only. You are ruining the intent and. Current master comp plan for those areas. Especially historic areas

18:21:38 From Kaplan, Samantha to Everyone:

Why not re-zone versus create a TOD?

18:22:10 From Charlie Wills to Everyone:

Huge money is tied to TOD from federal grants for BRT

18:22:21 From Charlie Wills to Everyone:

\$100+-M dollars

18:23:14 From A O to Everyone:

Question:

On the one hand you've stated this "Does not rezone properties"

On the other hand: you've stated and reading from "Legistar File ID #: 74703 – Transit Oriented Development (TOD) Overlay Zoning District" Nov 17 2022

1) "The TOD overlay zoning district: Permits the next increment of residential intensity within zoning districts "

But I note that this document nor your presentation does not define what is meant by "permits the next increment" means. Increment normally means to increment that zoning code.

If this does change zoning codes as you stated then where is that statement explicitly written in the proposed documents that zoning codes will NOT change?

If that sentence does not in the docs then why not add this sentence: "This does not change existing zoning for properties"

18:23:19 From Charlie Wills to Everyone:

We are trying to create transportation efficiencies on routes that are strangled by the nature of a city built on an isthmus

18:23:58 From Charlie Wills to Everyone:

Well said A O

18:24:37 From Janet to Everyone:

Will the "Chat" text be available in addition to the video recording following this presentation?

18:25:02 From Dave Stecher to Everyone:

Are there restrictions on driveway and curb cut widths for duplexes?

18:26:53 From David Wood to Everyone:

Parking is the elephant in the room. Everyone wants the higher density to drive mass transit, but experience is that many people will still want/have cars. How about extending the 2-hour zone parking to 24 hours (or eliminate parking without permit from 2am-6am) and limit the number of permits per property?

18:28:28 From A O to Everyone:

Question 2: When I read through "Legistar File ID #: 74703 – Transit Oriented Development (TOD) Overlay Zoning District" Nov 17 2022 it says that

properties currently zoned for SR-C3 will be changed to allow THREE family dwellings. (table 2)

It also says in the document that for dwelling that have THREE+ family units ...

"Creates additional site standards for buildings and automobile infrastructure for ... buildings with over two residential units to make development around high-frequency transit more pedestrian, bicycle, and transit friendly. The standards include:

- * Requiring building entrances be oriented towards the primary abutting street.
- * Implementing a two-story minimum building height

Question: Since this changes the houses on Manitowoc to 3 family houses AND this requires building entrances towards the transit area - are you requiring the houses on Manitowoc now have access via Mineral Point (essentially wiping out the fences by mineral point)? If not - where is this explicitly sta

18:29:07 From Anna Shen to Everyone:

Irrespective of the benefits or or non-benefits of TOD overlay, Federal approval of the Environmental Review, which includes review of potential direct and indirect adverse effects on historic districts, was granted based on exclusion of historic districts from TOD overlay. Since the city has changed the project to include historic districts, it appears that the federal review process should be reopened. The regulation that I believe applies states, "If the agency official will not conduct the undertaking as proposed in the finding, the agency official shall reopen consultation under paragraph (a) of this section."

18:29:14 From A O to Everyone:

... stated in the code

18:30:40 From Charlie Wills to Everyone:

Anna...these are questions they need to answer and be direct in. It affects nearly 70% of the area of TOD proposed

18:30:41 From Jean to Everyone:

Could you give some examples of "resources needed for daily living". I don't think mixed -used had been very successful along University Ave from Highland to eastward.

18:31:07 From David McLean to Everyone:

Regarding no parking minimums, does that mean that a single family lot could become a 3 unit rental with no parking?

18:35:52 From Janet to Everyone:

Please discuss the requirement to remove open space requirements and place the structures close to the road.

18:40:37 From David Wood to Everyone:

The fact that bus stops move is part of the problem. If you really want to help people plan, you need to lock down the location of transit stops.

18:42:56 From Edward Walker to Everyone:

Please save the chat

18:44:30 From Gail Martinelli to Everyone:

What are the standards for open space and green space in the TOD area?

18:51:23 From Dave Stecher to Everyone:

Isn't the TOD overlay based on the implementation of BRT, which has fixed stops? Many of the houses in the TOD zone that are within 1/4 mile of the BRT route are 1/2 mile or more from the closest stop.

18:53:31 From Kevin Crow to Everyone:

Would the new overlay permit Manitowoc PKWY to go to 4 - through -8 units. Based on its current zoning status?

18:54:17 From Kevin Crow to Everyone:

Manitowoc is currently SR-3

18:55:06 From Kaplan, Samantha to Everyone:

What protections are there in a historical district to prevent large rental companies from buying up single family historical homes to tear down to create new duplexes - esp. with the added motivation from the change in definition of family?

18:59:08 From Kaplan, Samantha to Everyone:

I am referring to National districts.

19:01:36 From Gail Martinelli to Everyone:

Would converting a 2 story home in TOD into a duplex be approved use in TOD? If so what would be allowed for the maximum density ?

19:05:08 From Kaplan, Samantha to Everyone:

Gail - I believe, Yes. And I believe with adoption of the new definition of family, there could be ten unrelated people. Does anyone else know if that is correct?

19:08:34 From Hayley Tymeson to Everyone:

I didn't have a car from age 18-26, and lived in an apartment building with no parking much of that time. We are out here!

19:09:11 From A O to Everyone:

Has anyone taken a walk toward Garner park (up the hill westbound) along the sidewalk from the corner of Whitney way and Mineral Pt and noticed that the air is nearly unbreathable there now? That new building and the shape of the land now just traps all that exhaust.

19:09:47 From Edward Walker to Everyone:

Hear, hear Ulrike!

19:10:26 From Jared Dorvinen to Everyone:

So what you're saying is that if I'm a developer who wants to take advantage of the increased demand for parking, under the TOD overlay I won't be able to build a parking garage?

19:12:09 From Jared Dorvinen to Everyone:

But what about affordable housing for my two SUVs?

19:13:28 From Bob to Everyone:

The up zone changes are politico speak described as "bonuses". One has to ask who gets the bonus.

19:14:37 From Mary Ann Fraley to Everyone:

Hear hear, Bob!

19:15:20 From Charlie Wills to Everyone:

There are over 12 city parks in the TOD. Why aren't parks exempt?

19:16:15 From Edward Walker to Everyone:

Has the chat been saved?

19:16:20 From Charlie Wills to Everyone:

What evidence or study that has been done here in Madison that by doing TOD actually will make housing more affordable in these situations like local and National districts.

19:17:00 From Jared Dorvinen to Everyone:

The property owners get the bonuses, they're the ones whose property rights are being expanded giving them the ability to create more value with their resources.

19:19:06 From Tag Evers to Everyone:

Parcels zoned Parks/Conservation are still zoned as Parks....the zoning doesn't change.

19:24:17 From Eric Pueschel to Everyone:

that's a lot of car trips replaced

19:24:33 From Kevin Crow to Everyone:

Will there be park and rides at the BRT terminals? If not what happens to the commuters who come in from out of town. Where will they park?

19:25:36 From Lisa Pfaff to Everyone:

But most of the city won't be on BRT routes, and the stripped down system that the current redesign is proposing will make the bus system even less useful than the system is now for anything but commuting to work or college.

19:25:42 From A O to Everyone:

Good point Charlie!

19:25:53 From Kaplan, Samantha to Everyone:

Yes, excellent point!

19:26:28 From Jared Dorvinen to Everyone:

So your point is that it's impossible to build affordable housing on a lot where there's an existing single family structure?

19:26:33 From Gwen Long to Everyone:

Agreed Lisa!

19:26:55 From Lisa Pfaff to Everyone:

I say that as someone who does not own a car and probably never will. I am entirely dependent on the bus system, or my feet, to get around Madison.

19:26:59 From Eric Pueschel to Everyone:

Let's pave over some of the most productive farmland in the world to store cars.

19:27:06 From Eric Pueschel to Everyone:

What could go wrong?

19:27:15 From Edward Walker to Everyone:

Go Charlie

19:28:40 From Kaplan, Samantha to Everyone:

Jared - yes, that is the problem. It cannot be done affordably given current property values and building costs.

19:29:16 From Marsha Rummel to Everyone:
allalders@cityofmadison.com

19:29:38 From Charlie Wills to Everyone:
Thank you Marsha

19:31:48 From Jared Dorvinen to Everyone:

Kaplan - well, luckily under TOD you don't have to tear down the structure to add additional units. If it's large enough, you can just remodel to make it a duplex.

19:32:07 From Alder Bill Tishler to Everyone:

Charlie Wills, This is Alder Tishler. I am available to hear the rest of your thoughts and concerns. You can reach out to me after the meeting at district11@cityofmadison.com or 608.333.2745.

19:32:33 From Regina Vidaver to Everyone:

<https://www.cityofmadison.com/parking-utility/permits/residential-parking-permits>

19:33:05 From Regina Vidaver to Everyone:

Residents can choose their parking permit process on a block by block basis - it takes 50% of residents to make a change in a given block.

19:33:41 From Regina Vidaver to Everyone:

Generally, people who live in larger multi-unit buildings are not eligible for resident parking permits (it depends on the usage requirements of how the building was approved)

19:39:58 From A O to Everyone:

Since they just were saying there's all this money for homeowners to "adding units" for "historical upgrades" it seems like this is a massive incentive to become slumlords if you increase the number of available units in "historical" areas. This will change the availability and affordability of single family houses nature of the community from homeowners to multi-unit rentals. Seems like historical districts should go back to being exempt unless the goal is to destroy the availability of single family ownership.

19:45:08 From Alder Bill Tishler to Everyone:

Here is the YouTube link of the Tuesday, January 10th Public Information Meeting on the BRT and Historic Districts: <https://youtu.be/kuNdbQkzrXU>

19:45:59 From Jean to Everyone:

Time to follow the \$\$\$

19:46:21 From Lisa Pfaff to Everyone:

So why have a potentially problematic TOD overlay at all? Especially one that is so overblown and sloppily drawn? Why not use the tools currently available to focus development along the the BRT corridor instead of the throw-mud-at-the-wall approach of this TOD overlay with all of its' potential unintended consequences?

19:46:45 From Kaplan, Samantha to Everyone:

Lisa agreed - this is sloppy and rushed!

19:47:07 From Gwen Long to Everyone:

Agreed

19:50:55 From Anna Shen to Everyone:

The biggest objection I have is that the arbitrary TOD boundaries divide neighborhoods across the city and create inequities in development potential and property value. There are at least 21 instances where a single house is different from other houses on the block and many more where one or two properties are split off from the rest of the block. In Hill Farms, there are numerous instances where two houses, next to each other and basically identical, will have different options about what they can do with their houses.

19:54:25 From Jean Kasten to Everyone:

Given the backlash in this meeting and others, might it be wiser to implement this plan in phases? Perhaps E. Wash and Park Sts corridors first as test of bus ridership increase.

19:55:43 From Jared Dorvinen to Everyone:

Anna - I agree this could be unfortunate for some property owners who will miss out on additional property rights. One solution I would support would be just applying the TOD city wide. 1/4 mile seems arbitrarily small.

19:57:11 From Edward Walker to Everyone:

Who actually benefits from including historic districts in the TOD overlay? It doesn't seem to benefit current property owners or potential residents.

19:58:12 From Kaplan, Samantha to Everyone:

Anna - Yes! The weird boundary means we could create a very lucrative rental property and none of the adjoining three neighbors or the neighbor who shares the driveway could!

20:00:39 From Jared Dorvinen to Everyone:

Ed - Ultimately wouldn't it be the new residents who wouldn't otherwise be able to live there who would/will benefit from this? Not to mention the businesses those people will shop at and employers they will work for.

20:01:35 From Mary Alice Van Gemert to Everyone:

Thank you, Bill Tishler for protecting our historic neighborhoods.

20:04:48 From Edward Walker to Everyone:

Jared - I understand the theoretical benefit. but doesn't that argument depend on \the likelihood that additional units due to bonuses or conversions of single family homes will happen? Ben's examples seemed not to yield new units.

20:04:49 From Kaplan, Samantha to Everyone:

If we didn't want the historical tax credit, we could do whatever we want. Correct?

20:05:13 From Helen to Everyone:

is TOD needed to make changes in historic districts, or could those changes be made through other means?

20:05:53 From Jared Dorvinen to Everyone:

Ed - Good point, the TOD doesn't force anyone to change their existing property.

20:06:38 From Jared Dorvinen to Everyone:

They can choose to though, if they think it makes sense for them in their situation.

20:07:54 From A O to Everyone:

So ... thanks for confirming ... this is a \$ incentive to add more units to a home in a historic district and thus creates a \$ incentive for changing single family homes to multi-residential.

20:08:20 From Joseph Keyes to Everyone:

Hill Farms planned for growth through its neighborhood plan. We planned for 2,000 new apartments which will be integrated with our single family neighborhood and not dominate it

20:08:22 From Anna Shen to Everyone:

Thanks everyone!

20:08:25 From Kaplan, Samantha to Everyone:

Great. We can't wait to be your new neighborhood slum lord!

20:08:36 From Kevin Crow to Everyone:

Aldrer. Do you live in one of these diistricts