

## Steering Committee Notes 17 March 2022

### Developer Presentation

- Concerns about façade preservation
- Engineering study on how to preserve
- Option 1 – change parking access, eliminate café
- Option 2 – parking access from E Mifflin Bike Boulevard
- Proposed – replace façade with new brick veneer
- see TLNA website for presentation <https://tenneylapham.org/about-tlna/development/dayton-hotel/>

### Comments from SC members

#### Design comments

(PK) like new design more

(PK) what about signage: (MM) discreet to fit in with residential n'hood

(JL) how much brick on sides of building – about 25' back from façade

(JL) don't like connecting new building to Reynolds house

(LV) want to see limestone medallions and capitals in existing façade preserved

(GL) prefers preservation of façade, losing the café is not bothersome

(CK) third floor setback is great, has a large impact

(CK) garage entrance is too plain and doesn't match the rest of the façade

(PK) like the 3 medallions in the existing façade and would like to see them preserved

(JL) new façade is better than that previously proposed

(JL) third floor setback could be deeper, like 10'

(ZU) what will be view of mechanicals: (MM) will follow Madison requirements for screening

(CK) setting the garage entrance farther back would help design

(LP) conversion to apartments is possible, current design as a hotel is awkward.

(PB) appreciate edits to the proposed exterior design of the building.

#### Traffic

(JL) 55 rooms will bring in a lot of cars to a residential n'hood

(GL) more U-turns on Dayton should not be an issue with option 1

(LP) overflow parking plan?

#### Preservation

(GL) are we recreating [false] history with current proposal

(BK) how about moving the façade west: (MM) engineers said it was much more effort than preserving in place

(JL) connecting the hotel to the Reynolds house disrespects the house

#### General

(JH) much gratitude for the developers' listening to the n'hood

(ZU) can house be used as café or n'hood meeting space: (MM) prefer to keep as house

(LP) what are ecologically friendly components? Green roof, setback, solar panels?

## Conditional Use

(JL) hotel in residential n'hood is odd

(CK) why more hotel space in residential n'hood

(PB) concerns about a hotel in a residential neighborhood and the increase in traffic and neighborhood transiency

## Landmarks

The Landmarks Commission reviewed the developer's request for demolition of the existing warehouse. The City ordinances do not directly address the preservation of vernacular structures, only those landmarked or in an historic district. On p. 11 of this document: <https://www.cityofmadison.com/dpced/planning/documents/Landmarks%20Commission%20Policy%20Manual.pdf>, Landmarks can make one of 3 recommendations to the Plan Commission:

- a. The Commission finds that the building(s) has no known historic value.
- b. The Commission finds that the building(s) has historic value related to the vernacular context of Madison's built environment, or as the work/product of an architect of note, but the building itself is not historically, architecturally or culturally significant.
- c. The Commission finds that the building(s) has historic value based on architectural significance, cultural significance, historic significance, as the work/product of an architect of note, its status as a contributing structure in a National Register Historic District, and/or as an intact or rare example of a certain architectural style or method of construction.

Landmarks recommended to the Plan Commission that "the building at 609-617 E Dayton Street has historic value based on architectural significance, its high degree of integrity, and its relation to the history of a local company that is still in operation." This recommendation is stronger than b but not as strong as c, so a b-c vote. You can see the staff report for the warehouse here (starting on p 9): <https://madison.legistar.com/View.ashx?M=F&ID=10636468&GUID=94B20671-26BD-448F-AFED-62B372BBB7AF> Public comments are here:

<https://madison.legistar.com/View.ashx?M=F&ID=10653872&GUID=BF2FB1BA-10AE-4391-82CF-3F7AB3DFC8DC>

## Next steps

The developer will submit an application for the conditional use (hotel), demolition, and lot combination (CSM) on either 28 March or 11 April. They will be at Plan Commission on 9 May or 23 May respectively.

Final Steering Committee meeting (without developers): **Thursday 7 April 6:00 pm**. We will review a draft SC report to Plan Commission, which will include recommendations for a building management plan and traffic demand management plan. Please review the information below that I provided in a previous email about standards of approval for a conditional use. Some have asked whether a hotel is appropriate for this location, and a hotel is a conditional use that needs to be approved.

The Plan Commission will ultimately decide whether this proposal gets approved. They will review our report and the review of the request for demolition of the warehouse by the Landmarks Commission. But more importantly they will have to approve the developer's request for a conditional use permit based on their standards of approval: [https://www.cityofmadison.com/dpced/planning/documents/PC\\_Review\\_Standards.pdf](https://www.cityofmadison.com/dpced/planning/documents/PC_Review_Standards.pdf). T

his document is unwieldy, but for our purposes, we need to look at only the Approval Standards starting on p. 3. We should pay attention to the following standards:

- 3. The uses, values and enjoyment of other property in the neighborhood for purposes already established will not be substantially impaired or diminished in any foreseeable manner.
- 6. Measures, which may include transportation demand management (TDM) and participation in a transportation management association have been or will be taken to provide adequate ingress and egress, including all off-site improvements, so designed as to minimize traffic congestion and to ensure public safety and adequate traffic flow, both on-site and on the public streets.
- 9. When applying the above standards to any new construction of a building or an addition to an existing building the Plan Commission shall find that the project creates an environment of sustained aesthetic desirability compatible with the existing or intended character of the area and the statement of purpose for the zoning district. In order to find that this standard is met, the Plan Commission may require the applicant to submit plans to the Urban Design Commission for comment and recommendation.
- 10. When applying the above standards to an application for a reduction in off-street parking requirements, the Plan Commission shall consider and give decisive weight to all relevant facts, including but not limited to, the availability and accessibility of alternative parking; impact on adjacent residential neighborhoods; existing or potential shared parking arrangements; number of residential parking permits issued for the area; proximity to transit routes and/or bicycle paths and provision of bicycle racks; the proportion of the total parking required that is represented by the requested reduction; the proportion of the total parking required that is decreased by Sec. 28.141. The characteristics of the use, including hours of operation and peak parking demand times design and maintenance of off-street parking that will be provided; and whether the proposed use is now or a small addition to an existing use.