Firchow, Kevin

From:	Paul Cuta [redacted]
Sent:	Friday, April 21, 2017 9:03 AM
To:	Firchow, Kevin
Cc:	Bass, Kelly; Eskrich, Sara; Craig Stanley; Gregg Shimanski; Nathan Wautier
Subject:	Re: 1603, 1605, 1609 & 1611 Monroe Street Comments
Attachments:	1603_A100c_PC AB Alt 2_17_0419.pdf; ATT00001.htm

Good Morning Kevin,

The P1 plan with option 2 (reverse flow) is attached. While the reverse flow option can work, there are several items we would like to note related to this option vs. option 1 as submitted:

1. Entry and access for the Bank customer and public parking is less intuitive as one will need to turn West up the alley to find the parking and drive-thru entry as opposed to seeing and entering directly off of Oakland. The Bank has noted that the majority of drive-thru traffic tends to be older clientele and feels the option 2 "way finding" is less than ideal and will require additional signage at the very least and may result in "drive-by" scenarios where one misses the entry and either continues on up the alley or stops and tries to back up to the entry. We believe this is less intuitive for the general public parking patron as well.

2. We believe appropriate signage for the alley access in option 2 is difficult and less likely to be visible and clear. We also believe appropriate caution signage can be added and more clearly visible to both vehicles and pedestrians on the alley related to the building egress traffic onto the alley in option 1 (warning alley traffic approaching from the west).

3. Vehicles entering the alley will likely continue west up the alley if they should decide not to bank or park, adding traffic to the alley beyond the building. We have heard clearly from the neighborhood meetings that traffic moving west, past the new building, is not desired and they would prefer provisions to limit or eliminate the likelihood of this increase in traffic.

4. The reverse flow option makes several of the public parking stalls more difficult to navigate, especially if there were ever to be a lengthy queue for the drive-thru. This scenario would also limit or impeded the ingress and egress from the residential parking. If a lengthy queue is a concern in option 1, we could increase the width of the entry point along Oakland from 16' to 20' to allow residential and public parking traffic to bypass the queue and in the worst possible scenario, the queue would be on Oakland which is wider and allows alternative flow as opposed to backing up in the alley. Note that we made the access to parking at Oakland narrower at the request of TE to try to reduce the temptation or likelihood of two-way traffic flow at that point. That said, based on information on historic usage and trends from the Bank, queuing is anticipated to be very, very minimal (current monthly usage at the Monroe Street location averages approximately one vehicle per hour and an increase in on-line banking).

5. The reverse flow option will cause vehicles in the drive-thru lane to look over their right to identify bypassing traffic where option one allows looking over the left side and mirror. Our experience suggests looking to the left generally is easier, more natural & safer.

6. Option 2 results in the elimination of 7 residential moped stalls which accounted for the equivalent of 2.3 residential auto stalls. While moped parking is not required, it has been used in the calculation of overall and reduced parking as presented and required of both planning and zoning (3 mopeds equivalent to 1 auto). The residential and public bike parking remains at the same quantities in both options.

We will cover this info in our presentation to PC Monday evening.

Thanks again for your continued assistance working through the details of this project.

Paul

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Partner

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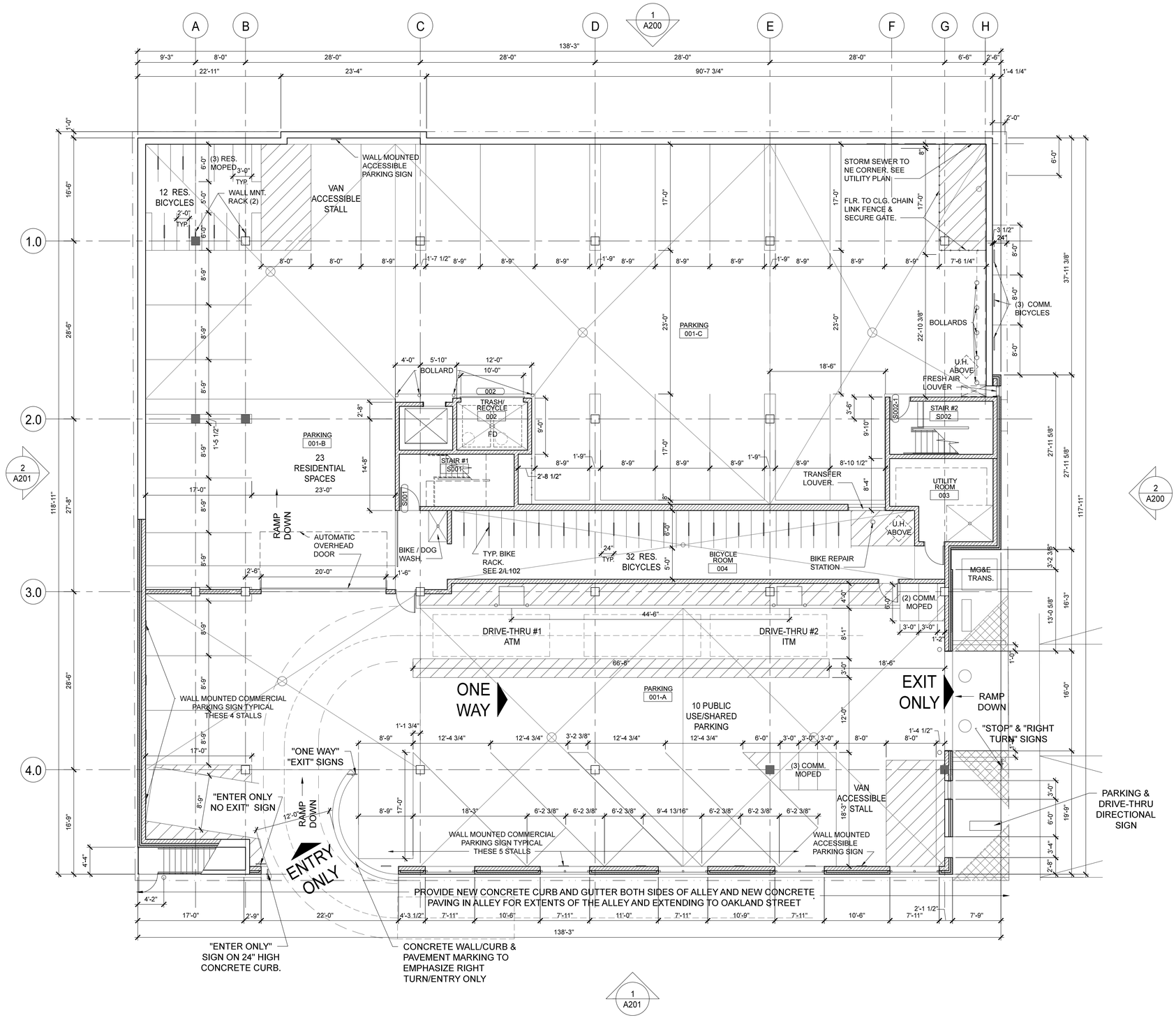

1 A100c ALTERNATE #2 - LEVEL P1 FLOOR PLAN

SCALE:1/8"=1'-0"

CāS4 architecture, llc

303 S. Paterson Street, Ste. 1
Madison, WI 53703
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Structural Engineering:

Civil Engineering:

Landscape Architecture:

Sixteen O Three Monroe

1603-1611 Monroe Street
Madison, WI 53703

Project #: 15002.00

Permit & Construction

Issued for:

No.	Description	Date
1	Preliminary Contractor Set	2-26-2016
2	Plan Commission Submittal	4-13-2016
3	Preliminary Pricing Set	6-28-2016
4	Plan Commission Resubmittal - Major Alteration	11-21-2016
5	Response to Cond. Use Conditions of Approval	02-6-2017
6	Final Check Set	3-15-2017
7	Footings, Foundation, Precast & Framing Bidding	3-16-2017
8	Permit & Construction	4-14-2017

Drawn by: CaS4 Architecture
Checked by: CaS4 Architecture

Level P1 Floor Plan
Auto Bank Alternative #2

A100c

Project Name: 1605 Monroe
Project #: 15002.00

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