

From: Rpyramid [REDACTED]
Sent: Monday, September 16, 2013 2:15 PM
To: Parks, Timothy; Cornwell, Katherine
Cc: sueellingson; Strasser, John Robert; Trowbridge, David
Subject: 610 John Nolen Drive

To the Madison Plan Commission,

Re: Plan Commission meeting September 16,2013, Agenda Item 8, 610 John Nolen Drive

I firmly believe that it would be a mistake for the City of Madison to allow a proposed hotel to be built at 610 John Nolen Drive. I believe that the City should have a moratorium on any new construction along this portion of John Nolen Drive until the City and Dane County completes a visioning process to create a long term master plan to guide development along the entire southern portion of John Nolen Drive including all publicly and privately owned lands along the corridor.

610 and 660 John Nolen Drive are key parcels of property that are needed to create a high capacity multi-modal interface that meshes well with much more highly developed properties in the surrounding area.

Please download and read the attached outline for a master plan concept that looks far into the future for a well planned development of this gateway entrance to Madison and the center of Dane County.

Ron Shutvet
Madison WI

John Nolen Drive Corridor Master Plan Collaborative Revised September 16, 2013

Create a partnership between the City of Madison, Dane County, University of Wisconsin, State of Wisconsin, and the private sector to develop and execute a long range master plan for the John Nolen Drive Corridor that enhances the corridor as Madison's premier entrance and multimodal transportation corridor. This partnership would have the overall goal of transforming the John Nolen Drive Corridor into a major multi-modal transportation hub with direct access to a vibrant discovery complex and exhibition grounds co-existing with extensive parklands and conservation areas.

Law Park Aquatic Center Concept

- Is a surface parking lot, boat house and marina the best possible land use for this area?
- Build Frank Lloyd Wright boathouse or design and build a new multi-use structure that incorporates a land bridge and possibly some underground parking in the design?
- With the proposed land bridges for easy access by foot from nearby parking areas no surface parking areas should be located in this lakeshore park.
- Any building here must be designed with a multi-use capability.
- Plan needs to avoid excessive infill of Lake Monona.
- Not a good location for a marina. Poor protection from prevailing winds. High waves in windy weather could damage boats and dock structure. A breakwater structure at this location could be damaged by ice in the winter.

Monona Terrace

- Construct a rail station adjacent to Monona Terrace to serve as a multi-modal transportation hub for downtown Madison.
- Ped/bike conflicts will increase here as ped/bike trail use increases in future. Existing dock line prevents widening of ped/bike corridor.

Law Park and the Causeway

- The ped/bike trail needs to be widened to at least 15 feet wide along the entire John Nolen Drive corridor. Note: The ped/bike trail along the lakeshore on the UW campus is 18 feet wide.
- Wherever possible, maintain the shoreline as a rip-rapped lakeshore with a wide grass area between the lake and the ped/bike trail. all new rip-rap should consist of glacial cobbles and boulders instead of quarried limestone to create a natural looking and esthetically pleasing shoreline between the lake and the ped/bike trail. A small amount of additional infill of Lake Monona will be required in some areas.
- The North Shore ped/bike trail should be grade separated to travel under the railroad tracks and John Nolen Drive at the lakeshore before turning northeast and gaining elevation to connect with the Capitol City Trail. The railroad tracks will need to be raised at least 3 feet at the grade separation and gradually slope each way along the right-of-way back to the existing elevation. At Broom Street the rail elevation would be about 2 feet higher than the existing elevation. John Nolen Drive would have to be raised about 7 feet at the grade separation and also gradually slope each way back to the existing elevation.
- The connection switch for the two railroads northeast of Bloom Street should be relocated southwest of Bloom Street so that there is only one set of tracks that crosses Broom Street. The location of the tracks on both railroad right-of-ways will have to be adjusted to maintain an appropriate track curve radius for both rail corridors.

Overview Park (new lakeshore area purchased by Madison in 1996)

- Restrict landscaping and development so as to preserve and enhance approach view of Isthmus.
- Pedestrian only near lake.
- Any future structures should be built away from lakeshore.

Medical Society Property

- City should obtain first rights to purchase property and work with State Medical Society to find a suitable alternate location for their offices.
- Initially use existing building as temporary Madison Discovery Center and public lakeshore access point.
- Long term goal to dismantle and recycle existing structure and restore glacial hill contours to original.
- Preserve property for future public use. This lakeshore area would be suitable for a new multi-function public building with lakeshore access. The new building could be

set back from the lake with the restored glacial hill buffering it from the lakeshore. Depending on the size of the building that is designed for this area, this lakeshore property could be home to a Madison Visitor Center; a museum; reservable reception space; boat house with canoe and kayak rental, ped/bike trail rest stop with restrooms and food service and much more. The lower levels of the building would incorporate some or all of the parking needed.

East Lakeside Residential Area (East of John Nolen Drive)

- Preserve existing residential area?

OR

- Create alternative concept plans for future use of this area which would include public lakeshore access.

Note: Some thought has already been put into this concept for these privately held lakeshore properties. See Map Note 26 in the adopted Madison Comprehensive Plan 2006....**Map Note 26:** *“Given the natural beauty of this area and its prominent location on Lake Monona, alternative development with park and open space uses should be considered for these lands over the long term. Until a future opportunity arises to convert this area to public park and open space use, the existing office and residential uses are recommended to continue, but the existing uses should not be expanded or the lands redeveloped with more intensive developments.”* (Map Notes can be found in Volume 2, Chapter 2, starting on Page 2-157. Map Note #26 is on Page 2-163)

Southern John Nolen Drive Corridor Commercial Property - Future Potential

- Future multi-story condo/office/retail building on VFW property. Incorporate VFW in portion of new building?
- Relocate Madison Traffic Engineering and build multi-story condo/office/retail structure on parcel.
- Convert existing newer storage building along Wingra into bicycle/canoe/kayak rental facility?
- Develop the flatiron shaped property at 610 John Nolen Drive as multi-purpose public/private structure housing a proposed Madison Discovery Center which could be connected to a multimodal transit station on the adjoining property (660 John Nolen Drive). The Madison Discovery Center would be a visitor center, museum and interactive education center on multiple floors with areas devoted to Madison history, culture, geology, ecology and environmental awareness.

Relocate the MMSD sewage pumping station on the property to the northwest corner of the property.

Design a multi-story building as high as 10 to 12 floors with parking on lower two levels.

A new ped/bike trail traverses third floor roof of structure to cross John Nolen Drive.

Top levels of structure would have panoramic views of Madison skyline.

Incorporate solar and wind power in mechanical interface of structure.

Incorporate a visible rain water collection system with kinetic sculptures at outflows to adjacent wetlands.

- Re-purpose the property at 660 John Nolen Drive and incorporate the existing office building into the design of new larger structure that would become a multimodal transit station with offices on the upper floors. This building would also have parking on the lowest two floors.
- Sheridan Hotel could be connected to the proposed transit station and its north parking lot would become a two story parking ramp with office or other uses above a portion of it.
- Make the rear boundary of these properties as/more esthetically attractive than the existing frontage along John Nolen Drive.
- Relocate ped/bike path so it is sited along the railroad corridor on the West side of the tracks.

Ped/bike path would be constructed on a slightly elevated terrace with an attractive guardrail to discourage pedestrian crossing of rail corridor. The new ped/bike path would be 15 to 18 feet wide to provide capacity for projected increased use of this ped/bike corridor.

- Bury electric transmission line along rail corridor.
- Transform part of the former Turville Bay wetland area along west side of rail corridor into a boardwalk like ped/bike experience with restored wetlands.
- Create a design concept that incorporates all the commercial properties south of the Sheridan Hotel into one unified plan with multi-use, multi-story buildings. The lowest two floors of this complex would be parking. The tallest structures would be placed mostly at the southern end of the area next to the beltline where soil conditions are slightly better. If some parts of the structures could be designed with a maximum of 15 to 18 stories, panoramic views of the Madison skyline would be possible on the upper floors. These taller structures along the beltline and John Nolen Drive in this area will help to lower the noise level of traffic on the Turville Bay side of the properties.

Olin-Turville Park Master Plan

- Create special restrictions to future development in both parks.
- Respect unique glacial topography in both parks. Restrict additional leveling of the topography and converting vegetated areas to hardscape surfaces.
- Explore concepts for construction of a new multi-use pavilion/shelter with 12 month use capability at the site of the former [Olin Auditorium in Olin Park](#).
- Designate Turville Park as a special conservation park with heightened protection and restoration of native plant communities.
- Form joint project with the help of Olbrich Gardens, the UW Arboretum and citizen volunteers to transform portions of Turville Park back to an open oak savanna and maintain other areas in the park as special plant habitats.
- Restore wetland areas in Turville Park between the old Lakeside Street ROW and the railroad corridor.
- Restore wetland area in Olin Park adjacent to Wingra Creek.

- Plan for possible future controlled access to Turville Park with one entrance and a defined perimeter?

Southern John Nolen Corridor Transportation Interface

Automobile

Goal: Utilize the over 6000 parking spaces in this area more effectively by linking them to a multi-modal transportation hub with direct connections to Madison's Isthmus and the University of Wisconsin Campus. This proposed transportation hub would serve to buffer the expected increase in automobile congestion in downtown Madison in the future.

- Reduce footprint of surface parking lots along John Nolen Drive Corridor by incorporating parking into lower levels of future buildings in this area.
- Study traffic flow along John Nolen corridor and look for ways to improve access to and from parking areas.
- Extend the southern end of the John Nolen Drive access road through a new underpass beneath the beltline to connect it with Nob Hill Road on the south side of the beltline.

Pedestrian/Bike

Goal: Create a more esthetically pleasing ped/bike corridor designed to handle increased ped/bike traffic and connect to all the nearby destinations safely. Use the historic 1911 John Nolen Plan as a concept but design the corridor with the future in mind.

- Construct a new ped/bike path overpass across the railroad and John Nolen Drive connecting properties on both sides of John Nolen Drive with an esthetically pleasing elevated ped/bike crossing. The most ideal location for this crossing would be at 610 John Nolen Drive
- Relocate Capital City Trail ped/bike path so it is sited along the railroad corridor on the West side of the tracks. The ped/bike path would be 15 to 18 feet wide and constructed on a raised terrace with a guard rail to discourage pedestrian crossing of rail corridor.
- Create large ped/bike roundabouts at key locations to manage future ped/bike traffic where ped/bike trails meet.
- Transform the Turville Bay area into a boardwalk like ped/bike experience along the rail corridor.
- Create grade separated overpass for the Lake Monona ped/bike path at intersection of Beltline and the railroad corridor.

Rail Corridor

Goal: Utilize rail corridor as part of a multi-modal transportation network designed to buffer increasing transportation congestion associated with expected population growth in Madison and Dane County.

- Create rail station near location of proposed Madison Discovery Center. This proposed rail station would be located on the land parcel north of the

Sheridan Hotel. The existing triangular building could be incorporated into the design of the rail station complex.

- Create an initial 3 or 4 station triangular rail transit system connecting the John Nolen Drive Corridor with Downtown Madison and the University of Wisconsin.
- Plan for future extension of this rail transit system to McFarland, Middleton, East Madison, and beyond.

Multi-modal Transportation Hub Concept 1

Keep present at grade rail crossing at John Nolen/Olin Avenue intersection.

Construct rail station along existing rail corridor just north of Sheridan Hotel. A ped/bike bridge connects the rail station with the Alliant Energy Center across John Nolen Drive.

See Appendix for more details of this concept.

Multi-modal Transportation Hub Concept 2

Create a grade separated rail crossing at John Nolen/Olin Avenue intersection.

Slightly lower the railroad track elevation and raise John Nolen Drive to go over the rail corridor. Olin Avenue would also be raised to meet JND at this intersection. The entire road intersection would be grade separated from the rail corridor to eliminate existing conflicts at this intersection. This would also allow for a new spur track on the rail corridor that would turn to the west and onto the Alliant Energy Center complex. A rail station would be constructed between the exhibition hall and the coliseum. The new rail corridor would continue west from the new rail station and finally turn to the north as it connects with the other rail corridor to the west of the Alliant Energy Center.

See Appendix for more details of this concept.

Alliant Energy Center

- Create a master plan for this complex that utilizes the property better and ties it with the proposed Madison Discovery Center and rail station.
- Design and build an additional large multi-story discovery complex along John Nolen Drive that is linked to the proposed Madison Discovery Center with an enclosed overpass and to the Coliseum and adjacent parking areas with enclosed walkways. This new building would be the Wisconsin Discovery Center, a new interactive multi-function museum and exhibition space containing both permanent and traveling exhibits.

Incorporate solar and wind power in mechanical interface of this new building.

Incorporate a visible rain water collection system with kinetic sculptures at outflows to adjacent wetlands.

- Reduce parking footprint by incorporating parking in lower levels of future buildings.
- Incorporate solar and wind power in all future buildings.
- Design and construct all future buildings with multi-function capabilities built into the design.

- Replace existing animal barns with larger multi-function structures.

Privately owned land parcels located south of the Alliant Energy Center along the beltline

Re-purpose most of these properties over time to compliment the Alliant Energy Center complex. All of these properties are suitable for large multi-story buildings that would have panoramic views of the Madison skyline. Sandstone and limestone bedrock close to the existing ground surface in this area would support tall structures without the need for expensive piles. New structures in this area could contain commercial or retail on lower floors and offices or condos on upper floors. Though it would require extensive removal of bedrock, large parking areas could be constructed in the below ground portions of the structures. The land in most of this area is high above the water table so ground water would not be a problem.

Willow Island

- Limit the number and size of amplified events allowed each season.
- Better control of noise emanating from area during amplified events.

Goodman Pool

Isn't this a nice location for Madison's first pool!

Quann Park

- Landscape park perimeter with tree plantings and prairie plantings.
- Transform portions of park with prairie plantings.

Appendix

Multi-modal Transportation Hub Concept 1

Keep present at grade rail crossing at John Nolen/Olin Avenue intersection.

Construct rail station on existing rail corridor just north of Sheridan Hotel. A ped/bike bridge connects the rail station with the Alliant Energy Center across John Nolen Drive.
(Additional details to be added)

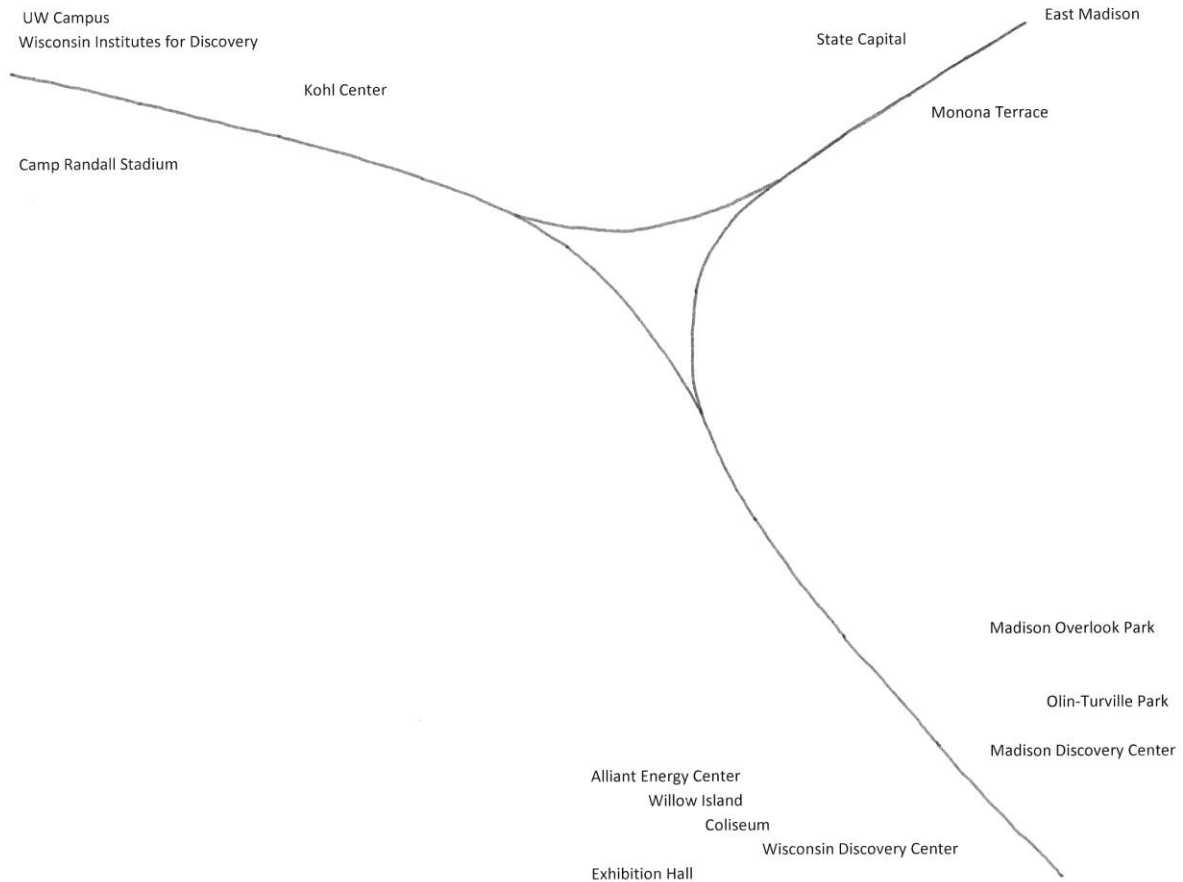
Multi-modal Transportation Hub Concept 2

Create a grade separated rail crossing at John Nolen/Olin Avenue intersection.

Slightly lower the railroad track elevation and raise John Nolen Drive to go over the existing rail corridor. Olin Avenue would also be raised to meet JND at this intersection. Create a spur off the existing railroad track that turns onto the Alliant Energy Center complex between the front parking area and John Nolen Drive and continues to turn to the west passing the AEC electronic sign and then running along the north side of the main entrance road through the center of the AEC complex and then turning to the north to connect with the other railroad corridor. This new rail connection would run level at an elevation just above the water table through most of the AEC grounds until it starts turning north at the west side of the AEC complex. It will then gradually gain elevation to meet the other rail corridor elevation. The front parking area would become a multi-level parking area and the main entrance road would be reconstructed to ramp

up further east than it currently does so the automobile traffic can pass over the new rail corridor. At numerous locations there would be land bridges connecting both sides of the AEC complex over the new rail corridor. A multi-modal rail station would be constructed on the AEC complex at the most appropriate location along this new rail corridor depending on the configuration and location of the proposed new structures on the AEC complex. (Additional details to be added)

Triangular Rail Corridor Concept



Proposed Collaborative Partners

State of Wisconsin

Dane County

City of Madison

UW Arboretum

UW History and Wisconsin Historical Society
UW Geoscience
UW Civil Engineering
UW School of Business
UW Environmental Studies (Nelson Institute for Environmental Studies)
UW Horticulture
UW Botany
UW Zoology
UW Limnology
UW American Indian Studies
UW Urban and Regional Planning
Olbrich gardens
Citizen volunteers
City/County/State Businesses and Private Sector Institutions
Urban Planning Firms
Architecture Firms
Engineering Firms
Landscape Architecture Firms
John Nolen Drive Corridor Property Owners
Residents of Residential Neighborhoods along the John Nolen Drive Corridor.

This conceptual vision for the John Nolen Drive Corridor was created by Ron Shutvet to inspire others to think outside the box and work together to start creating a better long term vision for the future of Madison and Dane County.