

From: Rpyramid@aol.com [mailto:Rpyramid@aol.com]
Sent: Monday, August 01, 2011 10:30 AM
To: Martin, Al
Subject: 1129 South Park Street (Clark Station)

August 1, 2011
To the Urban Design Commission:

I am writing with a few concerns about the plans for the reconstruction of the Clark gas station at 1129 South Park Street.

There does not seem to be any provision for attractively landscaping the rear of the property which fronts on a public alley. The rear portions of most of the commercial properties on this block of Park Street are very unattractive. By requiring the Clark station to attractively landscape this area perhaps adjacent property owners might work to improve their image along this alley, too. Granted, not a lot of Madisonians will notice the improvements but nearby residential property owners would appreciate it.

The landscaping plan for the remainder of the property seems like it would be attractive. However, it seems that after a year or so most commercial landscaping becomes a curbed off area full of wood chips or gravel with very little if any plant growth other than weeds. The city should do more to see to it that the proposed landscaping is maintained or improved upon rather than being allowed to turn into another pretend greenspace.

The Olin Avenue entrance to the Clark station is very problematic. It is difficult for East bound Olin Avenue traffic to turn into the Olin Avenue entrance due to West bound traffic stopped at the traffic light. Cars often block traffic in the intersection while waiting to turn into the Olin Avenue entrance. Because of this problem, cars South bound on Park Street also sometimes perform illegal U turns at the intersection to be able to turn into the Clark station at one of the North bound Park Street entrances.

Cars attempting to exit the Clark station on Olin Avenue also have a very difficult time during heavy traffic due to the proximity of the Olin Avenue entrance/exit to the traffic lights.

The Southern-most proposed parking stall looks to be very difficult to access no matter which entrance a vehicle comes from.

This gas station can get quite busy at times and when it does there is a lot of jockeying around going on with cars backing and turning around to access specific pumps. With the proposed design the surface area available for this maneuvering will be considerably less. If the Clark station owner could purchase the adjoining property on Park Street and incorporate it into the remodeling plans a much better result could be achieved.

The existing Clark station has a clothing drop off box and a propane tank storage area. There does not seem to be any provision for these on the reconstruction plans. Are these two items going to be eliminated? If not, where will they be located.

There is no profile view of the proposed building from the rear. It would be helpful for nearby residential property owners to provide views of what the proposed building and landscaping would look like from the public alley behind the building.

Ron Shutvet
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