

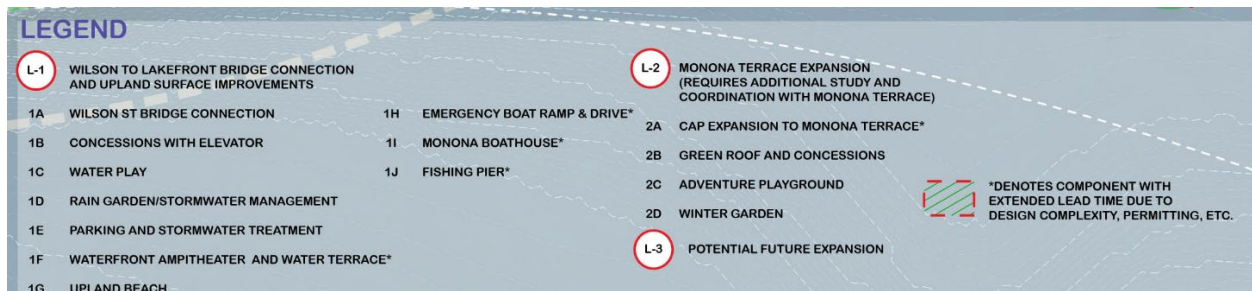
Lake Monona Waterfront

Sasaki Comments Response to Ad-hoc Committee's Design Comments - 09/14/23 - revised

1) Please provide a comprehensive phasing/implementation plan for review

Sasaki Response: Approved. Please see next page for phasing graphics.

Note: We are identifying the sub-phases of each site by L (Law Park) 1, 2 or 3 which we suggest to take place chronologically. Within each sub phase, we have noted independent projects with A, B, C, D (for programming, funding, and/or permitting purposes).



2) Law Park Ledge

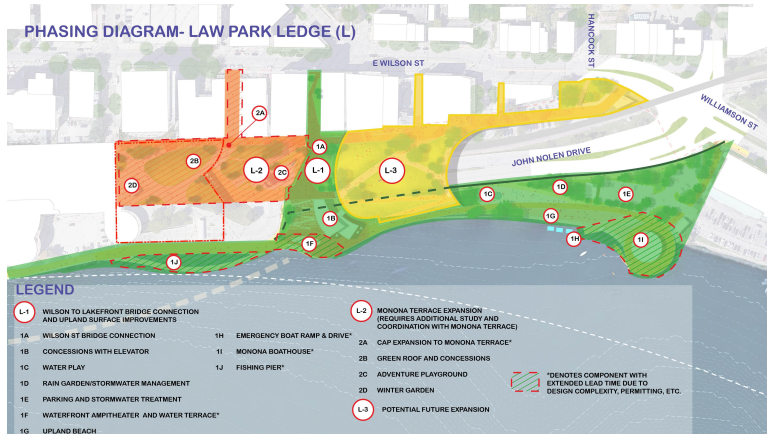
a. Define boundaries between phases

Sasaki Response: Approved. Please see next page for phasing graphics.

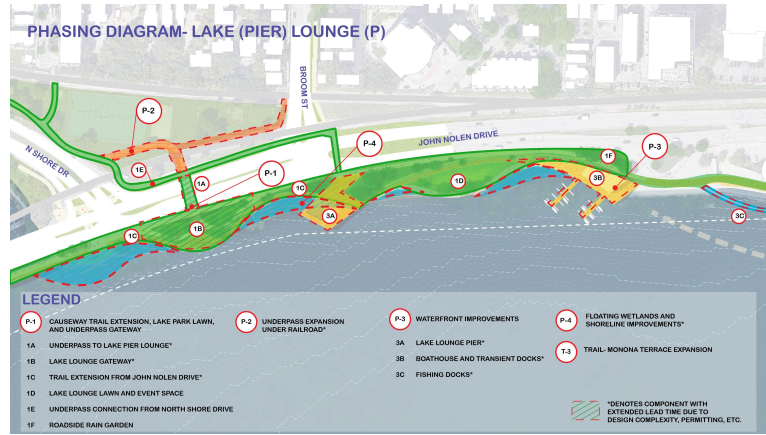
b. Clarify phasing/expansion language

Sasaki Response: Approved. We are suggesting to keep our zones named per our phasing plan: L1, L2, L3. Please see the next page for phasing graphics.

PHASING DIAGRAM- LAW PARK LEDGE (L)



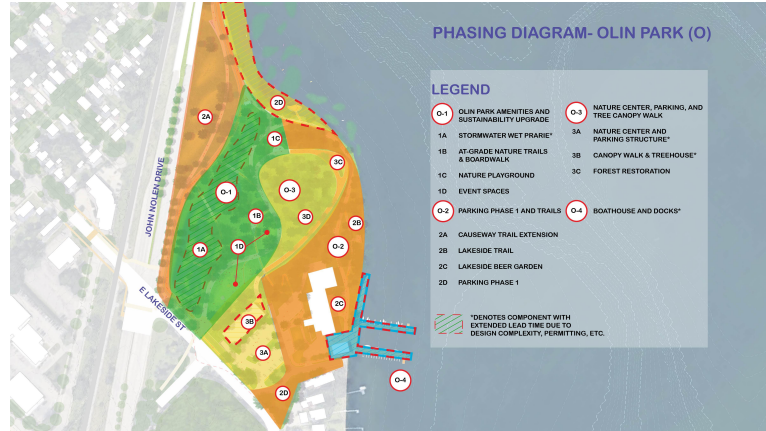
PHASING DIAGRAM- LAKE (PIER) LOUNGE (P)



PHASING DIAGRAM- COMMUNITY CAUSEWAY TRAIL (T)



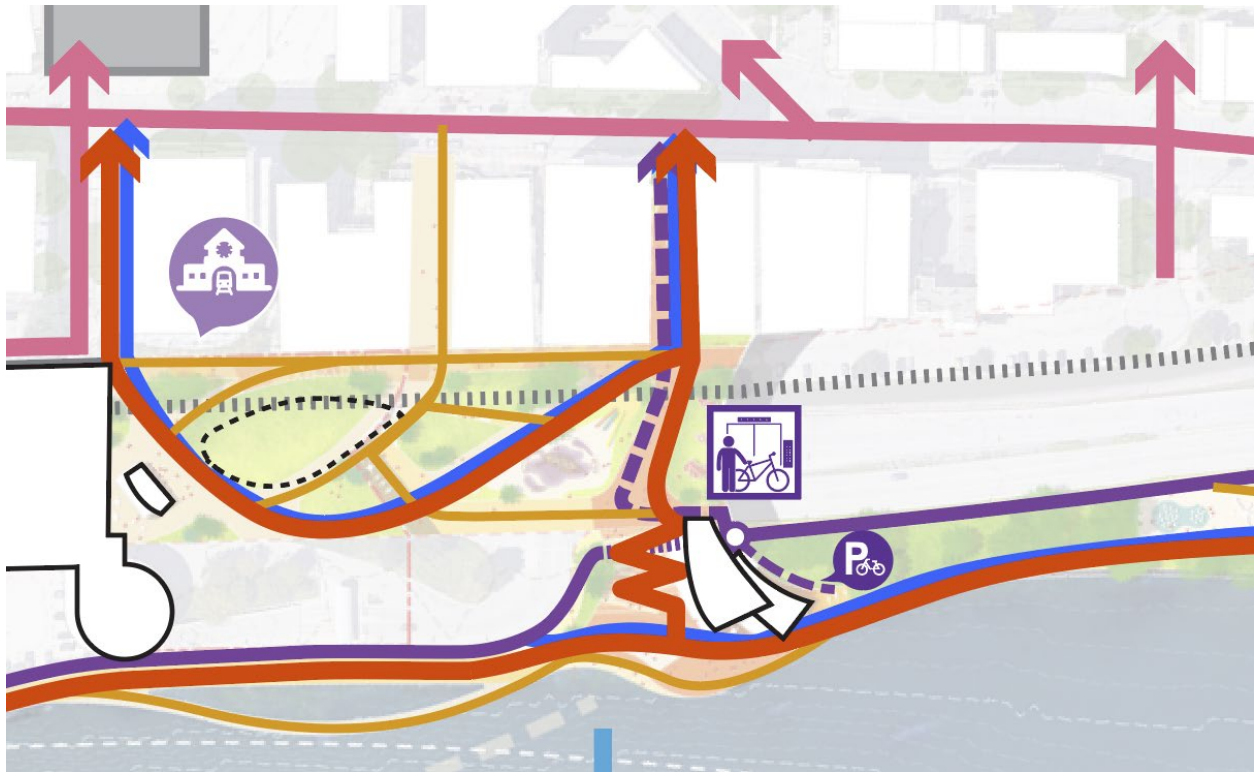
PHASING DIAGRAM- OLIN PARK (O)



- c. Clarify the proposed bike route connection from E. Wilson Street to the lakeshore

Sasaki Response: Approved with comments. Please see screenshot attached. It will be walk-your-bike zone from E. Wilson Street to the lakeshore (see below) via Law Park Ledge Capped Park (L-1 initial phase).

- **Pedestrian primary path (red)** discourages bike riding (bike walking zone only).
- People can walk their bikes to the new multi-purpose elevator/ramp to get to the bike racks near the amphitheater, or the **dedicated bike lane (purple)** if they want to head somewhere else.

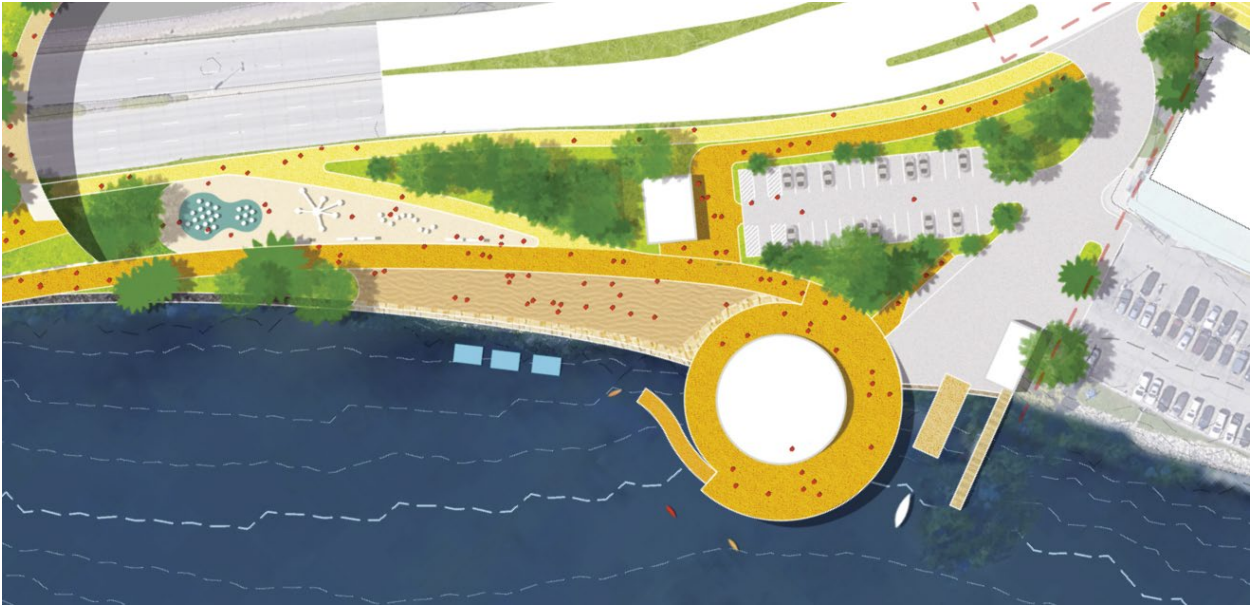


- d. Reconcile the corner by Machinery Row (parking, pier, emergency boat ramp)

Sasaki Response: Approved with Comments. See updated design (below). The new scheme moved the community center further south to make space for the emergency boat ramp and existing floating pier. It will also allow 3-point turn for vehicles near the controlled ramp, instead of backing in.

- The parking geometry also changed to allow better pedestrian/vehicular circulation, and a drop-off space in front of the community center. The refined design consolidated the park space.

(Top: Refined)



(Bottom: 8/23 Version)



- e. One comment in favor of including the entire proposed John Nolen deck in the Law Park Ledge plan submission for the Common Council. I understand the sensitivity of the subject given the impact on local residents but see no benefit to putting a proverbial asterisk on only one section of a plan with many uncertainties. Proponents and opponents of that piece will remain so no matter how qualified our endorsement might be. We do, however, run the risk of 1) a confused public and/or 2) deflated public support for a significantly limited plan.

Sasaki Response: TBD. We received several different comments on this one. We would like to defer to the committee on providing a finalized direction for the design team.

a) Full Extent



b) Dash-in L3 (8/23 Version)



- f. We should have a clear, honest and robust community discussion around a bold vision for Madison that has been years (decades?) in the making. I hope we see Sasaki's (and the Ad Hoc Committee's) full vision, not a truncated version that bends unnecessarily and prematurely to the narrow interests of a few residents.

Sasaki Response: TBD We received several different comments on this one. We would like to defer to the committee on providing a finalized direction for the design team.

- g. I really like the idea of designing a connection from the East Wilson Street Connector to the waterfront that could be built in an earlier phase while leaving the space for a future Monona Terrace Expansion. I'd like to know more about the design detail and feasibility of this option.

Sasaki Response: Approved with Comments. The design will prioritize the connection between East Wilson and waterfront through the Easement only. All connections along the buildings south of the easement would require coordination efforts with the building owners and developers. It will also require planning construction logistics to maneuver between building spaces. The construction of such a walkway should also be in coordination with the Monona Terrace expansion during the design process as well as the construction process.

- h. Is it possible to add a component to the first phase structure? I'd like to see a walkway heading west along the bluff that would connect the existing East Wilson Street Connection to the dead end of S. Pinckney so that someone could walk on the lakeside of the buildings from S. Pinckney to the new connection to the waterfront? Is it feasible? Drawbacks?

Sasaki Response: Not Approved. The design team would prefer not to preclude the Monona Terrace expansion alternative footprints, though we are in favor of the proposed revised footprint of the expansion. From the feasibility point of view, the construction of such a walkway should also be in coordination with the Monona Terrace expansion during the design process as well as the construction process.

- See our response to g. All connections along the buildings south of the easement would require coordination efforts with the building owners and developers. It will also require planning construction logistics to maneuver between building spaces.
- i. Perhaps the area that is indicated as Phase 2 should have an asterisk indicating that it will not proceed until such time as the Monona Terrace Expansion goes forward or a decision is made not to proceed with an expansion in this area.

Sasaki Response: Approved. We will incorporate this in our report.

- j. I support leaving Phase 3: Potential Future Development in the master plan but feel that the area should be represented by a dotted line only. The plan should indicate that this section of the plan would need a lot more work and is highly speculative.

Sasaki Response: TBD. We are receiving several different comments on this one, we would like to defer to the committee on providing finalized direction for the design team.

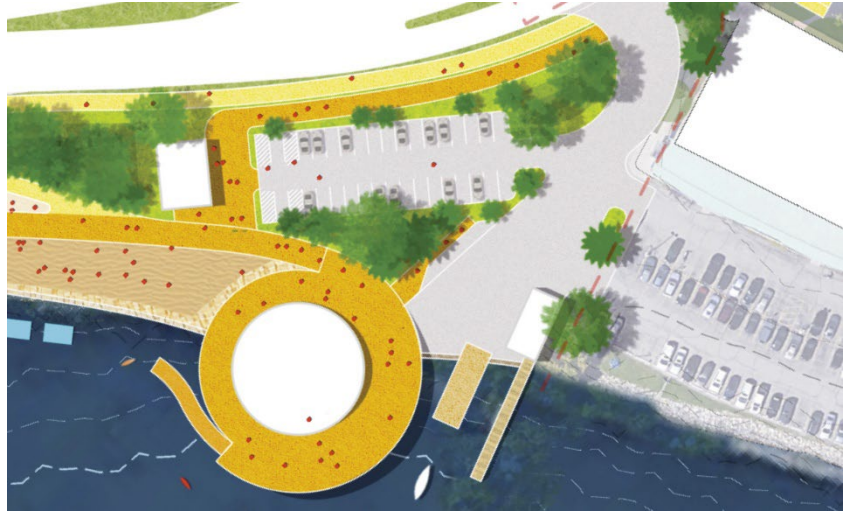
- k. I'm still in favor of reducing the size of the parking at the boathouse to the minimum needed for emergency access and drop off.

Sasaki Response: Approved with Comments. We are decreasing the size of the parking lot from the existing condition of 57 regular parking spaces plus 1 accessible parking space, to the proposed 26 regular parking spaces plus 4 accessible parking spaces.

8/23 version



Refined (less parking + separate circulation systems)



- l. I think this has been answered, but what impact does the proposed boathouse location have on fish habitat?

Sasaki Response: Approved with Comments.

- We are proposing a separate boat house at the lake lounge area, and that would serve as the primary location for motorized boats. This building would serve primarily as a community center to minimize the disturbance of fish habitat.
- The design team will take a closer look at design options on whether we can shift the boathouse further inland (less landfill) to further reduce the disturbance in this area.
- The design tries to protect and improve habitats in other areas of the lakefront design.

- m. I like the idea of additional parking on the water utility site but understand that the water utility site is outside the study area.

Sasaki Response: Not Approved.

- The building itself is outside of our scope and is being designed as the lakefront Porch on Wilson. We are maintaining the existing parking lot south of the building. We will need to coordinate with the lake front porch design if further alteration to the parking lot is desired.
- Sasaki will suggest additional parking for future new development along E. Wilson, to reduce parking needed along the waterfront.

3) Lake Lounge

- a. Is a lake-access pool included in the proposed deck? Or does it simply provide access to the lake below?

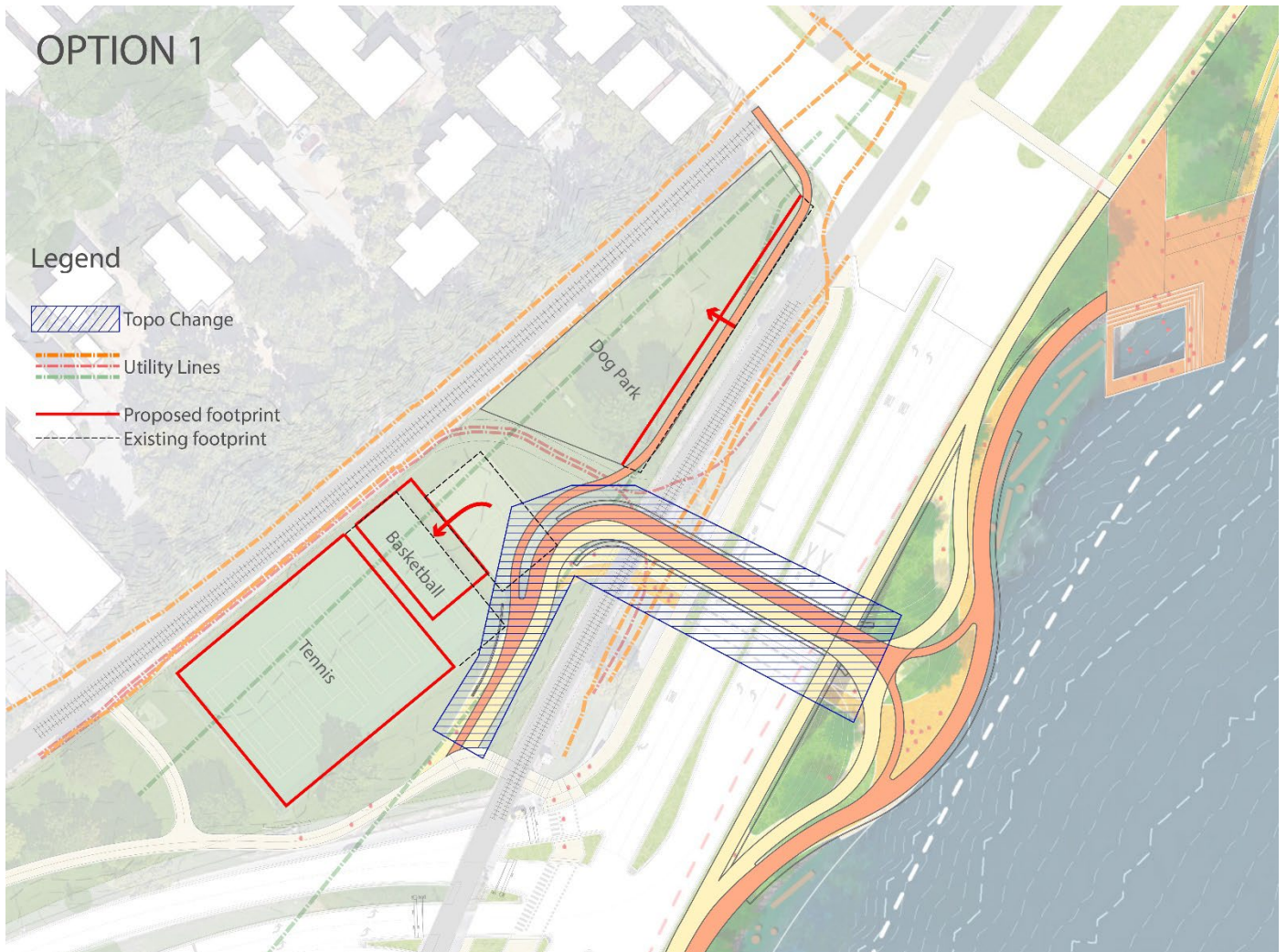
Sasaki Response: TBD. We received several different comments on this one, we would like to defer to the committee on providing a finalized direction for the design team.

- Please see LMW Detailed MP_Scale Comparison - Lake Lounge Plaza if you are interested, for scale comparisons and some precedent images.
- We will provide steps to access water/ice in either direction.

b. Is a Broom Street connection to the underpass possible? (dog park conflict)

Sasaki Response: Approved with Comments. We will study the reconfiguration of the dog park/tennis court further, also in coordination with City Engineers. It is likely that the design will encounter limitations as we dive into the details, but we would like to hear your thoughts about some initial ideas below.

- Note: it is possible to add direct steps connecting between the paths for short cuts if people choose to not use the longer ADA accessible route.





- c. Should the causeway plan expand to show the underpass for phasing?

Sasaki Response: TBD. The design will keep the same crop for legibility in the report and presentation. The underpass phasing is TBD per the Parks and City's direction.

- d. I'd really like to see a Broom Street Connection for peds and bikes to the underpass. I think this got dropped due to concerns about other activity in that park but feel strongly that we should take a hard look at how we accommodate those uses in the general area while creating a clear path from/to Broom Street and the underpass. I'd hate to see people crossing at Broom St on the surface because there is not an easy way to get from Broom to the underpass.

Sasaki Response: TBD. See b. However, we will not encourage a bike connection via Broom St, as the multipurpose path will require triple the width of a 6' pedestrian path which makes the NE section of the dog park less usable (gates, dog park programming relocation, etc.). However, we also know that it is hard to stop a biker from using the pedestrian-dedicated path.

- We would like to hear more about committee decisions on this one as well.

- e. I'd move the underpass to the earliest possible phase of the Master Plan after considering the logistics of road work in this area and railroad approvals.

Sasaki Response: TBD. This is pending discussion between the Mayor's office and the City Engineers (along with DOT).

4) Causeway

- a. Are there low options for road noise attenuation? Perhaps a low 24"-30" wall to shield tire noise (requires City Engineering consultation).

Sasaki Response: TBD. Adding the wall will likely take up more space from the park, considering the width of the wall and the break-down lane. The design team advises not to sacrifice the already limited park space along JND for noise cancellation.

- This requires City Engineers Consultation

- b. I am interested in some additional research with regards to a "low wall" noise attenuation along the causeway. This is probably not a Master Plan level of detail but it's worth looking into given the timing of the causeway reconstruction.

Sasaki Response: TBD. See response for a. Adding the wall will likely take up more space from the park, considering the width of the wall and the break-down lane. The design team advises not to sacrifice the already limited park space along JND for noise cancellation.

- This requires City Engineers Consultation

5) Olin Park

- a. Please provide more detail on how the parking structure will work. How many levels are proposed? Where do vehicles enter and exit? How does the building work with parking?

Sasaki Response: Approved with Comments. We are proposing 1 level of covered parking, accessible to the building that sits partially on top of it. See vehicle inbound/outbound in the circulation diagram, paired with the updated illustrative plan.



- b. How does the proposed boathouse and plaza area work with the existing building system equipment south of the building (condensers, HVAC intake)?

Sasaki Response: Approved with Comments. We have ample space for existing utilities in this area besides the plaza, and the grading is designed for the proposed boathouse/plaza.

- Detail study is needed beyond the masterplan phase on detailed boathouse design.

- c. Identify an area for a picnic shelter (or other shelter) with seating for large family/friend gatherings.

Sasaki Response: Approved. Design updates are in the plan. We are providing small picnic shelters for the playground area, and a larger one for the event lawn for potential large gatherings and events.



- d. When doing the 'on the ground' renderings (not the technical term, but you know what I mean), include a rendering of this picnic area, possibly it highlights the backdrop of the canopy walk or the playground or the view as well. I recall that Equity by Design highlighted picnic/gathering areas for large multigenerational groups as something of interest for South Madison.

Sasaki Response: TBD. Yes, we would like to capture the community gathering spaces in Olin Park. We will need to test out in 3D models and see what the best camera angle is to showcase the spatial and programming design in Olin Park (birds eye view, low Birdseye view, or eye-level/ 'on-the-ground').

End of Comments