

AGENDA # 3

City of Madison, Wisconsin

REPORT OF: URBAN DESIGN COMMISSION **PRESENTED:** April 23, 2008

TITLE: Adopting the Regent Street - South
 Campus Neighborhood Plan and the goals,
 recommendations, and implementation
 steps contained therein as a supplement to
 the City's Comprehensive Plan. (09234)

REFERRED:
REREFERRED:
REPORTED BACK:

AUTHOR: Alan J. Martin, Secretary

ADOPTED:

POF:

DATED: April 23, 2008

ID NUMBER:

Members present were: Lou Host-Jablonski, Marsha Rummel, Bonnie Cosgrove, John Harrington, Todd Barnett, Richard Slayton and Richard Wagner.

SUMMARY:

Fruhling began by providing a summary of the planning process around the Regent Street-South Campus Neighborhood Plan. Fruhling emphasized elements of the plan dealing with maximum building heights for new development in the corridor, emphasizing provisions for two “bonus stories” above the maximum within a designated area based on the requirement for LEEDS Silver certification. Fruhling also emphasized portions of the plan dealing with streetscape recommendations; providing for widening of sidewalks with a 3-foot easement on private property associated with new construction along the Regent Street corridor. Following a detailed review of the plan the Commission noted the following:

- The Regent area needs to be a pedestrian corridor. Eliminate two lanes of parking in the right-of-way in favor of the use of one alternating side of Regent Street based on maintaining peak flow in the mornings and afternoons.
- Need a more substantial terrace for trees greater than 6-feet, need to create a pedestrian corridor with more space for trees.
- Loss of a 3-foot private property for setback may be an issue.
- Recommend travel lanes be reduced as much as possible, issue with 3-foot setback on private property.
- Problem with pedestrian refuge not conducive to students; better to narrow streets.
- Crosswalks should be perpendicular to curbing at corners.
- Question the possibility of three lanes with a middle lane alternating directions at peak hours or elimination of left-hand turn lanes with one travel lane going east and west.
- Question utilization of Silver LEEDS certification as a mechanism for a two-story bonus. Why not a higher level of LEEDS certification? Silver LEEDS certification will be common place in the future.
- Consider requiring one greater level of certification rather than Silver LEEDS certification for bonus stories or a equivalent based on future systems.
- Add an urban plaza or interior spaces as incentives for bonus stories.
- If you distinguished architecture, require bonus stories; need a range of criteria that applies.

- Need to expect and provide for better architecture for bigger buildings.

ACTION:

On a motion by Wagner, seconded by Rummel, the Urban Design Commission **REFERRED** consideration of this item. The motion was passed on a vote of (7-0). The motion for referral required that a response be provided in regards to the following:

- The issue of the narrowing and reduction of lanes for traffic on Regent Street, in combination with a wider terrace for tree plantings and pedestrian oriented improvements.
- Provide a list of projects where bonus stories have been granted noting where they are located and criteria where City has authorized their use.

After the Commission acts on an application, individual Commissioners rate the overall design on a scale of 1 to 10, including any changes required by the Commission. The ratings are for information only. They are not used to decide whether the project should be approved. The scale is 1 = complete failure; 2 = critically bad; 3 = very poor; 4 = poor; 5 = fair; 6 = good; 7 = very good; 8 = excellent; 9 = superior; and 10 = outstanding. The overall ratings for this project are 5, 5, 6, 7, 7, 7.5 and 8.

URBAN DESIGN COMMISSION PROJECT RATING FOR: Regent Street South Campus Neighborhood Plan

	Site Plan	Architecture	Landscape Plan	Site Amenities, Lighting, Etc.	Signs	Circulation (Pedestrian, Vehicular)	Urban Context	Overall Rating
Member Ratings	5	-	-	-	-	5	5	5
	-	-	-	-	-	-	-	7.5
	-	-	-	-	-	-	7	7
	-	-	-	-	-	-	-	6
	-	-	-	-	-	-	-	8
	5	5	4	-	-	4	6	5
	-	-	-	-	-	-	-	7

General Comments:

- Consider rethinking vehicular traffic on Regent (no left turn during rush hour, etc.). Is structured parking needed?
- Overall, the plan is very good. Ideally, more pedestrian space would be provided along Regent Street. The density is positive, but it would be useful to have more detail on bonus story requirements/allowances.
- Each new plan we do gets better! With zoning rewrite/new code will eliminate PUDs to a large degree... There will still be a need for architectural reviews of buildings, trigger for review should be 6 stories. Bonus triggers – exceed current requirements for sustainability, open space, exemplary architecture.
- Good planning process. However, to make Regent realistic as a good pedestrian zone, traffic lanes must be reduced to maximum 11'-0" wide. Good to finally see.
- There is much to like here but the pedestrian corridor and landscape elements are so compromised that the enhancement goal is unlikely to be achieved.