

From: [Nicholas Davies](#)
To: [Urban Design Comments](#); [Plan Commission Comments](#); moliveira@plazastreetpartners.com; [Field, Derek](#)
Subject: 3915 Lien Rd (86523 / 86494) site access
Date: Sunday, February 16, 2025 3:25:51 PM
Attachments: [image.png](#)
[image.png](#)

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Dear UDC and Plan Commission,

On your agendas this week, you have *yet another* drive-thru coffee shop proposed for the East Wash / BRT A corridor. This site is 0.2 miles (7 mins on foot) from the nearest station at Mendota St.

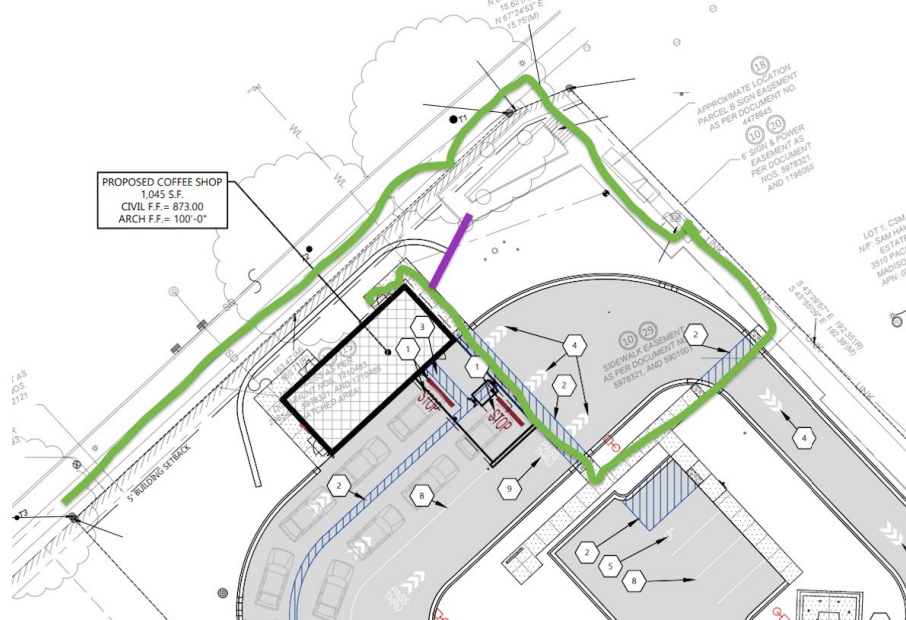
Legistar items 86523 and 86494 have very different project plans attached. From my perspective, the project plans on Plan Commission's agenda are the better ones, but they still have issues worth discussing.

However, I would caution you all against approving anything while this confusion exists. The project team has provided one of you--and the general public--with incorrect materials. Even if the project team were to show up at your meeting and clarify which set of plans is accurate/current (which could be either of the ones in Legistar *or neither*), it would be too late at that point for the public to provide input on those actual plans in time for your meeting.

Therefore I encourage you to refer this business to a future meeting.

Regarding the project plans provided to UDC plans:

These plans show a sidewalk connection from E Wash to the coffee shop, but it's very circuitous, and involves crossing the vehicular traffic twice. I've highlighted it in green here:



There is a much more direct approach available, which I expect will become a well-worn desire line, at least for able-bodied customers, which I've shown in purple.

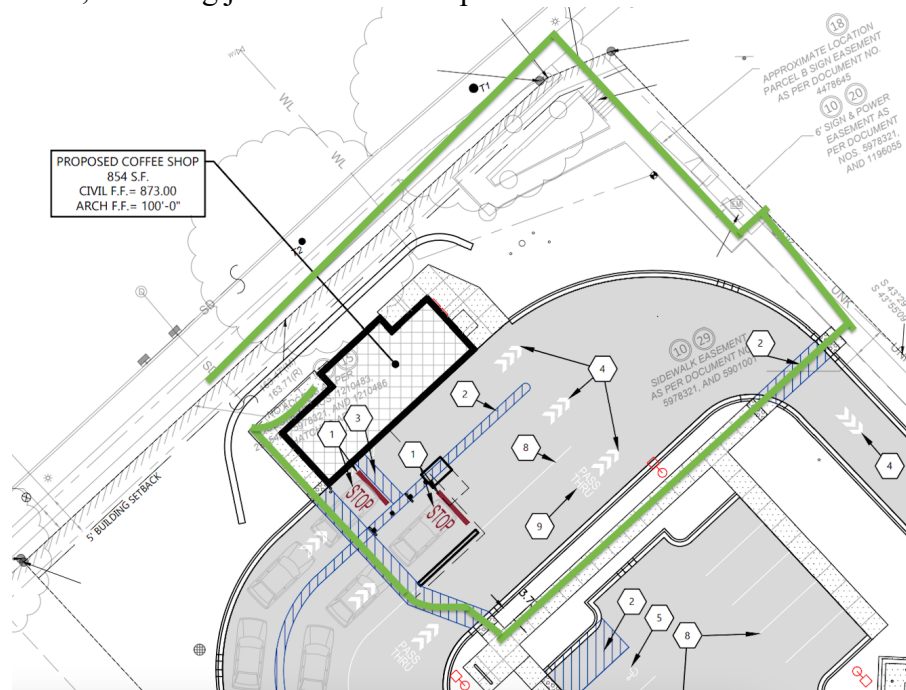
In *these* plans, it's also very unclear which door--if any--is intended for public entry or service. These plans appear to be missing the "walk-up window" and gathering area mentioned in the TDM worksheet.

Because of this door confusion, I disagree with the UDC memo's assertion that the TOD entrance orientation requirement is met--at least in the plans provided to UDC.

Regarding the project plans provided to the Plan Commission:

I *think* these plans include the walk-up window and canopy (though that doesn't necessarily mean that the *actual* plans do).

However, the route to reach this is even more circuitous. It still crosses the vehicle traffic twice, including just *behind* the stop bar:



(You all will probably hear a lot about the "challenging grades" at this site. There looks to be about a 4 foot drop from the E Wash sidewalk level to the current level of the existing parking lot.)

It seems to me that instead of building the stairs as far away from the building as possible, you could build them directly to your doorstep. That would prevent pedestrian-vehicle conflict, at least for people coming from the sidewalk.

For people walking over from their parked car, it'd be better to have them walk in front of the stopped cars, not through them (however that's supposed to work). Alternatively, if designing a safe drive-thru is simply an insurmountable challenge, the project team could drop the drive-thru element.

28.104(7)(b) says:

"Principal building entrances on all new buildings shall be oriented to their primary abutting street and be located within the maximum setback. The entrance shall have a functional,

operable door and remain open to the public during the same hours as all other public building entrances. Additionally, secondary entrances may be oriented to a secondary street or parking area. Entrances shall be barrier-free, clearly visible and identifiable from the street, and delineated with elements such as roof overhangs, recessed entries, landscaping or similar design features."

Does this require the sidewalk connection to the primary entrance be direct? I believe that is what this ordinance means by "barrier-free":

Otherwise, we would be accepting an interpretation that the primary entrance must be within 20 ft of the street, must be visible from the street, must be identifiable as public entrances, but does not need to be accessible from that spot on the street, at least not by any direct route. That is not how I would interpret the language or the intent of the TOD ordinance.

Let's say I'm on the sidewalk on E Wash, and I'm 20 ft from this coffee shop's front door, I can see it, it's clearly identifiable, but as I walk towards it, I fall off the edge of a retaining wall (which could easily happen, particularly in snowy conditions). I would argue *that* is not "barrier-free".

Thank you,

Nick Davies
3717 Richard St

From: [Jim Wilson](#)
To: [Plan Commission Comments](#); [Urban Design Comments](#)
Subject: 3915 Lien Rd Legistar 86523, 86494
Date: Sunday, February 16, 2025 5:34:38 PM

Some people who received this message don't often get email from jwilson.4289@gmail.com. [Learn why this is important](#)

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I'm writing to raise an objection to the bicycle rack shown in the plans. The plans show a wave rack, which does not meet the minimum requirements for the City of Madison's bicycle parking ordinance (28.141 (11)). I urge the UDC and the Plan Commission to reject the plans until the developer modifies the plan to have a conforming bicycle rack.

Thanks,

Jim Wilson