

## Commentary on Edgewater UDC 1/20/10 and 2/3/10 Submissions and Handout

### DESIGN ISSUES

**The mass of the complex is significantly out of scale with the neighborhood context.** *The mass needs to be reduced or at least the tower moved eastward.*

**The placement of the tower diminishes the view corridor from the Capitol to the Lake.** The claim that shifting the tower to the other side of the plinth would not allow windows in the north wall is simply not true (see International Building Code Table 705.8). *The tower should shift eastward to create a significant setback from Wisconsin Avenue.*

**The connection of the public space to the lake at this spectacular setting remains much too weak.**

- Only one stairway serves 47,240 ft.<sup>2</sup> of claimed public space. *An additional stairway or elevator should be added at the northeast corner.*
- There is a significant lack of public amenities lakeside. In the current plan, the only public space lakeside is the pathway that currently exists. *The portion of land between the new building and the pathway on the new land purchased from NGL should have public seating and other amenities.*
- Considering the significance of the location, the placement and form of the tower have virtually no relationship to the hillside setting and minimum aesthetic connection to the lake. *The form of the tower needs reconfiguration.*
- The configuration of the auto court cuts off any visual connection between Wisconsin Avenue and the public plaza. *The auto court needs reconfiguration.*

**The project documentation merely reiterates legal requirements and empty platitudes about sustainability.** The presence of a high intensity usage so close to the lake demands extraordinary protection of lake water. *A project of this scale and importance must make a strong positive statement on sustainability issues.*

**The accessible path from the top of the grand stairway to its bottom is over 800 feet, two city blocks.** *If this is truly a connection to the lake for the public, the accessible pathway needs to be significantly shortened.*

**The current configuration of the entrance to the parking ramp creates a significant bottleneck.** All traffic entering and leaving the parking ramp across each other's pathway at a critical stage in the and maneuvering area. Visibility of vehicles leaving the ramp is especially impaired. *The auto court needs reconfiguration.* (see "PARKING RAMP ENTRANCE ILLUSTRATION" at the end of this document)

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### MISSING DOCUMENTATION

- Details and clear information on night lighting, residential condominiums, and bike racks; no bike racks are located anywhere in the plans. (requested in minutes of UDC September 2, 2009 meeting)
- Report from City of Madison Traffic Engineering on traffic and parking impact on the neighborhood (requested in minutes of UDC meeting November 4, 2009)
- Information on demolition of the top of the asymmetrical tower of the original Edgewater building (see 4.0 page 6 of the handout of the 1/20/2010 meeting)
- A clear explanation of the general terms of the management agreement in regards to public usage of the space shown as public, hours of operation, etc.

### MISLEADING INFORMATION

**These documents continue to be riddled with irrelevant information, exaggerated claims, and outright misinformation.** The distorted stairway width and the “before and after” lake views were admitted to be inaccurate by Mr. Manfredi in front of the Landmarks Commission, yet they have been repeatedly shown since then. At the same time, the Hammes Company has no problem presenting us with a constant stream of new information. The public and commissioners reviewing these documents deserve a clear and honest representation of the actuality of the project.

- The rendering showing the distorted width of the stairway is shown 10 times in the submissions and handout.
- The photo and rendering comparison showing the distorted “before and after” lake views is shown twice in the submissions and handout.
- The Langdon and Wisconsin Avenue lake view from the viewpoint 19 feet above the sidewalk, which will never be seen by a human being, is shown 17 times in the submissions and handout.
- Twice the project is claimed to be in the OR zoning classification, when in fact 61% of it is in the R6H zoning classification. The map on page 12 of the 1/13/2010 submission goes so far as to eliminate showing the entire portion of the R6H property.
- Page 23 of the 1/13/2010 submission grossly misrepresents heights of buildings, as it equates elevation above city datum with building height. This results in distortion such as claiming Kennedy Manor to be 135 feet high, when in fact it is half of that.

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- Page 78 of the 1/13/2010 submission grossly misrepresents streetfront setbacks by equating the street curbs with lot lines. This results in distortion such as showing the tower to have a 42'5" setback, when in fact it is approximately 1 foot or less.
- The pier, which has had none of the requested verification from the DNR and according to DNR documentation appears to be "dead in the water" (sorry, I couldn't resist), is shown 57 times. See the following email:

**From:** "Fred Mohs" <[fred@mmwp-law.com](mailto:fred@mmwp-law.com)>  
**Date:** January 22, 2010 12:18:08 PM CST  
**To:** <[bmurphy@cityofmadison.com](mailto:bmurphy@cityofmadison.com)>  
**Subject:** Edgewater Pier

Brad:

I talked to Kami Peterson at the DNR at 3:30 p.m. on January 18, 2010, following up on the discussion of the proposed Edgewater pier at the UDC meeting last night. Kami told me that Sue Correll, an attorney with the DNR, had contacted Hammes after the rendering of the proposed Edgewater was published in the paper. Eventually, she was able to succeed in having them come out for a meeting which took place sometime this September with Sue, Megan, and Sue Josheff, the Lower Rock River Basin leader. Two subjects were covered with Bob and Amy.

The first subject was that although everyone knew that the existing dining pier was non-conforming, that now was the time to bring everything into compliance. They were told that the platform is not permissible under any circumstances. It does not meet the objective of a pier which is the loading and unloading of boats.

The second subject was the long pier with the platform on the end and the tiki bar. This also was not permissible for a number of reasons. The wide platform on the end of a pier is not something that the DNR will permit and there are issues with the length that the DNR does not have sufficient information about to be able to assure them that anything like a pier of that length could be built. They told them they would be willing to work with them after they found out what the depth of waters were in that area, and certainly they could build a pier of some length although they should not count on a pier with the length of the one that they had shown in their rendering.

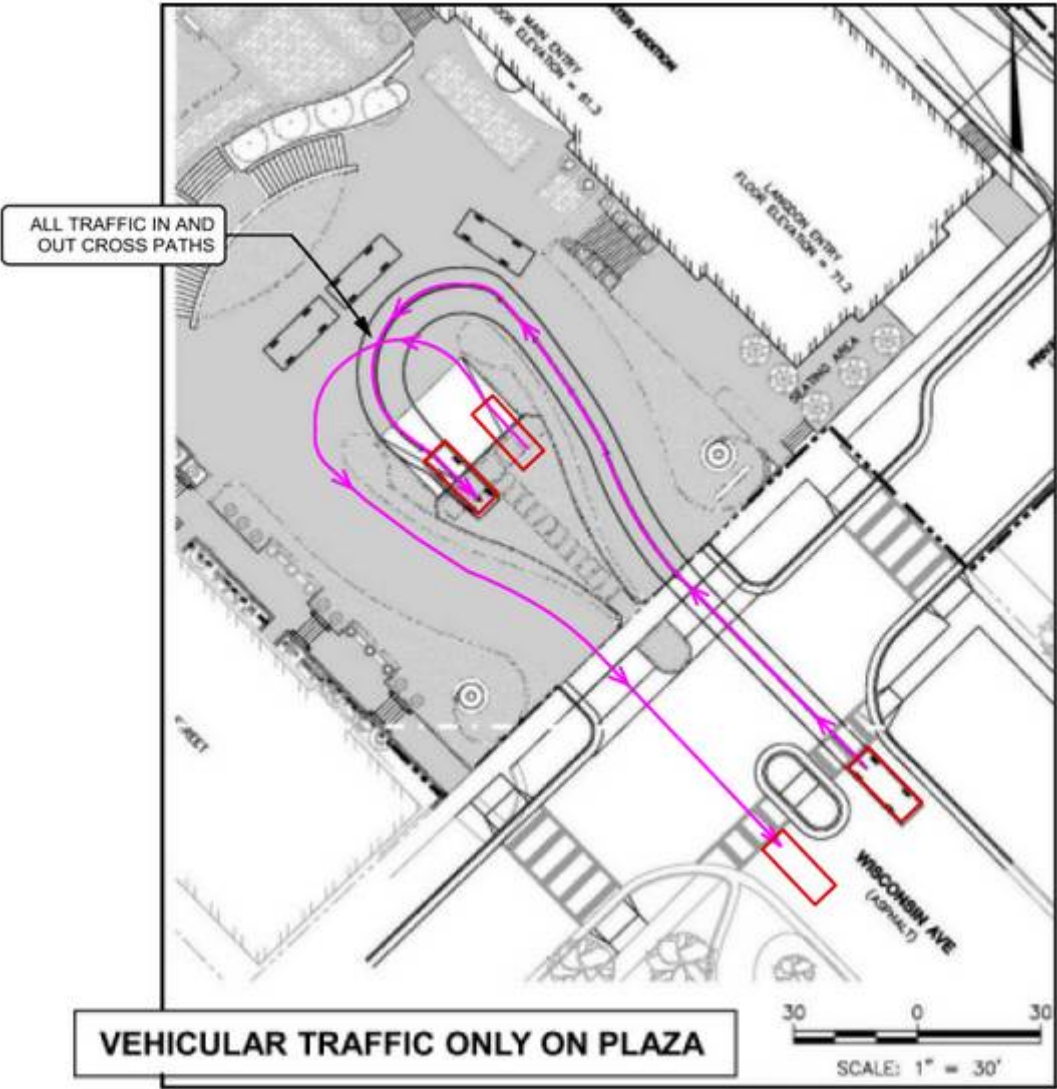
As far as I could tell, there was no reason for a delay in discussing pier issues with the DNR because they are not dependant on what type of shore development is planned.

Sincerely,  
Frederic E. Mohs  
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PARKING RAMP ENTRANCE ILLUSTRATION

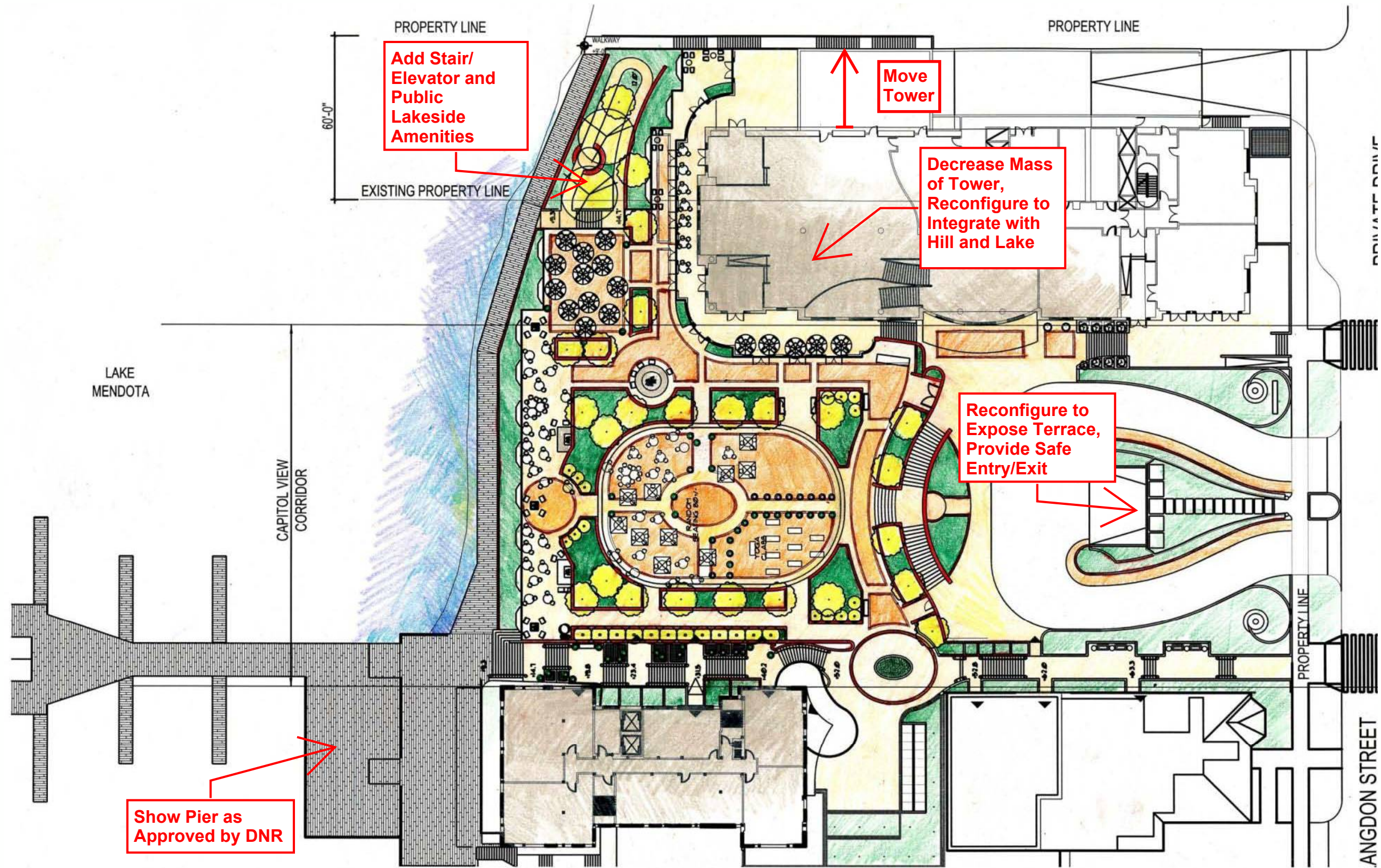


Respectfully submitted,

John Martens  
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# A PUBLIC PLACE



CONCEPT DESIGN