

City of Madison, Wisconsin

REPORT OF: URBAN DESIGN COMMISSION

PRESENTED: October 7, 2020

TITLE: 522 S. Gammon Road – Planned Multi-Use Site. 9<sup>th</sup> Ald. Dist. (62270)

REFERRED:

REREFERRED:

REPORTED BACK:

AUTHOR: Janine Glaeser, Secretary

ADOPTED:

POF:

DATED: October 7, 2020

ID NUMBER:

Members present were: Cliff Goodhart, Chair; Craig Weisensel, Lois Braun-Oddo, Tom DeChant, Shane Bernau, Jessica Klehr, Rafeeq Asad, Syed Abbas, Christian Harper and Russell Knudson.

**SUMMARY:**

At its meeting of October 7, 2020, the Urban Design Commission **RECEIVED AN INFORMATIONAL PRESENTATION** for a new Planned Multi-Use Site located at 522 S. Gammon Road. Registered and speaking in support were Todd Mosher, representing Seritage SRC Finance, LLC; and Melanie Bagley, representing Portillo’s Hot Dogs. Registered in support and available to answer questions was Kevin Yeska, representing JSD Professional Services, Inc. The proposal for Portillo’s includes three drive-thru lanes; employees are trained to master the service and operations of this type of drive-thru. This development is part of a bicycle path plan for the City, and the parking is a concern of the Commission and City. However, the Portillo’s restaurant including patio seating has approximately 240 seats. The 107 parking stalls is actually less than the code permits and there are significant landscaping requirements. Bagley shared the material sample board and photos of a recently constructed building. The proposal uses articulation, high quality materials such as brick, outdoor dining, fenestrations throughout, and is well lit at night.

The Commission discussed the following:

- The bike tunnel comes in right at this corner. Would appreciate the site plan showing connectivities. That might be helpful.
  - The bike tunnel empties out sort of where the drive-thru empties at the curb cut on the ring road. We had concerns with regard to the sidewalk and path meeting this development. The speed limit as suggested is not typically adhered to. We are worried about potential conflicts with people crossing the ring road to come to the restaurant and being hit by drivers. We can show that connection on our plan going forward.
- The amount of surface parking jumps out at me. That long sweeping curve will need landscaping parking islands. When the next version of this comes before us it would be nice to see some decent landscaping around this. These mall developments, the site lines of where the roads are in the wintertime and which way you should go are just awful. Where different areas are delineated with some real trees and shrubs and landscaping to break up these areas would be helpful.

- Plant trees to delineate between the ring road and your project.
  - We discussed the existing connectivity to the north, the bus shelters to the north, they will use those connections. We would prefer to put a landscape buffer along that ring road rather than just solid concrete.
- Sidewalk and landscape buffer. Agree there needs to be some refuse in this auto-centric space. Having space with landscape would be best case scenario. Appreciate all the connections you're indicating, you need an island every 12 stalls.
  - We have looked at adding landscaping but with the curvature of this side of the property you start to lose a lot of parking, less than our need to facilitate patrons coming to the store.
- Understood.
- Given the choice, that can all be green or sidewalk. Considering how many people will be walking along there, it doesn't lead you anywhere.
  - We'll provide a landscape plan that shows what that could be.
- I know Traffic has their concerns too.
- Stormwater – this area of Madison saw significant flooding the last couple of years. I don't know how the new ordinance and this amount of pavement is treated, that's something I would look for, what's happening with that stormwater, how are we slowing it down, treating it, storing it.
- Did Traffic Engineering raise a concern about the three lane curb cut coming out the ring road? Stop signs? Cars coming in and out, bicycles and pedestrians, that concerns me.
  - I hear you, before we started any conversation with the City we started with Traffic. This has three curb cuts so we presented something and after conversations with them and Planning, this was deemed to be the most viable solution. When we contemplate landscaping we need to contemplate those sight lines.
- Exiting coming out onto the paved road to the west of the site rather than an additional curb cut?
- Site plan: what's the farthest west limit?
  - It's inclusive of the sidewalk, that's where it ends.
- With that bike path and circulation you looked at different orientations and this one worked best?
  - Yes.

**ACTION:**

Since this was an **INFORMATIONAL PRESENTATION** no formal action was taken by the Commission.