

Union Corners Committee Questions to Developers

Please respond to the questions below by the deadline provided. If you have questions regarding the questions below, please contact Don Marx at dmarx@cityofmadison.com or 608-267-8717.

DEADLINE: Monday, September 10, 2012, at 2:00 PM

Delivery Location(s): drolfs@cityofmadison.com

Parking

1. Break out of parking for surface/structure and ratios for the various proposed uses, including the overall ratios for commercial and residential use on the site?
2. How will structured parking be wrapped/screened/lined by buildings?

Valuation / City Assistance / Finance

3. Please estimate assessed value (market value) upon completion for each portion of your project.
4. Describe what TIF assistance is required for each phase of a project and any potential changes to TIF driven by the user or public policy requirements (e.g. parking needs, design elements, site improvements).
5. Please outline overall construction cost for each project. Just the major elements / categories (e.g. building, parking, sites improvements) .

General

6. What are your **Major** contingencies (top 2 or 3) that would eliminate your ability to move forward with these initial projects or the development in general?
7. Please describe in detail the **first two projects** (phases) you expect to complete and timing.
8. What is best idea from other proposals that you would consider/study adding?

Housing

9. Please describe in detail your best estimate for timing of first two housing projects and what needs to happen (conditions and contingencies) to start these projects. (tax credits, market improvement, etc.)
10. Please describe the following for these initial two housing projects (best estimate today):
 - a. Housing type (rental / owner),
 - b. Location on site
 - c. Amount of units for each project
 - d. Expected absorption timeline
11. Diversity of housing types and affordability goals (80%, 50% and lower than 50% AMI)
12. What percent will be age-restricted?
13. Will these uses be in different buildings, or integrated into various buildings?

Transportation / Transit

14. Provide a Transportation Demand Management (TDM) plan for clinic and any other large anchor.
15. How does the proposed project street grid creates sense of place
16. How will the site layout deal with delivery trucks, recycling pick up, etc?

Design

17. How does your proposal provide an accessible and inviting pedestrian experience into and around the site, especially along and across E. Washington Ave and to and from existing bus stops?
18. Will the proposed buildings on E. Washington have entrances on that side?
19. Will one architectural team design all the buildings?
20. How alike or different will the buildings look?
21. Please describe site improvements (parking (number and type), landscaping, hardscaping) I.E. size of project site. (land and building footprints).

Commercial Space

22. Provide a realistic assessment of the possibility of getting neighborhood serving retail versus highway retail. What is approach your team would take to determine this?
23. Explain more about your vision for artist spaces / uses and financial feasibility.
24. What sort of small commercial / retail are you proposing?
25. How will this small commercial / retail serve the needs of the surrounding neighborhood?
26. Will it be focused on necessities (e.g. hardware store, dentist, child care) or on luxuries (e.g. restaurants, high end retail)? (note: this is not a question about a grocery store - it' about the rest of the retail, if there is any.)

Jobs

27. What will you do to ensure that construction jobs go to Madison residents, and specifically to residents of the surrounding neighborhoods?
28. What will you do to ensure that the permanent jobs in the development pay a living wage and are accessible to residents of the surrounding neighborhoods?
29. What is your willingness to do local hiring for construction jobs including holding job fairs in nearby neighborhood(s) and collaboration with trade union apprenticeship programs, including outreach within a several mile radius? Will you establish goals for local hiring?

Environmental

30. How many lane miles of street/alley are you proposing to add? Will any additional interior streets be public or private? How will they manage storm water? Will they be curbed or all at one grade? Will they resemble woonerven?
31. What percentage of the roof square footage will have green roofs? White roofs? Solar panels?
32. Does your design incorporate passive solar design elements?
33. How will the public spaces in your proposal (plazas, parks, sidewalks, etc) invite people to use them?
34. How much room will be available for community gardens, and will these be limited to residents of the site?
35. Will the parks included be public or private?

Proposal Specific Questions

Livesey / Stonehouse:

- A. Parking structures deaden the spaces and streets that they are adjacent to. At the west side of Building B1, what can you do to make this blank wall a genuinely usable, living space (not merely an aesthetic treatment)? Also please discuss the possibilities for actively designing this area as part of a usable, temporary event-day space, such as we see in another proposer's scheme.
- B. The triangular surface parking lot adjacent to Building A can be re-configured more efficiently to provide significantly more combined planting space for large trees either a) near the center of the lot or b) along the edge the Winnebago street. Will you consider this?
- C. Connectivity and pedestrian 'porosity' to the UC site from the neighborhoods across East Wash is very important. We understand the challenges that 55,000-60,000 cars per day present to functioning, usable storefronts, and seating, etc. However, with buildings oriented internally, regular through-building public pedestrian circulation connecting the East Wash sidewalk with your internal pedestrian circulation system can help tremendously. Can you accomplish this for Buildings A and C?
- D. Your pedestrian circulation system stands out as well-worked out in comparison to some other proposals, and in your verbal presentation you emphasized the possibility of a future transit (BRT, commuter rail, etc.) stop/station at the south end of the site. Would you be willing to show us even a roughly sketched concept of your thoughts on how this might fit in?
- E. Your parking counts are significantly higher than other proposals. Yet you've managed to integrate some pedestrian commons areas by using 'private' drive aisles as vehicle circulation internally. However, you appear to have landscaped the large, mall-like central parking field to the minimum UDC is likely to allow. Can you do better, perhaps by a) increasing the width, importance and plantings at the central walk-path and, b) reducing some parking?

Gorman:

- A. Connectivity and pedestrian 'porosity' to the UC site from the neighborhoods across East Wash is very important. We understand the challenges that 55,000-60,000 cars per day present to functioning, usable storefronts, and seating, etc. However, with buildings oriented internally, regular through-building public pedestrian circulation connecting the East Wash sidewalk with your internal pedestrian circulation system can help tremendously with circulation and relieve long, street-deadening walls. Can you accomplish this for Buildings C and D? For example, your drawing ('Transportation Plan') shows in yellow the Pedestrian Oriented Hardscape; it implies rather glaringly that the public is not permitted/encouraged to circulate or enter the UC site through or anywhere near the medical clinic.

- B. Related issue: your site plan and architectural renderings for the signature 'gateway' corner of Union Corners shows your clinic building and parking structure to be an impenetrable wall along both Milwaukee and East Wash. This is a huge non-starter in an otherwise very positive proposal. How can you repair this? Publicly accessible pharmacy with entry at the corner? Fitness gym? Cafe?
- C. To the west of Building D there appears to be a drive-through loop. What is the purpose of this feature?
- D. 'Union Commons' -- inaccurately characterized as a 'woonerf' in your verbal presentation -- is actually a two-way drive aisle that serves the parking lot adjacent to Building B and the alley behind Buildings E and F. As such it cannot function as a primarily-pedestrian space. However, the northern leg between Building F and the Senior Housing might actually fulfill the pedestrian-centric promise of a woonerf, with changes to the pavement cross-section and eliminating the 4 diagonal parking spaces. Are you willing to make such changes?
- E. The 'Union Commons Neighborhood Center' feature is presented as a "gathering space". Yet it is bisected by a street. Can you show us how (with paving cross-section changes? event-day bollards? signage? etc....) this space could limit vehicle flow and actually function as a safe pedestrian area?
- F. Love the variety and scale of the residential components. Three Townhome Buildings H west of Winnebago Street tho': One shares an alley (dumpsters, deliveries, employee smoking area, etc.) with Buildings E and F; the other two back up to the clinic parking lots. Can you clarify and characterize the nature/quality of the rear-yard spaces of these units?
- G. The Splash Pool for kids --- a great idea -- is surrounded by vehicle traffic on 3 sides. Can we find a better and safer location for it?

Community Design:

- A. This site design with a park along East Wash as located in this proposal is potentially a brilliant solution to a difficult urban condition -- but only if energized by significant numbers of active users on 3 sides. (The park would need a beefier, 'protective-but'porous' edge along East Wash, but that's a more involved design discussion). The Public Market, the Arts Collaborative, and a street-line of appropriately chosen shops would be ideal generators of such users. Please tell us how you can you guarantee that these uses will happen.