



City of Madison

City of Madison
Madison, WI 53703
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Meeting Minutes - Approved PLAN COMMISSION

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Tuesday, March 13, 2012

5:00 PM

215 Martin Luther King, Jr. Blvd.
Room 300 (Madison Municipal Building)

DOWNTOWN PLAN WORKING SESSION

Note: This Session will NOT be televised.

CALL TO ORDER/ROLL CALL

Present: 7 -

Steve King; Marsha A. Rummel; Nan Fey; Eric W. Sundquist; Michael W. Rewey; Bradley A. Cantrell and Anna Andrzejewski

Excused: 4 -

John L. Finnemore; Chris Schmidt; Michael G. Heifetz and Tonya L. Hamilton-Nisbet

PUBLIC COMMENT

Ledell Zellers, 510 N. Carroll St., registered in support. She stated that the plan should address issues such as: parking ramps on the edge of Downtown, the one-way street network, on-street residential parking permits, car sharing stalls in City parking ramps, and moped parking.

Delora Newton, representing the Greater Madison Chamber of Commerce, registered in support. She stated that the Chamber supports multiple transportation options and most of the plan's recommendations. She urged the Commission to focus on non-rail transit options at this time, to keep in mind the large number of people who commute by car and providing parking to continue to attract employers, and to not make TDMs mandatory.

DISCLOSURES AND RECUSALS

None

[24468](#)

A Resolution Adopting the Downtown Plan as a Supplement to the City of Madison Comprehensive Plan.

This Resolution was Re-referred to the PLAN COMMISSION

A. Key 7: Build on Historic Resources

King moved, seconded by Andrzejewski, to approve Key 7 with the staff recommendations and consideration of the following changes/comments:

- a) Language should be added to the text that new development should not try to replicate historic buildings, consistent with the policies of the National Trust for Historic Preservation.
- b) page 92- Rec. 163: Change to something like: After a thorough public review process, consider whether to nominate potential landmarks and subsequent properties identified

- in the updated Downtown Historic Preservation Plan. It should not be an absolute that the boundaries of local and National Register historic districts be coterminous.
- c) page 92- Rec. 164: Include language about creating a branding program for heritage resources that includes marketing, education, and wayfinding.
 - d) page 93- Update the 1998 Downtown Historic Preservation Plan (specific language may in part read something like: Reevaluate the 1998 Downtown Historic Preservation Plan to determine if potential landmarks and historic district boundaries are still valid.).
 - e) page 93- Rec. 170: Add "...if initiated by a representative group of property owners."
 - f) pages 94 + 96- Label historic districts on the maps.
 - g) page 94- Explain overlap between the existing and potential historic district on the map.
 - h) pages 94 + 96- Repeat the Mansion Hill box in both sections.
 - i) page 94- Clarify text that the proposed boundaries aren't precise and could change if designation of these areas as historic districts is pursued.
 - j) page 97- Rec. 175: Clarify how this applies to the redevelopment of triangle blocks without existing flatiron buildings.
 - k) Memorandum page 11, row 7- Do not include the proposed new Obj. 7.4, and consider adding a timeline (5 years?) to nominate the identified properties. It was clarified this would not prevent them from being nominated at a later date.

The motion passed by voice vote/other.

B. Key 6: Increase Transportation Choices

King moved, seconded by Cantrell, to approve Key 6 through the Complete Streets section (pages 1-7 of memorandum 3) with the staff recommendations and consideration of the following changes/comments:

- a) Throughout the plan, the text should say "motor vehicle parking" if that's what it means, otherwise if it refers to other modes it could say "parking".
- b) B- Cycle or any specific business should not be highlighted in the plan, but B-Cycle can be used in the photo as an example.
- c) page 72, fourth bullet- Add: "...for all modes."
- d) page 72- Rec. 112 (memorandum page 3, row 5)- Change to "evaluate" potential Downtown passenger rail stations locations "considering impacts on the street grid and adjacent neighborhoods".
- e) page 72 (memorandum page 4, row 2)- Update mode split data since it is 12 years old, or don't include the information and graphic in the plan.
- f) page 73, second paragraph- the locations of the two proposed intermodal transportation facilities should be identified on the transit map.
- g) page 74- Rec. 120: What is the City's strategy for addressing remote park-and-ride facilities?
- h) page 74 (memorandum page 4, row 8)- Don't change the plan, the recommendation is now addressed elsewhere.
- i) page 74 (memorandum page 5, row 9)- Add "connecting the bicycle network" as a bullet in the text, but not the goal of separated bike lanes.
- j) page 75 (memorandum page 6, row 6)- Need to qualify the reference to excellent bus service somewhat, like adding "...for a city of our size."
- k) page 78- Obj. 6.3- Change "vehicles" to "motor vehicles".
- l) page 78, second paragraph, second sentence- Clarify that this applies to all modes, not just cars.
- m) page 79- The map legend should indicate that the four major intersection improvements include improvements for bikes and pedestrians.
- n) page 79- Add South Hamilton as a one-way street and review the map to see if there are others.

The motion passed by voice vote/other.

King moved, seconded by Sundquist, to approve the LRTPC recommendation described in Memorandum 3, page 3, row 1 and that the modal split be considered as part of the upcoming benchmarking effort. The motion passed by voice vote/other.

Sundquist moved, seconded by Cantrell, to change recommendation 126 (page 78) to specifically recommend extending the bicycle lanes to the Square to be consistent with the map on page 84. The motion passed by voice vote/other.

ADJOURNMENT

A motion was made by King, seconded by Cantrell, to Adjourn at 7:40 p.m. The motion passed by voice vote/other.