

City of Madison, Wisconsin

REPORT OF: URBAN DESIGN COMMISSION

PRESENTED: September 17, 2014

TITLE: Creating Section 28.022 -- 00147 of the Madison General Ordinances to change the zoning of property located at 126 South Carroll Street, 4th Aldermanic District, from DC (Downtown Core) District to PD (Planned Development) District and approving a General Development Plan and Specific Implementation Plan to demolish a parking ramp to construct a mixed-use building with 7,500 square feet of commercial space, 96 apartments and 550 underground parking stalls.

REFERRED:

REREFERRED:

REPORTED BACK:

AUTHOR: Alan J. Martin, Secretary

ADOPTED:

POF:

DATED: September 17, 2014

ID NUMBER:

Members present were: Richard Wagner, Chair; Cliff Goodhart, Dawn O’Kroley, Richard Slayton, John Harrington and Melissa Huggins.

SUMMARY:

At its meeting of September 17, 2014, the Urban Design Commission **GRANTED FINAL APPROVAL** of the change in zoning located at 126 South Carroll Street. Appearing on behalf of the project were Brad Binkowski, Samantha Crownover, representing The Baskerville Condo Association; Dave Baskerville and Will May. Registered in support and available to answer questions were Mark Binkowski, Tom Daly and David Jennerjahn. Registered and speaking in opposition was Kerryann Diloreto. They are proposing to build a five-level parking ramp underneath Carroll Street, demolish the existing ramp, and develop above the ramp a residential building that will add a lot of life and vitality and transform the energy on the southwestern side of the Square. The concept shows the parking ramp entry close to where the existing entry of the above grade ramp and will slope down 12% to flat parking trays under Carroll Street. Retail space is proposed for the corner of Doty and Carroll Streets with glass frontages on both streets and 14-foot high windows. They are proposing 8,000 square feet of sidewalk space on Carroll Street that will be restaurant/retail space to enliven this area, and an interior loading dock to minimize the noise. The apartment tower would contain 8 floors designed around the elevator core that would go from the underground parking up through the building. The Hamilton Street façade has been pulled back 19-feet so the diagonal windows are opened up and views are preserved, while reinforcing the character of the historic buildings. The building would step down and connect to the Baskerville. The project will be requesting TIF funds.

Samantha Crownover spoke in support of the project. In general they really do like the plan and think it will be an asset to the downtown overall. The trash and recycling proposal includes the Baskerville, they are offering concessions to the HVAC that they have on the alley side, bicycle storage, and the improvements to the alley. In general the design is complementary to their building and will set both historic buildings off even more.

Dave Baskerville spoke in support of the project. There is concern about the noise and the light, and that the proposed project would be four-stories above the Baskerville. There is also concern about traffic in one of the busiest intersections at Fairchild/South Hamilton and West Doty Street. He asks that the City confirm the fact that they will have a 560 car garage underneath right adjacent to 13 of their bedrooms.

Will May spoke in support of the project. The development will add vitality to the block. There are some issues of concern, including the location of the entrance being right next door to their building on a very busy intersection. In general they are excited about the development's possibilities.

Kerryann Diloreto spoke in regards to the parking ramp entrance and exit location. They are proposing that the entrance/exit would abut the back of the Baskerville building whereas the current AnchorBank parking entrance and exit is about 49-feet down. She sees that as about 3 car lengths difference and while the design takes into account cars backing up and vehicles stacking inside, she questions whether the current entrance and exit can work well with this intersection of Hamilton and Doty Streets. The sight lines are short in this area and she has concern about the effects on the traffic and the safety of pedestrians. She is also concerned that there is only one entrance and exit for such a large number of vehicles.

Binkowski addressed some of the parking concerns. Right now they are 40-feet away, there is an entry/exit for 261 cars with gates at the sidewalk level. There is also a crossover movement directly outside of those gates, which is really dangerous and not ideal. After developing Block 89 they came up with a 3-lane entry configuration where there is no crossover outside. They moved the gates to the bottom of the ramp where you could stack 9 cars out of the traffic flow, which is infinitely better. The reason this is the only solution is Doty Street rises in elevation as you go east, going up about 5 ½-feet between the Baskerville to behind AnchorBank. Approaching it from another direction wouldn't allow them to build underneath Carroll Street. Jennerjahn addressed the technical requirements of the turning radius, the sloping, etc. They have looked at locating the parking entry and exit on the other block but it just simply can't technically work. Where it's located now is essentially mid-block and they think it's a very functional design. Traffic Engineering feels this is a workable situation; the comments from their staff report really only focus on bicycle parking.

Comments and questions from the Commission were as follows:

- Could you switch the lanes depending on the time of day?
 - Yes, that's something we've done with Block 89. Generally the outbound traffic in the afternoon is far more intense with people leaving work at the same time, when they mostly arrive at varying times. We're going to have 100 apartment residents that are leaving here. Their flow is contrary to the office flow and we've offered to lease spaces to the Baskerville. 120 of the stalls will be designed and set aside for residential use, that actually helps the flow. Forty stalls are going to be set aside for visitors who generally don't come in the morning. So when you look at actually how many stalls we're increasing, we're increasing the number of cars using the exit by only about 100 from the 261 stalls we have now, and yet we're providing an infinitely better exit condition.

ACTION:

On a motion by Harrington, seconded by Huggins, the Urban Design Commission **GRANTED FINAL APPROVAL**. The motion was passed on a vote of (5-0).

After the Commission acts on an application, individual Commissioners rate the overall design on a scale of 1 to 10, including any changes required by the Commission. The ratings are for information only. They are not used to decide whether the project should be approved. The scale is 1 = complete failure; 2 = critically bad; 3 = very poor; 4 = poor; 5 = fair; 6 = good; 7 = very good; 8 = excellent; 9 = superior; and 10 = outstanding. The overall rating for this project is 8.

URBAN DESIGN COMMISSION PROJECT RATING FOR: 25 West Main Street/115-126 South Carroll Street

	Site Plan	Architecture	Landscape Plan	Site Amenities, Lighting, Etc.	Signs	Circulation (Pedestrian, Vehicular)	Urban Context	Overall Rating
Member Ratings	-	-	-	-	-	-	9	8

General Comments:

- Appears to be a great project!

City of Madison, Wisconsin

REPORT OF: URBAN DESIGN COMMISSION

PRESENTED: September 17, 2014

TITLE: Creating Section 28.022 -- 00146 of the Madison General Ordinances to change the zoning of property located at 115 South Hamilton Street and 25 West Main Street, 4th Aldermanic District, from DC (Downtown Core) District to PD (Planned Development) District and approving a General Development Plan and Specific Implementation Plan to construct an addition to an existing office building at 25 West Main Street.

REFERRED:

REREFERRED:

REPORTED BACK:

AUTHOR: Alan J. Martin, Secretary

ADOPTED:

POF:

DATED: September 17, 2014

ID NUMBER:

Members present were: Richard Wagner, Chair; Cliff Goodhart, Dawn O’Kroley, Richard Slayton, John Harrington and Melissa Huggins.

SUMMARY:

At its meeting of September 17, 2014, the Urban Design Commission **GRANTED FINAL APPROVAL** of the change in zoning located at 126 South Carroll Street. Appearing on behalf of the project were Brad Binkowski, Samantha Crownover, representing The Baskerville Condo Association; Dave Baskerville and Will May. Registered in support and available to answer questions were Mark Binkowski, Tom Daly and David Jennerjahn. Registered and speaking in opposition was Kerryann Diloreto. They are proposing to build a five-level parking ramp underneath Carroll Street, demolish the existing ramp, and develop above the ramp a residential building that will add a lot of life and vitality and transform the energy on the southwestern side of the Square. The concept shows the parking ramp entry close to where the existing entry of the above grade ramp and will slope down 12% to flat parking trays under Carroll Street. Retail space is proposed for the corner of Doty and Carroll Streets with glass frontages on both streets and 14-foot high windows. They are proposing 8,000 square feet of sidewalk space on Carroll Street that will be restaurant/retail space to enliven this area, and an interior loading dock to minimize the noise. The apartment tower would contain 8 floors designed around the elevator core that would go from the underground parking up through the building. The Hamilton Street façade has been pulled back 19-feet so the diagonal windows are opened up and views are preserved, while reinforcing the character of the historic buildings. The building would step down and connect to the Baskerville. The project will be requesting TIF funds.

Samantha Crownover spoke in support of the project. In general they really do like the plan and think it will be an asset to the downtown overall. The trash and recycling proposal includes the Baskerville, they are offering concessions to the HVAC that they have on the alley side, bicycle storage, and the improvements to the alley. In general the design is complementary to their building and will set both historic buildings off even more.

Dave Baskerville spoke in support of the project. There is concern about the noise and the light, and that the proposed project would be four-stories above the Baskerville. There is also concern about traffic in one of the busiest intersections at Fairchild/South Hamilton and West Doty Street. He asks that the City confirm the fact that they will have a 560 car garage underneath right adjacent to 13 of their bedrooms.

Will May spoke in support of the project. The development will add vitality to the block. There are some issues of concern, including the location of the entrance being right next door to their building on a very busy intersection. In general they are excited about the development's possibilities.

Kerryann Diloreto spoke in regards to the parking ramp entrance and exit location. They are proposing that the entrance/exit would be at the back of the Baskerville building whereas the current AnchorBank parking entrance and exit is about 49-feet down. She sees that as about 3 car lengths difference and while the design takes into account cars backing up and vehicles stacking inside, she questions whether the current entrance and exit can work well with this intersection of Hamilton and Doty Streets. The sight lines are short in this area and she has concern about the effects on the traffic and the safety of pedestrians. She is also concerned that there is only one entrance and exit for such a large number of vehicles.

Binkowski addressed some of the parking concerns. Right now they are 40-feet away, there is an entry/exit for 261 cars with gates at the sidewalk level. There is also a crossover movement directly outside of those gates, which is really dangerous and not ideal. After developing Block 89 they came up with a 3-lane entry configuration where there is no crossover outside. They moved the gates to the bottom of the ramp where you could stack 9 cars out of the traffic flow, which is infinitely better. The reason this is the only solution is Doty Street rises in elevation as you go east, going up about 5 ½-feet between the Baskerville to behind AnchorBank. Approaching it from another direction wouldn't allow them to build underneath Carroll Street. Jennerjahn addressed the technical requirements of the turning radius, the sloping, etc. They have looked at locating the parking entry and exit on the other block but it just simply can't technically work. Where it's located now is essentially mid-block and they think it's a very functional design. Traffic Engineering feels this is a workable situation; the comments from their staff report really only focus on bicycle parking.

Comments and questions from the Commission were as follows:

- Could you switch the lanes depending on the time of day?
 - Yes, that's something we've done with Block 89. Generally the outbound traffic in the afternoon is far more intense with people leaving work at the same time, when they mostly arrive at varying times. We're going to have 100 apartment residents that are leaving here. Their flow is contrary to the office flow and we've offered to lease spaces to the Baskerville. 120 of the stalls will be designed and set aside for residential use, that actually helps the flow. Forty stalls are going to be set aside for visitors who generally don't come in the morning. So when you look at actually how many stalls we're increasing, we're increasing the number of cars using the exit by only about 100 from the 261 stalls we have now, and yet we're providing an infinitely better exit condition.

ACTION:

On a motion by Harrington, seconded by Huggins, the Urban Design Commission **GRANTED FINAL APPROVAL**. The motion was passed on a vote of (5-0).

After the Commission acts on an application, individual Commissioners rate the overall design on a scale of 1 to 10, including any changes required by the Commission. The ratings are for information only. They are not used to decide whether the project should be approved. The scale is 1 = complete failure; 2 = critically bad; 3 = very poor; 4 = poor; 5 = fair; 6 = good; 7 = very good; 8 = excellent; 9 = superior; and 10 = outstanding. The overall rating for this project is 8.

September 22, 2014

Landmark Commission, Plan Commission, City Council, Mayor and all others with the City of Madison,

While generally in support of a development by ULI on the Anchor Bank land parcels, I am writing to object to the current proposed design put forth by ULI now under consideration by the City of Madison.

In the absence of independent information derived from a traffic or some other type of study, I object to the placement / location of the proposed parking entrance and exit ramp, and that this is the sole ramp opening for a 500+ car garage. These are my concerns related to this placement:

- 1) The proposed parking entrance and exit seems too close to the Hamilton, Doty, Fairchild intersection from a traffic and safety perspective when it comes to "sight lines". The "sight line" for drivers who are coming down Fairchild turning the corner onto Doty may not be a safe distance to avoid rear-end collisions with slowed or stopped vehicles turning into the ramp or slowly exiting the ramp. The sight line also may be too short for drivers coming down Hamilton to make the sharp left turn onto Doty into slowed or stopped cars turning into or exiting the ramp.
- 2) The proposed parking entrance and exit seems too close to the Hamilton, Doty, Fairchild intersection from a traffic and safety perspective when it comes to "gaps" for exiting drivers to get onto Doty. The volume of traffic traveling through this intersection and onto Doty may not provide adequate gaps for the number of vehicles exiting the proposed ramp, especially during evening rush hour or during downtown event periods.
- 3) The proposed parking entrance and exit seems too close to the Hamilton, Doty, Fairchild intersection from a traffic and safety perspective when it comes to pedestrian and bicycle safety. This is already a difficult intersection for pedestrians to cross with cars often stopped in the intersection or blocking the crosswalk due to the volume of traffic in the morning and evening rush hour and during downtown event periods. The proposed ramp may compound the volume at this juncture, making it even harder for pedestrians and bicyclists to safety transition.
- 4) The proposed parking entrance and exit is the sole egress for 500+ vehicles. This seems to present a safety issue for those using the ramp should there need to be an emergency evacuation.
- 5) The proposed parking entrance and exit abuts the historic Baskerville building, thus posing a quality of life issue for condominium residents and a high risk for damage both during and after construction. A re-design of the development would preserve the face of the Baskerville building, as well as the quality of life for residents in terms of sunlight to windows on the alley side and noise for all.

From meetings with ULI, I am aware that their proposed design includes stacking of 9 vehicles inside the garage. This is helpful but I am concerned that it does not solve the problems I outline above.

ULI has made the argument that the proposed parking entrance and exit is near the existing one for the Anchor Bank garage. However, I have measured it to be **a difference of 49 feet**. In other words, the proposed parking entrance and exit for the new ULI development will move 49 feet closer to the Hamilton, Doty, Fairchild intersection. This seems significant enough to cause traffic disruptions. Also, the existing Anchor Bank garage capacity is only 261 vehicles, and to my understanding is used almost solely by Anchor Bank employees. The proposed new underground garage has a capacity of over 500 vehicles and will be used 24/7 – with about 100 or so spots for residents of the apartments and some amount for general public. This means that entering and exiting the proposed ramp will be **more difficult during downtown event periods** compared to a smaller garage that is nearly all Monday – Friday daytime use.

It may very well be from a geometrical perspective that the proposed location of the parking entrance and exit is the only location that will work with the current overall design. ULI may be exactly right about that. However, **the proposed location may pose traffic and safety issues – and now is the time to examine this**. It seems that additional, INDEPENDENT, information about traffic and safety impacts is needed. I would like to request that the City require ULI to order up an **independent study**, or that the City undertake a study to examine these potential issues. Perhaps the City can **grant ULI conditional approval if said study finds that traffic and safety standards can be met with the proposed design**.

Thank you very much for your time,

Kerryann DiLoreto

121 S. Hamilton Street 204K

Madison, WI 53703

Phone: 608-215-7896

Email: kdiloreto@gmail.com

From: James Lembcke <[REDACTED]>
> Subject: ULI Development next door to Baskerville Hamilton/Doty Street
> To: amartin@cityofmadison.com
> Date: Wednesday, September 17, 2014, 9:52 AM Please consider this an
> official objection to the construction of a mixed use building
> (including commercial space, apartments, and underground parking
> stalls) next to the Baskerville Condos by ULI currently under
> consideration by the City of Madison Department of Planning and
> Zoning.
>
> My objection is based on the proposed entrance/exit ramp location of
> this space. It is my fear that the safety of both vehicles and
> pedestrians will be at risk with the current placement. As an owner of
> Unit [REDACTED] of the Baskerville, my condo is on the corner most affected.
> The current placement by ULI presents a significant short run from
> oncoming street traffic that will lead to an increase risk of
> collisions on an already busy corner. It is my hope that the placement
> proposed will warrant a complete traffic study to illustrate the full
> impact on vehicle and pedestrian safety before this project moves
> forward.
>
> Although I serve as the Vice President of the Baskerville Condo
> Association, I am registering my objection as a private citizen, condo
> owner, and not as an agent of the Baskerville Board of Governors.
> Please include my objection on the official transcript of the meeting.
> I appreciate the opportunity to register this objection with the City
> of Madison, and hope it will persuade its leaders to not approve the
> project as it is currently presented.
>
> Thank you,
>
> James A Lembcke
> [REDACTED] S Hamilton Street Unit [REDACTED]
> Madison, Wisconsin 53703
>
> [REDACTED]
>

#10, 11, 12