

T. Wall Wingra Point Apartments Proposal Questions

- What would be the Ped/bike relocation plan during construction? It is already dangerous to cross the streets in this area.
- What is the type of structural construction of proposed buildings? T.Wall says that the basement and first floors will be concrete and steel. Second floor and higher will be wood frame with engineered wood joists. My thoughts on this (even though the building will have a fire sprinkler system), this type of engineered wood construction has been problematic in recent years with the rapid spread of fire and unexpected early collapse of the entire structure during a fire. A five or six story apartment building should be of more substantial construction than engineered wood framing.
- What percent of the windows on the building will be openable? Are they going to be double pane or triple pane. In 2007 while remodeling my house in Bay Creek, I lived at 626 Park Street on the second floor facing Park Street for almost a year. The traffic noise was deafening 24 hours a day with the windows open. Dust would coat the inside of the apartment every week. With the windows shut, it was still fairly noisy. Ambulances headed to all the hospitals in the area would wake you up multiple times a night. I highly recommend triple pane windows for noise deadening. However, even with three layers of glass I sure wouldn't envy anyone renting one of the 5 fancy units at the point of the flat iron. With floor to ceiling windows facing both Park and Fish Hatchery, it will never be quiet in those apartments.
- Types of commercial uses expected? Look at all the commercial units built into the newer developments on Park Street. St. Mary's and The Ideal Buildings both have many commercial units that still sit empty. Expect these units to sit empty too. What kind of business would want to pay the high rents for the very limited access these commercial units will have by car, bicycle, or foot travel. With Amazon.com most commercial retail is dead or dying. The developer would be better off putting something like exercise space for the apartments there instead of commercial. At least it would get used some instead of sitting empty. If this 1st floor space is going to be designated to commercial use, what types of businesses would want to be there? Is there sufficient space outside the commercial space for concealed garbage containers and delivery of supplies?
- Where will moving trucks and delivery trucks be able to park on the property? I hope they will not be allowed to park in the street and block traffic.
- Price range of apartment units? Probably no low income units here. No wonder we have so many homeless - all the developers want to build only for people with lots of money. Can't at least some of these units be affordable to people who can't even make \$10.00/hr?
- Secure entrances to apartments at all entrances? T.Wall says YES
- Secure parking? Overhead garage doors? T Wall says YES for basement, maybe for after business hours on 1st floor.
- Is second floor courtyard open to public? T. Wall says NO.
- Was a traffic study done? I see major problems here. Read on below.

T. Wall Proposal Design Problems



- The design of the point of the flat iron building is odd. Looks like the wooden peg-leg of an old pirate. I would prefer that the point of the structure be set back further from the property corner to allow more room for a public staging area at the pedestrian crossing. The extra floor area gained with this peg-leg on the 2nd

through 6th floors is not very significant and the view from the windows at the tip of the building is blocked by the support column that created the goofy peg-leg look. It would be better to set back the tip of the building at location farther from the property corner to allow for a more attractive entrance with plenty of room on the outside for entry and exit and a larger staging area for the pedestrian crossing. Then with columns on each side of that entrance you can create a more typical flat iron look that allows full un-blocked views from the apartment windows at the tip of the building. Right now, though, with the current design the dead space on each floor adjacent to the column at the point of the building would make a great nesting site for falcons or hawks. If those birds don't find the spot, you should expect piles of poop to accumulate there anyway from other birds taking a rest from flight. How will anyone get up there to clean up after them? Speaking of cleaning up, what provisions will be made for cleaning all the windows. Not going to be able to do it from the street with a boom truck.

- This building does not seem very inviting to the public. Hidden and covered parking that is difficult to access or leave. No public green space. No room for any trees at all. Any trees surely wouldn't survive long on the tiny proposed street terraces.
- Main vehicle entrance on Park Street is problematic--
 1. North bound left turn at Lakeside St will require new left turn cut at median that will cut into green space around the beautiful locust tree in the median and damage its root system.
 2. A new left turn lane at this location will create an unsafe pedestrian crossing at that location by eliminating the existing wide median at that crossing.
 3. During times of moderate and heavy traffic, left turns will be very hard to accomplish and will back up north bound traffic on Park Street.
 4. Already, left turn traffic entering or exiting Lakeside Street at this intersection has a difficult time getting through this intersection. I know as I use it every day.
- Building entrance pad at point of flat iron is too small. Is this only for emergency exit? I feel the entrance at the point of the flat iron should be more than an emergency entrance that is locked all of the time.
- Public staging area for pedestrian crossing at tip of flat iron is too small.
- Sidewalks and terraces on this block are too narrow for safe pedestrian travel next to a busy roadway.
- Pedestrian crossing of Park Street and Fish Hatchery intersection is difficult and dangerous.
- Heavy traffic, speeding and red light violations are a major problem at this location.

Problems and Needs of this Area

The history of this part of Madison needs to be addressed. We can't learn from our mistakes if we don't review the past to learn how we messed up before. This part of Madison-- could have been one of the most unique and beautiful parts of the city.

Past and current development of area too piecemeal and destructive to the natural environment.

- Dividing Ridge gone.
- Groundwater pollution from many former service stations in area.
- New developments gobble up remaining green space.
- Pedestrian and bicycle travel in this area becoming more dangerous with increasing auto traffic.

Need a master plan for a better future for this entire section of Park Street.

Lack of a safe and attractive ped/bike corridor crossing Park Street in this area.

Existing sidewalks too narrow for future higher density development in area.

Existing terraces too narrow, area lacks greenscape.

Existing on-street parking is a traffic safety issue.

Lack of off street parking in the area.

Many worn out and/or underutilized properties in the area.

Flat Iron Structure with a Ped/bike Overpass Concept



The above image looking south shows the open green space that existed back when Bancroft Dairy was on the block. I propose a ped/bike overpass across Park Street and Fish Hatchery Road that would be incorporated into the design of new structures on these parcels of land. The brown line in the image is the approximate location for the proposed overpass and ramps. The overpass would be designed to be a safe and esthetically pleasing alternative to the existing dangerous intersection crosswalks. In the future, as other nearby tired and worn out properties are redeveloped, this new ped/bike route could extend to connect directly with the Wingra Creek ped/bike trail.

Flat Iron Parcel Concept

- Entire basement and first floor devoted to parking.
- 2nd floor would become the 1st floor for part of the structure - some commercial if feasible otherwise apartments and public green space.
- 3rd floor and higher - apartments.
- Allow a higher 6 or 7 floors max. on part of the building only with a structure that incorporates a public ped/bike overpass into the design. Too me, that would meet the criteria as an exceptional design to allow the extra floors.
- Shared use of public/private property and airspace.
- Flat iron block public sidewalks on Park St. and Fish Hatchery Road would ramp up to proposed bridge elevation.

East side of Park Street

- All property parcels would be developed according to a long range master plan for the entire block.

- Eastern ped/bike ramp would be incorporated into the design of a new commercial building on the St. Mary parcels.
- Barriques parcel could eventually be redeveloped with parking on basement and 1st floor.
- A new Barriques or similar commercial would be on the 2nd floor along with an outdoor eating/public area.
- Possible 3rd floor max. depending on design.

West side of Park Street

- All property parcels would be developed according to a long range master plan for the entire block.
- Western ped/bike ramp would be incorporated into the design of new structures on the parcels.
- Sidewalk on west side of Park Street would ramp up to bridge elevation.
- Basement level parking on all parcels.
- Basement and 1st floor parking on selected parcels.
- 2nd floor would become the main floor for selected parcels.
- Large 2nd floor public open area for outdoor dining and activities on selected parcels.
- Move commercial space to 2nd floor of selected parcels.
- 3rd floor and higher - apartments or office space.
- 5 to 8 floors max. depending on the design.

In Summary

The historical and on-going piecemeal planning and construction along the Park Street corridor is preventing this area of Madison from becoming a more attractive and inviting place for the area's residents and visitors.

Recently, the Wingra Clinic bollixed up the entire 1000 block of Park Street for other development on the block. It's parking ramp could have been built as a common parking ramp for the entire block with two extra floors of below grade parking and at least one more floor on top. The surface parking lots are wasted space. The potential locations for vehicle entrance and exit on the remainder of the block are forever limited and compromised.

Had the Wingra Clinic located on a different parcel on the Park Street corridor (there were many other parcels that could have been viable choices at the time), then a project like the Wingra Point Apartments could have been a wonderful fit for the property with plenty of space for parking and green space.

I look at the totally under-utilized properties and even urban blight that exists now in the 900 and 1000 blocks of Park Street and Fish Hatchery Road and wonder how beautiful this area could look with a well planned development concept for the entire area that includes--

- A grade separated public ped/bike crossing of the Park Street / Fish Hatchery Road intersection.
- Well planned commercial and residential structures with parking beneath and a shared open plaza above at the 2nd or even 3rd floor levels with wide views of the Isthmus and Monona Bay.
- The entire master plan concept could expand some day to include other parcels in the area. I envision the potential of a mostly off road and grade separated ped/bike route someday connecting the Wingra Creek ped/bike trail with South and West Shore Drives.

Oh, what dreams I have! Why can't others see the potential of this area? I can't believe that an entire glacial hill that towered 80 feet over Monona Bay and Lake Wingra and dotted with many Native American effigy mounds was completely destroyed and replaced with the crap we have here today.

I feel strongly that the current plans for this project should be soundly rejected by the city. The City of Madison needs to start a process to thoughtfully master plan this entire part of the city before it is too late. I believe that area residents, property owners, developers, and the city can come together and make this happen.

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