**CANA Meeting – 11/3/22**

CANA Attendees: Eli, Stephen, Rich, Ben

Mortenson Attendees: Nate

City Attendees: David

The **black** text below are comments are from the CANA steering committee members. The **red** text below are responses from the public-private development team.

Impact to Hawthorne Court

- Busses crossing bike lane on University This turning movement is currently routinely made by service vehicles using Hawthorne Court. In addition, this turning movement has been reviewed by the bus operators who have not expressed any concern. Finally, through collaboration with City traffic, revisions will be made to the curb cut at Hawthorne Court to optimize the turning movement.
- Pedestrian safety – regardless, people use Hawthorne Court – goal is to create a safe environment where pedestrians and vehicles and co-habitat The new Hawthorne Court design will create a safer environment for pedestrians by providing a pedestrian zone that is approximately three times wider than the current sidewalk. In addition, enhanced lighting will be provided. Finally, the traffic flow will be changed from two-way traffic to one-way traffic which will further enhance both pedestrian and vehicular safety by eliminating vehicular conflicts and easing congestion.
- People who mistakenly drive down Hawthorne Court The new Hawthorne Court traffic flow will eliminate this concern. Currently, if a vehicle mistakenly drives down Hawthorne Court, they must turn around and drive back out Hawthorne Court to University Avenue. Under the new, one-way design, any vehicle that enters Hawthorne Court on University will travel one way and exit through a dedicated drive lane directly to Lake Street through a new public easement. Signage will be incorporated accordingly.
- Resident flow with intercity bus terminal – will turn into covered street The proposed design includes dedicated bus parking adjacent to the bus terminal. In addition, there is a separate, dedicated drive lane that will allow traffic to bypass the parked buses and exist onto Lake Street.
- Delivery drivers tend to go down Hawthorne Court A new, short term loading zone will be made available on University Avenue and also on Lake Street for delivery drivers.
- Is Hawthorne Court the ideal street to be used by buses? Would Lake Street be an alternative? Lake Street has twelve times the amount of pedestrian traffic during peak hours as compared to Hawthorne Court. Using Lake Street for bus access would create twice as many curb cuts and twice as many turning movements on Lake Street conflicting with a high volume of pedestrian traffic. While pedestrian activity on Hawthorne Court does tend to increase during bar time hours, there is only one bus currently scheduled at that time of day. In addition, using Lake Street for bus access would result in a major percentage of the ground floor Lake Street frontage being non-activated which is not favorable from an urban planning perspective. Finally, of the four

shortlisted firms, three of the four development proposals utilized Hawthorne Court for bus circulation.

- Is the current location of the bus terminal in the right place? The City has conducted multiple studies over the past decade to determine the ideal location of the bus terminal. This location has been identified as the only logical location to house the bus terminal.
- Uses of current area where people walking out onto Hawthorne Court, such as emergency exits The new Hawthorne Court design will solve this pedestrian safety concern by providing a pedestrian zone that is approximately three times wider than the current sidewalk.
- Prior bus terminal had five parking stalls There are a total of five bus parking stalls being provided, inclusive of two overflow stalls on Lake Street.
- Liquid and Ruby have two exits on Hawthorne Court – one is used as primary exit for guests who want to smoke – curb is two feet deep. The other doors are load in / load out and also office doors. These two exits will be maintained, and the new design will create a safer pedestrian experience by providing a pedestrian zone that is approximately three times wider than the current sidewalk.
- Coming out of Hawthorne Court is treacherous for vehicles The new, one-way traffic flow on Hawthorne Court will solve this issue as vehicles will no longer exit on Hawthorne Court.
- Eli showed video of quite a few pedestrians on Hawthorne Court at 9pm at Halloween. - The new Hawthorne Court design will create a safer environment for pedestrians by providing a pedestrian zone that is approximately three times wider than the current sidewalk and by reducing traffic flow from two-way to one-way. In addition, there is only one bus currently scheduled during bar time hours.
- Eli showed a video of peds qued up for a game day adjacent to Liquid Lounge. The new Hawthorne Court design will create a safer environment for pedestrians by providing a pedestrian zone that is approximately three times wider than the current sidewalk and by reducing traffic flow from two-way to one-way.
- Peds cut through Hawthorne vs. using Lake Street City data shows that there are twelve times more pedestrians on Lake Street as compared to Hawthorne Court during the peak daytime hours and three times more pedestrians on Lake Street as compared to Hawthorne Court during the peak bar time hours.

<u>Types of Housing</u>

- Questions around affordability The City is studying the balance between affordability and maximizing funding sources required for the publicly owned parking garage.
- What is the unit mix? Concerned about culture of State Street and have a diverse mix The current mix is approximately 30% studios and 1-bedroom units and 70% 2+ bedroom units.
- How does this project serve the City of Madison? The proposed project accomplishes all of the primary goals set out by the City of Madison including providing connectivity, transportation and housing, expanding the City's tax base, increasing population

density, activating streets and sidewalks, replacing the existing parking garage with a new parking facility and creating a City-owned bus terminal.

Bus Terminal

- Question on the number of bays – five possible? There are a total of five bus parking stalls being provided, inclusive of two overflow stalls on Lake Street.
- How are people accessing the bus terminal? Pedestrian access to the bus terminal is provided from Lake Street. A loading zone is provided on Lake Street for vehicular pick-up/drop-off.
- Questions on Lake Street solution for bus access - couldn't find any reasons in RFP Lake Street has twelve times the amount of pedestrian traffic during peak hours as compared to Hawthorne Court. Using Lake Street for bus access would create twice as many curb cuts and twice as many turning movements on Lake Street conflicting with a high volume of pedestrian traffic. While pedestrian activity on Hawthorne Court does tend to increase during bar time hours, there is only one bus currently scheduled at that time of day. In addition, using Lake Street for bus access would result in a major percentage of the ground floor Lake Street frontage being non-activated which is not favorable from an urban planning perspective. Finally, of the four shortlisted firms, three of the four development proposals utilized Hawthorne Court for bus circulation.
- Leary of parking stall reduction - want public to be able to access state Street The City has had several conversations with downtown businesses and business organizations, and knowing the cost to build parking, there appears to be general support for the parking stall reduction.
- Track pickup on Hawthorne Court Service vehicles will continue to have access to Hawthorne Court. In addition, a short-term loading zone will be made available on University Avenue.
- Mail delivery will drive through bus terminal Service vehicles will continue to have access to Hawthorne Court. In addition, a short-term loading zone will be made available on University Avenue.
- FedEx will drive through bus terminal Service vehicles will continue to have access to Hawthorne Court. In addition, a short-term loading zone will be made available on University Avenue.
- Likes the housing component Thank you.
- Wish it could all be done as affordable workforce housing – understand this would cause financing issues Correct.
- City needs to clarify issues at base of project The proposed project accomplishes all of the primary goals set out by the City of Madison including providing connectivity, transportation and housing, expanding the City's tax base, increasing population density, activating streets and sidewalks, replacing the existing parking garage with a new parking facility and creating a City-owned bus terminal.
- Ben – 20 to 40 people on staff – parking situation is a topic of discussion – people couldn't find parking over Halloween weekend There can occasionally be parking shortages during extremely high demand events downtown Madison such as Halloween.

The City parking utility would be happy to work with property owners to identify alternative City parking facilities that may have excess capacity during such events.

- What happens when City closes 500 stall parking garage during construction? City needs to clarify. The City currently has 370 twenty four/seven parking permits in the State Street Campus garage. To the extent demand warrants, the City can reduce or eliminate those permits to increase additional parking supply available to the general public and employees of area business owners.
- UW Dorms are LEED Gold standard – would like to see highest possible rating. Utilize best practices from sustainability perspective. There is no LEED certification that exists for parking garages, however, the City is committed to achieving a LEED-equivalent sustainability certification called ParkSmart for the garage. The housing is committed to achieving LEED Silver.
- Can a type of construction be used so there aren't rusty spots The design team will incorporate best practices around garage/housing design and engineering.
- Would like to see questions answered by City We trust that these responses adequately address your comments.
- From lawn of Gordon Commons could be deeded to City by UW, but understand this is not likely realistic. Correct, not realistic.