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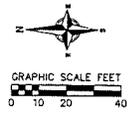
11/20/2016 10:26 AM \\P:\Projects\16002\16002.dwg Plot Date: 11/20/2016 10:26 AM

- PROPOSED UTILITY LEGEND**
- STORM SEWER PIPE
 - WATER SERVICE LATERAL PIPE
 - SANITARY SEWER LATERAL PIPE
 - SANITARY MANHOLE
 - STORM SEWER MANHOLE
 - ▨ PROPOSED PIPE INSULATION

- ABBREVIATIONS**
- ST = STORM MANHOLE
 - IE = INVERT ELEVATION

- TOPOGRAPHIC LINWORK LEGEND**
- EXISTING UNDERGROUND CABLE TV
 - EXISTING OVERHEAD CABLE TV
 - EXISTING FIBER OPTIC LINE
 - EXISTING OVERHEAD TELEPHONE LINE
 - EXISTING UNDERGROUND TELEPHONE LINE
 - EXISTING GAS LINE
 - EXISTING UNDERGROUND ELECTRIC LINE
 - EXISTING OVERHEAD ELECTRIC LINE
 - EXISTING OVERHEAD GENERAL UTILITIES
 - EXISTING SANITARY SEWER LINE
 - EXISTING STORM SEWER LINE
 - EXISTING WATER MAIN
 - PROPERTY LINE

- TOPOGRAPHIC SYMBOL LEGEND**
- EXISTING BOLLARD
 - EXISTING SIGN
 - EXISTING CURB INLET
 - EXISTING FIELD INLET
 - EXISTING STORM MANHOLE
 - EXISTING SANITARY MANHOLE
 - EXISTING FIRE HYDRANT
 - EXISTING WATER MAIN VALVE
 - EXISTING CURB STOP
 - EXISTING GAS VALVE
 - EXISTING DOWN CUY
 - EXISTING ELECTRIC MANHOLE
 - EXISTING ELECTRIC PEDESTAL
 - EXISTING LIGHT POLE
 - EXISTING GENERIC LIGHT
 - EXISTING UTILITY POLE
 - EXISTING TELEPHONE MANHOLE
 - EXISTING TRAFFIC SIGNAL
 - EXISTING CONIFEROUS TREE



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Utility Plan
 Wingra Point 2
 City of Madison
 Dane County, Wisconsin

NO.	DATE	REVISIONS
1	11/27/16	FINAL CTT & SMTL
2	8/17/16	CTT & SMTL
3	7/19/16	80" DI WATER
4	12/17/15	FINAL CTT & SMTL
5	12/17/15	LOC SMTL

DATE: 8/17/2016
 DRAWN: ECU/AF/L
 CHECKED: JFL
 PROJECT NO: 16024
 SHEET: 4 OF 6
 DWG. NO: C-4.0

FOR UTILITY NOTES, SEE SHEET C-5.0.

City of Madison, Wisconsin

REPORT OF: URBAN DESIGN COMMISSION

PRESENTED: June 28, 2017

TITLE: 1004 & 1032 South Park Street – Three Buildings of 3-5 Stories Containing 12,287 Square Feet of Commercial Space, Five Live-Work Commercial Spaces Totaling 7,337 Square Feet and 152 Apartments with Underground Parking in UDD No. 7. 13th Ald. Dist. (46483)

REFERRED:

REREFERRED:

REPORTED BACK:

AUTHOR: Chris Wells, Acting Secretary

ADOPTED:

POF:

DATED: June 28, 2017

ID NUMBER:

Members present were: Richard Wagner, Chair; Dawn O’Kroley, Cliff Goodhart, Tom DeChant, John Harrington, Amanda Hall, Lois Braun-Oddo and Rafeeq Asad.

SUMMARY:

At its meeting of June 28, 2017, the Urban Design Commission **GRANTED INITIAL APPROVAL** of new development located at 1004 & 1032 South Park Street. Appearing on behalf of the project were Jon Hepner, Matt Slonieczny and Rich Strohmenger, all representing T. Wall Enterprises; Randy Kalinske, representing Vierbicher; and Jeff Davis, representing Angus Young Associates. Registered and speaking in opposition were Ron Shutvet and Helen Kitchel. Registered in opposition but not wishing to speak was Matt Lohmann.

No architectural changes on the exterior or prow have been made; interior changes have been made based on Planning staff’s comments and the Commission’s comments. The previously shown curved glass of the prow is now flat, with the overhangs on all three pieces reflecting that as well. The planters around the perimeter of both Park Street and Fish Hatchery Road have been dropped down so they can interact more with the street. The parking entry change brings the garage out to the front and moved to the corner to give cars more maneuvering room. The prow is over the property line on Fish Hatchery by about 4-feet. The building is up to the property line on Fish Hatchery Road, with each unit entry having a set of stairs, a patio and planter to buffer the entry from the sidewalk. They are willing to have a larger elevator for bicyclists rather than having a bike ramp down to the parking. Building material samples were shown.

Helen Kitchel spoke in opposition as a member of the Bay Creek Neighborhood. Some of the biggest concerns have been with density, parking and the commercial space. The present iteration doesn’t allow enough parking for one person per unit, and these are two-bedroom units; you’re possibly going to have two vehicles per unit with no allowance for any of the commercial space. The neighborhood is already heavily parked in by existing development and restaurants. The proposed flex time use of the parking spaces won’t work if the space is used for a restaurant. The entrance at the back of the building will significantly increase safety. The setbacks were greater with other iterations of the building; these are very busy streets and a very dangerous and busy

intersection. Development in the area has also affected water quality with run-off into the bay. The green roof proposes an excellent idea.

Ron Shutvet spoke in opposition. He does not think it appropriate to grant final approval; the neighborhood did not have sufficient time to review the plans. There is no commercial parking, where are customers and employees going to park? Flex parking isn't going to work here with secure garages doors, entrances and elevators. The lack of working towards a better solution is frustrating. Pedestrian/bicycle safety is a serious issue at this location. The traffic lights at Fish Hatchery and Park Street have a button for pedestrian crossing that is constantly ignored by drivers.

Comments and questions from the Commission were as follows:

- I worry about some of the details. When you look at the landscape plan with canopy trees in the easement, about 1/3 of the canopy is into the building and that's not reality. Doesn't make sense and it defeats the purpose; it illustrates that you can't fit very big trees along there realistically.
- At the prow there appears to be columns going from the exterior first floor and seem to disappear on the second floor behind the glass. How do you accomplish that?
 - The column will be behind the glass, it's not piercing the glass.
- The columns aren't shown in the floor plans either and it should be more accurate.
- Did you address the steepness of the bike entrance?
 - We can increase the elevator size to accommodate people with their bikes, and increase the lobby space. There's probably not a good way to reduce the steepness of the ramp due to the vehicles.
- What is your response to the comment on commercial parking?
 - We would do a shared parking plan. I think a lot of the overflow parking during the day is probably due to all the business, both customers and tenant usage in the area, but during the nighttime hour...we aren't planning on a restaurant tenant because we don't think a restaurateur will want this space. As Jeff had pointed out we need a conditional approval for a restaurant in here which is not something we're currently proposing. During the nighttime hours if restaurant tenants would have customers here, the parking in the Bay Creek Neighborhood would likely be more dispersed because the businesses wouldn't be using it. There are some spaces out on Park Street as well, we are at 159 parking stalls for 157 units. Based on our calculations from all our other stabilized properties, we are never fully utilizing all of our parking stalls, so we're comfortable with a shared parking program.
- You're saying there are still spaces on Park Street?
 - Yes. We did submit an updated traffic impact analysis with there being no issues with the reiteration in front of you now.
- You have spoken with Wingra Clinic?
 - Multiple times, and they said no multiple times. We'd be happy to lease stalls from them but there is no negotiation they want to have with us.
- For the commercial users, where do they do bike parking?
 - We do have a number of stalls on the surface, racks by the unit entrances and racks by the commercial entrances.
- This brick almost looks like concrete block. Everywhere else I look the brick turns the corner like it should. For consistency the brick should turn the corner.
- I think this building has grown too big. You don't have setbacks for the greenspace you need to have. You've got to get canopy trees in there but I don't see how you can do that. These canopy trees are part of our infrastructure, not just aesthetic. I'd like to see shadow studies for your courtyard because your

species aren't going to grow there. You really need to think about how to get more greenspace in there. You just have to find a way to get more space in there.

- What do you think is the right amount of space?
- I thought what you had last time was the minimum, and now you've pushed the two sides out more. It's too far.
 - Part of that is the dedication of the 6-foot right-of-way.
 - To go back to the footprint we had we'd be at 0.75 parking stalls per unit.
- But the reality is this: if you had to adjust for a gas line you would. Trees are just as important on so many levels. The research out there is tremendous on that.
- In front of the live-work units where it's setback and lower, that's your opportunity to get wide-ranging canopy trees.
- Can you speak to accessibility into the live-work units?
 - There's a ramp here and there's going to be a doorbell type scenario where those units can open the gate to allow someone to come in. And maybe during business hours that gate is unlocked.
- If you can introduce some more playfulness within the windows on Park Street.
- With initial we'd be approving the footprint and I don't know if I'm quite there, with the landscaping comments and the traffic safety comments. If initial would move it forward to the Plan Commission to have that discussion...I would reserve our ability to continue to request the footprint have minor modifications for those traffic concerns.
 - Footprint is a fundamental thing so if you want to change that I would not recommend initial because that usually implies that you guys are OK with the footprint as presented.
- Without changing the footprint of the building could you do some indentations on the Fish Hatchery side going up that would give you space for trees?
 - It's challenging.
 - The Fire Department has a lot to say about the spacing and height of trees too.

ACTION:

On a motion by Goodhart, seconded by Asad, the Urban Design Commission **GRANTED INITIAL APPROVAL**. The motion was passed on a vote of (4-3) with Goodhart, Asad, DeChant and Hall voting yes; and Braun-Oddo, Harrington and O'Kroley voting no.

The motion provided for the following when the project returns for final approval:

- Accurate views down both Park Street and Fish Hatchery Road showing the accurate rendering of trees and landscaping, realistic canopies so we get a real sense of what you're trying to accomplish there.
- Some study of the shading within the courtyard.
- Clarification on the bike lobby design.

To: Plan Commission
From: Bay Creek Neighbors
Date: July 3, 2017
Re: Proposed conditions on T. Wall's Peloton development

This letter represents the views of Bay Creek neighbors regarding the proposed Peloton. Our views are the result of a year and a half of information-sharing among neighbors and with our alder, and of neighborhood and small group meetings with T. Wall's development team and with City of Madison Planning staff.

During the course of many conversations, **neighbors have identified common concerns about the impact of the proposed development on Bay Creek.** These concerns reiterate those shared before by 200+ Bay Creek neighbors: namely, the proposed increase in density poses a challenge to already dense on-street parking; neighborhood integrity/character; and pedestrian and bike safety at the merging of two major roadways.

We, therefore request that you adopt our proposed **conditions on development** as a means of lessening the impact of and better integrating the Peloton into the surrounding Bay Creek neighborhood, resolving foreseeable problems in advance of their occurrence. Some of neighbors' proposed conditions below were part of the city's conditions of approval for this development in 2015. We urge their adoption now.

1. Parking. The proposed building has a slightly less than 1:1 parking ratio of stalls to residential units with no assigned spots. It presumes no tenants with more than one car and does not accommodate tenants' guests. It further presumes that there will be sufficient parking for business occupants' workers, but does not seem to account for day time customers. It offers no solution for afterhours or nighttime parking for customers or visitors for any purpose. The additional parking and traffic that the Peloton will bring with it will add noise and congestion to Bay Creek's quiet residential streets and raises certain quality of life concerns for nearby neighbors.

We note the following facts in substantiation of our concern:

- Night-time retail parking was not considered in the 2105 parking study for Wingra Point II in 2015.
- City Planning staff has indicated to us that a proportion of tenants will choose not to lease a parking stall and instead will take their chances of finding street parking.
- Neighbors west of Park Street have identified spillover parking on Brooks, High, and Midland Streets as a constant problem since the addition of Wingra Point I, which has 66 parking spots for 67 units and no business tenants.
- West Shore, South Shore, West Lakeside, Emerson, Lowell, and other cross streets east of Park Street are currently filled by downtown commuter cars by day, and by the employees and patrons of nearby restaurants on South Park day and night.
- Nearby neighbors include tenants of existing, long-established small apartment buildings in Bay Creek, who rely on on-street parking for their cars as well as long-time single-family home owner/occupants, some of whom rely on on-street parking.
- The 2015 conditions of approval for this development included barring a night-time establishment from among potential commercial tenants until (if ever) the current overflow parking problem is resolved.

For this reason, we propose that:

- 1) *The condition on approved of July 2015 that no high-volume nighttime retail destination be allowed to lease the commercial space at the Peloton should remain in place.*
- 2) *All Peloton units should have one parking space automatically included in the lease with opt-out option and city residential parking permits should not be issued for the residents of the Peloton.*
- 3) *The city should use whatever influence it has to encourage a negotiation with the owners of the medical facility for shared parking areas for businesses along South Park Street, as recommended in the South Madison Neighborhood Plan.*

2. Traffic and Pedestrian/Bike Safety. This development proposes to add a large and dense (157-unit) building in a very tight space at the very busy, complicated, and dangerous intersections of South Park, Fish Hatchery, Parr, and West Lakeside streets. There are no new pedestrian safety measures proposed at the intersection of South Park and Fish Hatchery and Planning staff informs us that "changes are not recommended at this time."

We note the following facts in substantiation of our concern:

- The 3-street intersection was singled out in the South Madison Neighborhood Plan as one of 3 along South Park Street needing redesign. It is the scene of repeated accidents.
- Peloton residents will cause an increase in vehicular and pedestrian traffic, particularly during the morning and evening rush hours. This includes residents crossing Park Street to gain access to bus stops on South

Park and Fish Hatchery and children crossing to walk to Franklin elementary school on West Lakeside.

Therefore we urge that:

- 1) *The main entrance and exit to the garage on South Street should remain there as it is essential for pedestrian and traffic safety.*
- 2) *There should be a right turn only from and onto South Park and Fish Hatchery to avoid the complication and added danger of cars exiting against the flow of traffic.*
- 3) *Traffic calming features appropriate to this site and its surroundings should be explored and instituted prior to construction to protect pedestrians crossing the street and cyclists biking along this street—especially in light of the increased flow of traffic to and from the Peloton.*

3. Height at the Point. While neighbors appreciate the importance of the iconic nature of the site, in recognition of which they submitted a proposal to the city to work with the developer to promote linkages between the new development and the site's history, we believe the height of the point at 6 stories is excessive and out of character with the community.

We note the following facts in substantiation:

- The development approved for this site in July 2015 was 5 stories at its highest. It came down from the earlier discussed 6-story version with the input of nearby neighbors and neighborhood plans.
- In light of the city's desire for the point to rise higher, neighbors expressed acceptance the 3- and 4-story 2016 development plan with a 5-story point building to Alder Eskrich at the January 2017 BCNA meeting.

Thus we request that:

- 1) *The building at the point not exceed 5 stories at the point while other sections of the building remain at 3 and 4 stories.*

4. Referral. The Peloton departs from Wingra Point II significantly enough that Planning staff required Wall Enterprises to go through the city's entire development approval process from start to finish, rather than approving changes to Wingra Point II as an extension of Wall's old plan. The city acknowledges the importance of neighborhood input into development plans to ensure that final plans meet the needs of existing communities adjacent to and surrounding new developments. There has been no opportunity for neighbors or their official representative organ, BCNA, to ask questions about or offer input on the completed plans for the Peloton to date.

We note the following facts in substantiation of our concern:

1. We last met with our alder & T. Wall to discuss the Peloton in early 2017. However the discussion was based in hypotheticals because Angus Young's architect had not yet completed any drawings.
2. Planning staff's full report with conditions of approval will become available on July 6, 2017, three days after comments from neighbors are due to Planning staff for inclusion in commissioners' packets for a vote on July 10, 2017.
3. The Plan Commission's vote on the Peloton will take place on the same night as BCNA's regular meeting. This meeting marks the first opportunity neighbors have to officially discuss and vote on their collective position with input from the UDC, Plan, and our alder.

Thus we request that:

1. *The Plan Commission move and approve to refer its vote on the Peloton to its next meeting on July 24, 2017.*

From: Consuelo Sanudo
Sent: Tuesday, July 04, 2017 8:49 AM
To: Stouder, Heather
Cc: Eskrich, Sara; Park Street Neighbors
Subject: Peloton thoughts

Dear Ms. Stouder,

We are striving to find a livable situation for all of us on South Park Street, the new arrivals, and those of us already here. Yes, the city is growing, we need room, and we have plenty of sprawl already. I hope you can find it in you to see all the comments from Bay Creek as something more than "not in my back yard". In any case, a lot of our back yards are going to lose afternoon and evening light, alas, and there will be more noise and traffic, but we are working with you, thanks to a couple of neighbors who have gone above and beyond to help the rest of us stay up to date.

I would like this to be as much of a win-win as possible for all of us. 3-4 floors are already a challenge. More will be very disruptive and ruin a lot more of the character of our neighborhood.

Thank you for the work you do,

Consuelo

Consuelo Sañudo


-----Original Message-----

From: Jane Elmer

Sent: Wednesday, July 05, 2017 10:13 AM

To: Stouder, Heather Subject: Peloton

I do not support the height of 6 foot and this project needs more parking for employees and customers. Do not support a restaurant or bar at this site.

Sent from my iPad

From: Sue & Steve Hoffenberg
Sent: Wednesday, July 05, 2017 11:07 PM
To: Parks, Timothy
Cc: Eskrich, Sara; friendsofparkstreet [REDACTED]
Subject: Peloton Development

I would like my name to be included as one who is opposed to this development. Although I would prefer that all new housing in our neighborhood include some affordable options, I am supporting the letter submitted by BCNA because it is most certainly better than the only alternative I see coming. Once again the interest of the developers and that of the city expanding its tax base will likely take precedence over the legitimate concerns of the neighbors who have invested years into their community.

Parking will continue to be an issue as long as developers submit proposals that have outlandishly inadequate parking spaces. I'm afraid the Planning Commission has put the cart before the horse. Until there is a major investment in adequate, convenient and affordable public transit with expanded night hours, parking availability will continue to worsen. Anyone who has tried to park in the middle of Manhattan, for instance, knows how infill can affect even a city with a good public transit system.

When The Ideal project was proposed, I was concerned for the safety of anyone crossing Park Street because of the increased traffic. I was told that a traffic study showed that there would be no significant affect on street safety. This may have been substantially true at that time. But, the infill has continued pretty much unchecked since then. I have friends who used to live in Madison who are shocked by the changes they see in traffic, speeding, and close calls for pedestrians along the Park Street corridor, when they have returned to visit. Those of us who live here don't feel it as much because it has been a steady change. The cumulative effects are frightening especially when one considers the mobility of the many "Baby Boomers" who have lived here for decades or the elderly and disabled people who live in the Triangle. It becomes even more unacceptable when you consider that there are 2 hospitals with all the emergency vehicles and many medical clinics here as well. If the safety of the neighborhood's residents is not a top priority, what should that priority instead be?

The proximity of enormous buildings adjacent to small single family homes or smaller apartment buildings is very quickly changing the nature of the neighborhood. Issues of inadequate light, air, and noise will continue to rapidly impact these long-term residents.

My other concern is regarding the possible "boom and bust" scenario. What will happen to all of these large buildings if Epic at some time in the near future has to leave the area? The city is already having to deal with a major increase in infrastructure investment because of the new infill housing. You can't just fill in areas of the city without a major long-term investment in this. If economic conditions change that prompt Epic to leave, these buildings will be the legacy of this era. Some of them are somewhat attractive, but others are downright ugly. None of the new development is

what most people would call an attraction or landmark. Please consider this when considering any new development and this one in particular.

If the Wall Enterprises development had any of the following: adequate parking, affordable housing, concerns for safety, concern for the nature of the neighborhood, or concern for what a huge number of residents desire, I could possibly support the project. I fear that Mr. Wall and his associates just highballed their initial plan so that when they eased up a bit on the plan, neighbors would feel listened to. One might refer to this as the "Art of the Deal".

Please reject this project.

Sincerely,

Steve Hoffenberg
█ W. Shore Drive
Madison, 53715

From: James Kreft
Sent: Wednesday, July 5, 2017 10:25 PM
To: Stouder, Heather; Eskrich, Sara
Subject: Peloton building

Hi Heather-

It appears that there continues to be "concern" by a small but very vocal subset of the Bay Creek Neighborhood about the Peloton Building, and in reality about just about any development that might increase density in the vicinity of Bay Creek. I (and I know I am not alone) am in favor of the building, with my primary concern that it is not tall enough, and that it has too much parking. The Peloton has been litigated for literally years, with many, many public and private meetings, and a very close approximation of the building was presented to generally positive reviews a few months ago.

Living near Madison's urban core should not be reserved for the privileged few that can afford to live in the existing housing, and the primary solution to this is simple- build more housing. Lets please just move forward so that other developers do not see Bay Creek as a hostile place to put their dollars.

Best,

Jim Kreft
■ O'Sheridan St

Urban Design Commission Meeting 7-28-2017 Agenda Item 7

1004 and 1032 South Park Street Redevelopment Plan Comments

First Thought

I like the look of the building at the flatiron tip of the proposed redevelopment more than any of the previous plans. However, with the slanted glass and the massive awning over the first floor, how is the glass exterior going to be cleaned on a regular basis without having to totally block one lane of traffic on both Fish Hatchery Road and Park Street as well as the public sidewalks in order to bring in a large cherry picker type vehicle that will have to set up in the blocked lane of traffic to be able to reach the upper floor windows? Also, this window area needs heavily tinted glass to obscure views of the inside of apartments that lack feng shui.

Building Setback

The current proposed plans show absolutely no setback of the buildings from the public sidewalk on Fish Hatchery Road. It appears that the public sidewalk has been moved closer to the buildings but the buildings are in the same location/footprint as the previously plans approved in 2015. This provides a wider street terrace, however, I have heard the city has plans to one day widen this section of Fish Hatchery Road by taking away some of the terrace area on the east side of the road. The parking ramp for the Wingra Clinic has about an 11 foot setback from the public sidewalk. The Wingra Point Apartments across the street have building setbacks of 5 or 6 feet from the public sidewalk along Fish Hatchery Road. The proposed buildings must have a setback from the public sidewalk to allow for appropriate green space along Fish Hatchery Road. Without an appropriate building setback along this street frontage the building will look like a stark wall along a narrow sidewalk with an occasional flower pot or two at the proposed stairwell areas cut into the building face.

Building Footprint and Greenspace

The footprint of the buildings except for the work/study building are closer to the public sidewalk than the Wingra Clinic building along Park Street. These buildings should be set back more from the sidewalk to allow for a wider greenspace buffer along Park Street that will support a larger tree canopy and more vegetation along the public sidewalk.

The landscaping plans show two huge trees 60 feet tall with a circular crown 50 feet in diameter in the terrace along Fish Hatchery Road. There is no way a tree that normally gets this large will fit at these locations. The canopy would have to be repetitively cut back to keep the tree from brushing against the building that is only about 10 feet away from the tree trunk. The landscaping renderings should be drawn to realistically show the mal-formed tree that will likely grow here if it is healthy enough to get that big. It will not be a perfectly circular canopy as shown on the plans. Even the smaller trees shown on the plans are shown with perfectly circular canopies that will never really exist. The architect is trying to make the Fish Hatchery Road side of the buildings look like it has more greenspace than it really will have.

The interior courtyard greenspace is also misleading. It has a lot of hardscape and I don't hold much hope for the sod or planting areas. This courtyard will not get much direct sunlight except mid-day during the summer and dearly none during the other seasons when the sun is lower in the sky and the four story southern building blocking the rays. Real, healthy, and happy greenery will be lacking here no matter how many times they re-sod or replace the plants with new ones.

Also, on the south side of the project site along the shared private road, the previously approved 2015 plans for this project had a building setback of 15 feet from the road, comprised of a 5 foot wide sidewalk and a 10 foot wide terrace area with real grass and trees shown growing there as landscaping. But the building now proposed is only five feet from the road, the width of the sidewalk, with the green terrace totally eliminated. This shared private road is only 21 feet wide and has no sidewalk at all on the other side, just a 3 foot wide landscaped space between Wingra Clinic and the road. This stark, narrow corridor will become the entrance to the secured parking area for this project for both vehicles and bicycles. It will be a difficult and often congested area to navigate through, especially when the trash and recycling trucks are blocking half of that road to empty the dumpsters.

There is only one trash and recycling collection point at the south end of the project. Residents of two of the three proposed buildings and all of the commercial spaces will have to carry their trash and recycling out of their buildings and outside down a sidewalk to enter the third building where the trash/recycling collection area is located. This is highly inconvenient and impractical for the majority of the project occupants.

Parking and Building Access

The math does not realistically add up with the ratio of one parking stall per residential unit. There are 157 units and 157 parking stalls however, there are 205 bedrooms, many of which will be occupied by one or more adults with transportation needs. Also, there are only 154 bicycle parking stalls yet with 205 bedrooms one would expect there should be at least 205 bike stalls. A previous version of this project approved by the UDC in 2015 had a total of 173 vehicle parking stalls and 207 bicycle stalls. The developer has previously indicated he may consider putting in additional hanging bicycle storage. However, most hanging bicycle storage areas are located within a vehicle stall area and may require moving the vehicle out of the way each time the bicycle needs to go up or come down. Also, even with a multiple pulley system, raising and lowering the bike is cumbersome and time consuming compared to the convenience of a lockable bike stall or locker at ground level.

The dual entrance/exit ramp for automobiles and bicycles is problematic due to the 90 degree turn required for all vehicles at the bottom and the 270 degree turn at street level for vehicles entering or exiting the ramp to or from Park Street. A suggestion would be to install motion activated flashing warning lights to let vehicles know that someone is coming from the other direction. Also, I believe that it would be safer for bicyclists to have the bicycle ramp on the opposite wall of the ramp to give them a safer route on the outside of the 90 degree turn at the bottom of the ramp.

There is no area devoted to street level bicycle parking anywhere. None on the property and none on adjacent street ROW. Sometimes building residents might want to park their bikes at this level during the day rather than take them to the lower parking level every time they need to park them. Where will commercial space customers park their bikes? Can't imagine a coffee cafe or ice cream shop in one of the commercial spaces without the need for bicycle parking nearby.

This project needs to have a large commercial presence at street level to help create a vibrant and pedestrian friendly corridor. However, there is zero off street parking provided for employees and visitors to the commercial areas of this redevelopment project. All of the provided parking is in the basement secured parking facility and is reserved for tenants of the residential units. The previously approved 2015 plans had 10 visitor parking stalls and 54 shared parking stalls at ground level that were available for use by employees and

customers of the proposed 11,000 square feet of commercial and live-work space during the day. The current plans show 12,287 SF of commercial space and 11,301 SF of live-work space with NO off street parking provided at all. The developer has indicated that some of the secure parking in the basement level will be available for customers of the commercial areas during the day. However, I find difficult to believe this concept will be adequate or even doable. First, the secure garage door at the ramp entrance would have to be programmed to open during the day for anyone, not just apartment tenants. This will cause security problems for the parking area. Also, how will the commercial space customers find their way walking out of the parking area in the basement to the commercial areas? The elevators and stairwells need to be secure for apartment tenants at all times. People won't want to walk up the entrance ramp and around the buildings to get to their destination. I just don't see how this concept can be doable without causing security and safety concerns.

Other Plan Details

There are no brows or canopies along Fish Hatchery road that might protect someone on the public sidewalk below from being injured by an object falling from one of the apartment balconies above. Something would have to be light as a feather not to hurt falling from 4 or 5 floors to someone's noggin below. The same issue exists for the sidewalk along the south side of the property.

The colored perspective drawings do not seem to correlate with the plans in depicting the apartment stairwells and porches along the public sidewalk on Fish Hatchery Road. Also, the various perspectives of the courtyard and the various plans seem to differ as to whether or not there are stairs to the first floor apartments in the western building along Fish Hatchery Road leading from the interior courtyard to the apartments.

Where will the exhaust fans be located for the parking exhaust? These fans tend to be quite noisy as they usually have one speed (fast). Hopefully the fans will be located away from any first floor apartments as otherwise the drone of the fans and the exhausted stale air will make it impossible to open the apartment windows. I suggest variable speed fans that are programmed to react to carbon monoxide sensors in the parking area. The higher the carbon monoxide reading, the faster the fans will exhaust the air.

I like the use of the top floor for commercial space, perhaps a restaurant and use of rooftop space for an outdoor space with a fantastic view. But where will these patrons park their vehicles? Bay Creek residents don't want them filling the nearby residential streets lined with single family homes.

Conclusion and Recommendations

I strongly believe the developer and the city need to rethink what is wanted and what is necessary to make a large multi-use building or set of buildings work at this location.

- There needs to be significant commercial space at the pedestrian level to help create a vibrant and walkable Park Street corridor.
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I believe that the developer is trying to put too much into the limited land area of this triangle of property facing two of the most heavily traveled streets in Madison. I do not believe this density is doable with the current proposed 3 to 6 story set of buildings. To accomplish the density the developer is proposing, a portion of this land area needs to be devoted to higher buildings as high as 7 to 10 stories. This would free up land area at street level for more parking. The pedestrian level needs to provide a safe environment for pedestrians with plenty of green space.

The city wants to have an iconic building at the tip of this flatiron parcel but this building does not quite do it, especially when just down the street a few hundred feet the city is proposing to change land use zoning to allow 4 to 12 story buildings. We need a taller building that has a smaller footprint and more greenspace at this location.

I propose that the developer and the city scrap these plans entirely and start over. Why not separate the pedestrian-bike level from street level by ramping up the sidewalks on Park Street and Fish Hatchery Road along this property to create a pedestrian level high enough to connect with the other side of Park Street and Fish Hatchery Road with pedestrian/bike overpasses at the tip of the flatiron property that would connect to new redevelopment on the nearby properties on the other side of these streets, also accessing those new redevelopment projects at the overpass level rather than street level thereby eliminating the dangerous street level crossings at this busy intersection. These elevated pedestrian levels would then ramp down to street level on the other side of the road. There is room to do this on the SSM parcel at 999 South Park Street and along the West side of Park Street in the 1000 and 900 blocks. Much of the 1000 and 900 blocks of the west side of Park Street are in blighted condition and could be acquired under a single ownership to create a similar multi story mixed use structure on that side of Park Street. This would allow for additional room for parking at street level in this entire area. The elevated commercial/pedestrian/bike level would be an inviting environment above the hustle and bustle of the busy roads below, with plenty of greenspace and views of Monona Bay and Madison's isthmus. I believe tiered multi-story structures interconnected by ped/bike overpasses in this area would be the best way to solve the existing issues of lack of vehicle parking and the lack of a safe and enjoyable pedestrian and bicycle corridor through this area.

I look at the entire land area within the Wingra BUILD triangle and see the potential for something more. The new Cannonball ped/bike corridor is planned to extend through parkland behind Bowman Field; cross Wingra

Creek; and connect to the Wingra Creek ped/bike trail. Why not make plans to extend a new ped/bike trail from that point through the middle of the Wingra BUILD triangle and then around the south side of the Wingra Clinic parking ramp and continue north along the east side of Fish Hatchery Road ramping up as it continues north to the tip of the flatiron parcel. From there the two overpasses would divide and carry this corridor across Fish Hatchery Road and Park Street. From these locations the two corridors would ramp back down to street level to continue at grade to the St. Mary's Hospital area and the South and West Shore Drive areas.

I think the best way to accomplish a multi parcel master planned concept like I am proposing is for the city to purchase the subject properties at 1004 and 1032 South Parks Street as well as all the other properties needed and master plan the entire area as a unified redevelopment project. This area is within the boundaries of TID #42 and TIF funding could be utilized to help fund a large multi-parcel master-planned redevelopment like I am proposing. And the newly approved Connect Madison economic development strategy calls for projects like I am proposing here. The Madison Department of Planning, Community, and Economic Development needs to do a better job of planning for the future of this city as it continues to grow. Less piecemeal redevelopment and more master planning of larger blocks of properties for redevelopment is sadly needed.

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Plan Commission Meeting 7-10-2017 Agenda Item 4 Legistar File 45036 1004 and 1032 South Park Street Redevelopment Plan Comments

First Thought

I like the look of the building at the flatiron tip of the proposed redevelopment more than any of the previous plans. However, with the slanted glass and the massive awning over the first floor, how is the glass exterior going to be cleaned on a regular basis without having to totally block one lane of traffic on both Fish Hatchery Road and Park Street as well as the public sidewalks in order to bring in a large cherry picker type vehicle that will have to set up in the blocked lane of traffic to be able to reach the upper floor windows? Also, this window area needs heavily tinted glass to obscure views of the inside of apartments that lack feng shui.

Building Setback

The current proposed plans show absolutely no setback of the buildings from the public sidewalk on Fish Hatchery Road. It appears that the public sidewalk has been moved closer to the buildings but the buildings are in the same location/footprint as the previously plans approved in 2015. This provides a wider street terrace, however, I have heard the city has plans to one day widen this section of Fish Hatchery Road by taking away some of the terrace area on the east side of the road. The parking ramp for the Wingra Clinic has about an 11 foot setback from the public sidewalk. The Wingra Point Apartments across the street have building setbacks of 5 or 6 feet from the public sidewalk along Fish Hatchery Road. The proposed buildings must have a setback from the public sidewalk to allow for appropriate green space along Fish Hatchery Road. Without an appropriate building setback along this street frontage the building will look like a stark wall along a narrow sidewalk with an occasional flower pot or two at the proposed stairwell areas cut into the building face.

Building Footprint and Greenspace

The footprint of the buildings except for the work/study building are closer to the public sidewalk than the Wingra Clinic building along Park Street. These buildings should be set back more from the sidewalk to allow for a wider greenspace buffer along Park Street that will support a larger tree canopy and more vegetation along the public sidewalk.

The landscaping plans show two huge trees 60 feet tall with a circular crown 50 feet in diameter in the terrace along Fish Hatchery Road. There is no way a tree that normally gets this large will fit at these locations. The canopy would have to be repetitively cut back to keep the tree from brushing against the building that is only about 10 feet away from the tree trunk. The landscaping renderings should be drawn to realistically show the mal-formed tree that will likely grow here if it is healthy enough to get that big. It will not be a perfectly circular canopy as shown on the plans. Even the smaller trees shown on the plans are shown with perfectly circular canopies that will never really exist. The architect is trying to make the Fish Hatchery Road side of the buildings look like it has more greenspace than it really will have.

The interior courtyard greenspace is also misleading. It has a lot of hardscape and I don't hold much hope for the sod or planting areas. This courtyard will not get much direct sunlight except mid-day during the summer and dearly none during the other seasons when the sun is lower in the sky and the four story southern building blocking the rays. Real, healthy, and happy greenery will be lacking here no matter how many times they re-sod or replace the plants with new ones.

Also, on the south side of the project site along the shared private road, the previously approved 2015 plans for this project had a building setback of 15 feet from the road, comprised of a 5 foot wide sidewalk and a 10 foot wide terrace area with real grass and trees shown growing there as landscaping. But the building now proposed is only five feet from the road, the width of the sidewalk, with the green terrace totally eliminated. This shared private road is only 21 feet wide and has no sidewalk at all on the other side, just a 3 foot wide landscaped space between Wingra Clinic and the road. This stark, narrow corridor will become the entrance to the secured parking area for this project for both vehicles and bicycles. It will be a difficult and often congested area to navigate through, especially when the trash and recycling trucks are blocking half of that road to empty the dumpsters.

There is only one trash and recycling collection point at the south end of the project. Residents of two of the three proposed buildings and all of the commercial spaces will have to carry their trash and recycling out of their buildings and outside down a sidewalk to enter the third building where the trash/recycling collection area is located. This is highly inconvenient and impractical for the majority of the project occupants.

Parking and Building Access

The math does not realistically add up with the ratio of one parking stall per residential unit. There are 162 units and 159 vehicle parking stalls however, there are 203 bedrooms, many of which will be occupied by one or more adults with transportation needs. Also, there are only 154 bicycle parking stalls yet with 203 bedrooms one would expect there should be at least 203 bike stalls. A previous version of this project approved by the UDC in 2015 had a total of 173 vehicle parking stalls and 207 bicycle stalls. The developer has previously indicated he may consider putting in additional hanging bicycle storage. However, most hanging bicycle storage areas are located within a vehicle stall area and may require moving the vehicle out of the way each time the bicycle needs to go up or come down. Also, even with a multiple pulley system, raising and lowering the bike is cumbersome and time consuming compared to the convenience of a lockable bike stall or locker at ground level.

The dual entrance/exit ramp for automobiles and bicycles is problematic due to the 90 degree turn required for all vehicles at the bottom and the 270 degree turn at street level for vehicles entering or exiting the ramp to or from Park Street. A suggestion would be to install motion activated flashing warning lights to let vehicles know that someone is coming from the other direction. Also, I believe that it would be safer for bicyclists to have the bicycle ramp on the opposite wall of the ramp to give them a safer route on the outside of the 90 degree turn at the bottom of the ramp. A large bicycle elevator should also be included as a design feature so tenants can more easily take their bikes to their apartments if desired.

There is very little area devoted to street level bicycle parking. Sixteen stalls on the property and none on adjacent street ROW. Sometimes building residents might want to park their bikes at ground level during the day rather than take them to the lower parking level every time they need to park them. Where will commercial space customers park their bikes? Can't imagine a coffee cafe or ice cream shop in one of the commercial spaces without the need for bicycle parking nearby.

This project needs to have a large commercial presence at street level to help create a vibrant and pedestrian friendly corridor. However, there is zero off street parking provided for employees and visitors to the commercial areas of this redevelopment project. All of the provided parking is in the basement secured parking facility and is reserved for tenants of the residential units. The previously approved 2015 plans had 10

visitor parking stalls and 54 shared parking stalls at ground level that were available for use by employees and customers of the proposed 11,000 square feet of commercial and live-work space during the day. The current plans show 12,287 SF of commercial space and 11,301 SF of live-work space with NO off street parking provided at all. The developer has indicated that some of the secure parking in the basement level will be available for customers of the commercial areas during the day. However, I find difficult to believe this concept will be adequate or even doable. First, the secure garage door at the ramp entrance would have to be programmed to open during the day for anyone, not just apartment tenants. This will cause security problems for the parking area. Also, how will the commercial space customers find their way walking out of the parking area in the basement to the commercial areas? The elevators and stairwells need to be secure for apartments tenants at all times. People won't want to walk up the entrance ramp and around the buildings to get to their destination. I just don't see how this concept can be doable without causing security and safety concerns.

Other Plan Details

There are no brows or canopies long Fish Hatchery road that might protect someone on the public sidewalk below from being injured by an object falling from one of the apartment balconies above. Something would have to be light as a feather not to hurt falling from 4 or 5 floors to someone's noggin below. The same issue exists for the sidewalk along the south side of the property.

The colored perspective drawings do not seem to correlate with the plans in depicting the apartment stairwells and porches along the public sidewalk on Fish Hatchery Road. Also, the various perspectives of the courtyard and the various plans seem to differ as to whether or not there are stairs to the first floor apartments in the western building along Fish Hatchery Road leading from the interior courtyard to the apartments. All plan pages need to be updated to show the various plan details correctly.

Where will the exhaust fans be located for the parking exhaust? These fans tend to be quite noisy as they usually have one speed (fast). Hopefully the fans will be located away from any first floor apartments as otherwise the drone of the fans and the exhausted stale air will make it impossible to open the apartment windows. I suggest variable speed fans that are programmed to react to carbon monoxide sensors in the parking area. The higher the carbon monoxide reading, the faster the fans will exhaust the air.

I like the use of the top floor for commercial space, perhaps a restaurant and use of rooftop space for an outdoor space with a fantastic view. But where will these patrons park their vehicles? Bay Creek residents don't want them filling the nearby residential streets lined with single family homes.

Conclusion and Recommendations

I strongly believe the developer and the city need to rethink what is wanted and what is necessary to make a large multi-use building or set of buildings work at this location.

- There needs to be significant commercial space at the pedestrian level to help create a vibrant and walkable Park Street corridor.
- However, there needs to be adequate off street parking for residents of the proposed residential units and visitors to this area coming by personal vehicle or bicycle. The commercial space proposed in these plans must have reasonable off street parking provided. The current plans provide no off street parking for the proposed commercial areas. The proposed redevelopment should be rejected by the Plan Commission for this reason alone. On street parking is very limited in this area and commuter and

commercial customer parking is already imposing on many of the streets of the nearby residential areas.

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