

AGENDA # 1

City of Madison, Wisconsin

REPORT OF: URBAN DESIGN COMMISSION

PRESENTED: July 1, 2020

TITLE: 3074 & 3098 E. Washington Avenue –
Parking Lot Modifications in UDD No. 5.
12th Ald. Dist. (60781)

REFERRED:

REREFERRED:

REPORTED BACK:

AUTHOR: Janine Glaeser, Secretary

ADOPTED:

POF:

DATED: July 1, 2020

ID NUMBER:

Members present were: Cliff Goodhart, Chair; Tom DeChant, Lois Braun-Oddo, Christian Harper, Craig Weisensel, Rafeeq Asad and Shane Bernau.

SUMMARY:

At its meeting of July 1, 2020, the Urban Design Commission **GRANTED FINAL APPROVAL** of parking lot modifications located at 3074 & 3098 E. Washington Avenue in UDD No. 5. Registered and speaking in support was Michael McKinley.

The Commission discussed the following:

- Please clarify along the north boundary where the new fencing is going to start and stop.
 - The updated site plan shows the current fence is existing, we're not adding another fence.
- You show striping, typically auto dealerships maximize availability. Will cars be parked as shown with the striping plan or more densely laid out?
 - We wanted the show visitor and handicapped parking but it will be more densely laid out.
- I would be more concerned about the amount of landscaping islands shown, not only to meet intent of requirements but also the amount of cars that could be visible. I do have a concern about the amount of landscaping along E. Washington Avenue for long-term use.
- I echo some of those concerns. Lack of tree islands, not sure if 1 in 12 is different for this type of land use. You're significantly increasing impervious area so I'm wondering about stormwater management. I feel like two feet of a landscape buffer is not sufficient and I would like to see that wider.
 - We put City trees in. We intend on making it look really nice in regards to what we're using (plant list). It's not that big of a location and we have neighboring trees, adding another City tree at the entrance if it's feasible. From what we're intending to do and points, it's quaint, part of the neighborhood vs. a dealership. We want to maximize asphalt for inventory while maintaining the visual architecture of the site.
- Typically what I see for landscape islands and trees on private property is separate from what Brad from Forestry would require for the right-of-way, unless staff has given you other direction.
- (Tucker) The requirement for landscape islands every 12 stalls does not apply to auto display lots. However, the Commission does have the authority because it's in a UDD to require above and beyond what the ordinance requirements state.

- I would like to see a tree within the private property within the stalls of the space. It seems like a lot of surface asphalt, 3 or 4 of which were previously greenspace. Two feet for a landscape buffer is just really narrow, although I don't disagree with your plant species. It would be difficult to have any impact on the pedestrian experience.
- On the right-of-way side of the buffer I would imagine that is grass or greenspace to the back of the sidewalk but the applicant is not doing anything off of his property. Would there be an opportunity to plant a tree in that two feet?
 - On our border I don't think so. Because of the size of the property and the ordinance a tree would make it hard as far as maximizing our space.
- Can you talk to stormwater?
 - As long as we take care of debris and sediment on the revised site plan that would suffice on stormwater. We were directed that if we showed the bowing and used the existing surface drains that would suffice.
- (Tucker) This will go through City Engineering review for stormwater requirements.
- (Secretary) Do you have a specific recommendation depth acceptable in the landscape buffer?
- I would say 5-feet would be the minimum. Clarify the tree island issue, this amount of paving having some shading is really important to cool that down. I would recommend that within this number of stalls we would want to see at least 3 additional islands with full sized shade trees.
- (Tucker) Auto display lots don't need the same maneuverability as a parking lot. They'll be able to shift and position and you can expect to see vehicles parked in not necessarily the pattern you see here.
- As the site narrows down if it becomes unworkable on the north to meet a full five would you be willing to reduce that for a minimum drive aisle?
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- I would let staff try to work with the request as much as possible as you recommend with the least impact on the site such that it's usable in the future.

ACTION:

On a motion by Bernau, seconded by Weisensel, the Urban Design Commission **GRANTED FINAL APPROVAL**. The motion was passed on a unanimous vote of (6-0).

The motion provided for the addition of three (3) tree islands, front or back through the approval of City staff review, as well as the modification of the landscape buffer from 2 feet to 5 feet in width, contingent on city staff input.