

To: Urban Design Commission, Alder Evers, Alder Carter

From: Barb Bailly, John Beeman, Erica Bouska, Clarence Cameron, Jody Clowes, Dave Davis, Barb Gilligan, Jenny Hayes, Mike Ivey, Brian Kaye, Matthew Kitchel, Lisie Kitchel, Robert Lockhart, Cindy McCallum, Andy Meessmann, Janelle Munns, Skya Murphy, Margaret Nellis, Maia Pearson, Ms. Pia, Jeffrey Richter, Judy Robinson, Carrie Rothburd, Martin Saunders, Cindy Snyder, Charlene Sweeney, Gabe Stanek, Daniel Thurs, Coby Veltman, Chris Wagner

Date: December 22, 2020

In the interest of ensuring that the Truman Olson development lives up to its promised potential, we support the following Urban Design Commissioners' items considered at the December 2, 2020 meeting. We request their addition to the Truman Olson plans before the development moves on for final approval.

- 1) Green space – Open space adjacent to residential space is a requirement for tenants' quality of life, a fact supported by numerous studies. Green/open space for this project is extremely limited (4,000 sq. ft. rooftop patio, waiting space outside the supermarket). Previous plans for the Truman Olson site refer to the northwest corner of the project area as a small play space/picnic area. The most recent plans show it as a bioretention basin. **The ground-level green space should be preserved, and other options should be explored to fulfill the needs for stormwater.**
- 2) Green roof – Green roofs retain stormwater and lessen the amount of runoff from roof tops; they would contribute to the overall sustainability of this project. A green roof over the supermarket would improve the aesthetics of this development for residents whose apartments look to the east. A green roof over the parking garage would lessen the reflective heat as well as improve the aesthetics for tenants on and above the 3rd floor surrounding the parking garage. **Green roofs would provide multiple benefits for this building and are well worth the additional cost. A green roof should be used on all roof surfaces that are not being used for other purposes.**
- 3) Screen on south wall of parking ramp – Four-sided architectural design has become a standard for buildings located on the gateways into Madison for the visual enhancement of these corridors. The south side of the Truman Olson building will be viewed regularly by people traveling north on the South Park corridor and by people living and working in the future developments to the south of the Truman Olson site. The building's south side lacks the basic standards of four-sided design. The development team has proposed that the trees south of the property serve as a screen for the south wall, but they screen only approximately half of this side of the building, are not on the project property, and therefore not subject to the developer's long-term control. Screening of the parking garage would improve the aesthetics of the south side of the building and provide a safety barrier, as well as prevent unlawful entry. **A screen on the parking garage should be included in the project's final plans.**
- 4) On-site parking/residential screening and turnaround – There is no cul-de-sac style turnaround planned for the uppermost end of the ramp. Tenants in apartments adjacent to the parking ramps will be subjected to the glare of car lights at night through their windows as cars park and turnaround on that portion of the ramp. **Screening and a turnaround should be included in the plans before final approval for this project is granted**

In addition to the above items identified at the UDC meeting, we add 3 others related to the topics above:

- 5) On-site parking (Other concerns) – The developer's letters of intent and land use applications to UDC and to Plan specify both 153 and 161 parking stalls for supermarket and 150-unit housing units. They indicate that this number is greater than a 1:1 ratio of parking for the development. We have counted a total 157 stalls on the plans. **The discrepancy in number of parking stalls needs to be resolved and a Parking Plan developed that specifies number of stalls and their intended use.**

In addition, there are several important concerns regarding parking for tenants, their guests and caregivers, store users, and store employees that need to be addressed before final project approval:

- a. To offer the 1:1 promised parking, the number of stalls needed is approximately 230 based on a count of 150 for housing, 60 for supermarket customers, another 20 for store employees. **Sufficient and accessible parking is essential to the long-term success of the supermarket, which has always been the primary purpose of this project; sufficient and accessible parking for the supermarket needs to be a part of the final plans.**
 - b. There is no indication in the plans of how the shared parking will be arranged or enforced. Ground-level stalls should be dedicated to supermarket patrons since customers cannot be expected to push their carts from the ground-level supermarket exit to upper-level parking to which they do not have elevator access. **A workable parking plan for the grocery store is essential to the success of the grocery store; it needs to be a defined part of the plans reviewed prior to approval by appropriate City staff.**
 - c. We are unclear how many officially designated parking stalls are included in the current count of parking stalls to units. It is likely that accessible apartments for people with disabilities will require additional accessible parking stalls that will reduce the total number of parking stalls for the development. **A plan for ADA compliant stalls needs to be included in the final plans for approval for this development and factored into the total number of stalls.**
- 6) Park land/green space – The Truman Olson site was previously zoned CC-T (Commercial Corridor – Traditional) and thus required the inclusion of 37,600 sq. ft. of usable open space for the 150 residential units. That zoning was changed by the City to TSS (Traditional Shopping Street) specifically for this development project. The new zoning requires only 6,000 sq. ft. of usable open space for the same number of people. As stated above, usable open space is essential to the health of tenants. **The City should initiate plans for an appropriately sized City-owned neighborhood park in the Wingra Triangle to provide open space to serve current and future residential developments within and surrounding the Triangle.**
- 7) Public art – The Truman Olson plans originally proposed public art as part of the project’s enhancement and the amenities offered to the community. This art was described as anchoring this development to its location in South Madison and was an important part of making it an outstanding project. Plans for public art no longer appear on the plans or in the project description. **Public art should be included in the final development plans.**