

4.0 PROBABLE ADVERSE ENVIRONMENTAL IMPACTS WHICH CANNOT BE AVOIDED

4.1 LAND USE

The existing surface lot is currently located in an area zoned as “conservancy” and will be rezoned as “Planned Unit Development - Specific Implementation Plan (PUD-SIP)” which will permit the construction of the parking garage.

4.2 AIR QUALITY

The impacts of construction-related emissions would be minor and would not be expected to violate state or federal ambient air quality standards. Watering of exposed areas will help mitigate particulate emissions associated with construction. Emissions increases associated with vehicle emissions from traffic would be minor, since the parking garage is replacing existing surface lots and the increase in commuting distance for some hospital employees will be minimal relative to their existing commute.

As a mitigative measure, the project will include intersection improvements along Walnut Street to minimize traffic queues for vehicles using the parking ramp. Other traffic improvements in the vicinity of West Campus, particularly along University Avenue, University Bay Drive, and Highland Avenue, are being addressed by the City of Madison as part of separate on-going efforts.

4.3 NOISE

There would be a short-term noise impact from construction noise during the development of the proposed Lot 76 ramp.

Construction noise impacts will be mitigated through the use of well-maintained equipment and best management practices.

4.4 SURFACE AND GROUNDWATER

As indicated in Section 3.1.5, the construction of the proposed Lot 76 parking ramp, and the concurrent removal of other existing surface lots, will result in a net reduction of the number of parking spaces exposed to surface runoff over existing conditions. Drains from all levels except the rooftop level of the ramp will be directed to the City sanitary system.

Additionally, the stormwater from the rooftop level of the ramp is to be treated as a mitigative measure before it is released to the existing storm sewer system in University Bay Drive. The concept for stormwater management is to pipe the stormwater from the rooftop level out of the ramp and into a sand and oil interceptor. From the interceptor, the stormwater is piped into an underground infiltration trench. The perforated pipes in the infiltration trench then connect into the existing storm sewer system in University Bay Drive. The system will be designed such that the larger storms bypass the interceptor and infiltration trench.

4.5 TRANSPORTATION, PARKING, AND TRAFFIC

The proposed parking ramp will add 836 parking spaces at the Lot 76 location. Traffic patterns entering the West Campus will have a small change relative to current conditions with the relocation of parking spaces from surface lots within the Highland Avenue “ring road” to the Lot 76 ramp. However, a significant change in traffic patterns within West Campus is anticipated resulting in increased travel on Walnut Street and the south end of University Bay Drive at Walnut Street. It will also result in increased

traffic congestion, decreased level-of-service, and increased vehicular emissions at the three Walnut Street intersections with Highland Avenue, University Bay Drive, and Marsh Lane/Lot 60 Entrance. It is also anticipated that there will be an increase in conflicts with the pedestrians and bicyclists on University Bay Drive and on Walnut Street.

The addition of stop signs on Walnut Street may lead to an increase in automobile speeds between the intersections as drivers attempt to make up for time lost at the intersections, and an increase in vehicular emissions with the additional acceleration and deceleration between signs. The magnitude of these negative effects will be decreased when Observatory Drive is extended to Highland Avenue and traffic and bus lines move from Walnut Street to Observatory Drive.

Mitigative measures to be implemented include:

- A bypass lane and left turn lane into the ramp for northbound traffic on University Bay Drive.
- Improvements to three Walnut Street intersections as discussed in Section 3.1.6.
- Other transportation and circulation improvements at other intersections are planned for completion by UW or the City of Madison under other projects to mitigate the effects of campus development.
- Sidewalk improvements to provide desired traffic and pedestrian safety.

The project will facilitate the continued commitment of the UW to support TDM alternatives. Since the total number of spaces added by 2011 (26 spaces) is significantly lower than the projected parking demand, more commuters will be encouraged to use alternate transportation.

4.6 OPEN SPACE/VIEWSHED

As indicated in Section 3.4, the proposed ramp will change the views of both the Nielsen Tennis Stadium and the Goodman Softball Complex from the south and east. The ground-level view from the south and west will change from a surface parking lot to a multi-level parking structure. As a mitigative measure, the height of the building will be limited to no more than the height of the existing Nielsen Tennis Stadium so that the view from the buildings to the south and west will not be obstructed.

There will be a net gain in usable open space as a portion of the existing paved area of surface Lot 76 is converted to open green space. Mitigative green space features are described below.

The main landscape space added will be to the south of the building as shown in Exhibit 11. This area will function primarily as pedestrian circulation between the Lot 76 ramp, Lot 60, and campus destinations. A new walkway will maintain existing diagonal movement patterns and connections at Walnut Street and University Bay Drive. Berms on either side of the walk will provide a buffer between the ramp and walk, direct movement along the walk, and define the open lawn space to the south. Tree plantings and a different ground cover will emphasize the berms as landscape features and help contribute to a sense of a unique space.

The south area closest to Nielsen tennis stadium will be left undisturbed as much as possible to retain existing trees and landscaping.

A linear tree planting on the east between the Lot 76 parking ramp and University Bay Drive will soften the visual impact of the structure.

The landscape north of the Lot 76 parking ramp will be bermed to accommodate a rain garden stormwater infiltration area at a minimum distance above groundwater. This area will function as a buffer green space with lawn and tree plantings between the ramp and campus facilities to the north.

There will be minimal landscape treatment consisting of a low maintenance ground cover in the narrow space between the parking ramp and Nielsen Tennis Stadium.

4.7 VISUAL/AESTHETIC

To address the expressed concern of local residents that the building blend in with the surrounding area, the overall massing of the building will be similar to Nielsen tennis stadium to the west and the lower volume of the School of Pharmacy's Rennebohm Hall to the south. The south face of the building will line up with the south face of the main volume of Nielsen stadium, creating a south-facing court along Walnut Street. Landscape berms along the south, east, and north facades create visual interest, define outdoor spaces, and reduce the overall scale of the structure.

4.8 LIGHTING

The proposed ramp is anticipated to add a small amount of light to the surrounding area over existing conditions. The lighted stairwells will be the most visible feature at night (to increase safety) and will be visible to adjacent sidewalks and buildings. Because the nearest residential area is over one-quarter mile away, and blocked by other buildings, it is unlikely that the exterior lighting or lighted stairwells will be visible to these distant neighborhoods.

As indicated in Section 3.4.2, several mitigative measures will be employed so that the impacts of the lighting will not be significant. These include:

- Utilizing standard Kim Archetype sharp cut-off fixture to minimize glare and light pollution around the site from the sidewalks around the ramp.
- Shielding and concealing interior lighting so that the light sources will not be visible from outside the ramp.
- Utilizing sharp cut-off fixtures, and low perimeter wall mounted lights for the rooftop lighting to minimize light pollution.