

**PLANNING DIVISION REPORT
DEPARTMENT OF PLANNING AND COMMUNITY
AND ECONOMIC DEVELOPMENT
February 25, 2008**

RE: I.D. # 08817: Zoning Map Amendment I.D. 3335, Rezoning of 1301 University Avenue from PUD-GDP to PUD-SIP

1. Requested Actions: Approval of a request to rezone 1301 University Avenue from Planned Unit Development-General Development Plan (PUD-GDP) to Planned Unit Development-Specific Implementation Plan (PUD-SIP) to allow development of two interconnected University research facilities.
2. Applicable Regulations: Section 28.07 (6) of the Zoning Ordinance provides the requirements and framework for Planned Unit Developments; Section 28.12 (9) provides the process for zoning map amendments.
3. Report Prepared By: Kevin Firchow, AICP, Planner.

GENERAL INFORMATION

1. Owner: The Board of Regents of the University of Wisconsin System; c/o Alan Fish; Associate Vice Chancellor for Facilities Planning and Management; 9th Floor WARF Building; 610 N. Walnut Street; Madison, WI 53705

Applicant and Contact: George E. Austin; Wisconsin Alumni Research Foundation; 614 Walnut Street Room 1265 C; Madison, WI; 53726
2. Development Schedule: The applicant is preparing to proceed with the approved demolition with total project completion estimated for October 2010.
3. Location: An area of approximately 1.9 acres on the University of Wisconsin campus consisting of the 1300 block of University Avenue. The subject block is bounded by North Randall Avenue on the west, North Orchard Street on the east, University Avenue on the north and Campus Drive on the south. Aldermanic District 8; Madison Metropolitan School District.
4. Existing Conditions: The site is currently occupied by seven commercial buildings and two parking lots. Demolition of the buildings has been approved by the Plan Commission.
5. Proposed Land Use: The University proposes to construct two interconnected research facilities. One facility will be owned by the Wisconsin Alumni Research Foundation and include the Morgridge Institute for Research (MIR). The other parcel will be owned by the University and contain the Wisconsin Institute for Discovery (WID). Combined, the building will feature approximately 300,000 gross square feet for research facilities and other University uses.

6. Surrounding Land Use and Zoning:

North: UW Medical Sciences Center, zoned PUDSIP, R5;

South: UW Union South, zoned R6;

East: UW Service Buildings, zoned C2, R6; and

West: Mixed Use- Commercial and Apartments, zoned C2.

7. Adopted Land Use Plan: The Comprehensive Plan recommends this site for “Campus” uses. Specific recommended uses include educational facilities, research and employment centers, and student-oriented retail, service, and dining.

8. Environmental Corridor Status: The property is not located within a mapped environmental corridor.

9. Public Utilities & Services: The property is served by a full range of urban services.

STANDARDS FOR REVIEW

This application is subject to the standards for zoning map amendments and planned unit development districts.

PLAN REVIEW

Existing Conditions and Surrounding Context

The subject property is located on the University of Wisconsin campus, bounded by University Avenue, Campus Drive, Orchard Street, and Randall Avenue. University buildings including Union South and the Medical Sciences Center surround the site. Small non-university commercial and mixed-use buildings are located close to the site, across from North Randall Avenue. The seven buildings currently on this property were approved for demolition in November 2007. A general development plan establishing the land use, mass, and bulk for the WID/MIR project was also approved at that time. The demolition of the nearby Randall Tower Apartments, south of the site, was approved on February 11, allowing that property to serve as a construction staging area for the proposed project.

Zoning Map Amendment Request

The applicant requests approval to rezone the property from Planned Unit Development-General Development Plan (PUD-GDP) to Planned Unit Development-Specific Implementation Plan (PUD-SIP). This is the second step in the PUD approval process needed to allow the development of this project.

The proposed project includes the construction of approximately 300,000 gross square feet of area for the two research institutes. The institutes will be interconnected, but divided into two parcels. One of the parcels will be owned by the Wisconsin Alumni Research Foundation and include the Morgridge Institute for Research (MIR). The other parcel will be owned by the University and contain the Wisconsin Institute for Discovery (WID). The applicant has not yet submitted a certified survey map for the land division but has noted that this is forthcoming.

The facility would house approximately 425 full time or equivalent employees, primarily comprised of researchers and their support staff. It is expected that researchers and other employees will have access to the site and their facilities at all times. Public spaces would have operating hours consistent with those of similar campus-area facilities.

Proposed uses for the WID/MIR facilities include scientific research, education and outreach, retail (including outdoor eating and drinking areas), building support functions, rooftop communications equipment, food service, limited manufacturing, office, and other uses ancillary to these.

The ground floor of the building will house education and outreach activities including a 200-seat forum and several smaller breakout-meeting rooms. This floor also includes an atrium and coffee bar. The plans show outdoor seating areas along all sides of the building. The second, third, and fourth floors include a mix of laboratory, meeting, and teaching facilities. The lower level of the building includes specialty laboratories, seminar rooms, and mechanical facilities. A service tunnel is proposed beneath Orchard Street connecting the building to an off-site loading facility and a future vivarium. The roof plan includes a penthouse concealing mechanical equipment and other areas comprising building's partial fifth floor. A future bridge from the upper floors would cross North Orchard Street and connect to future construction, east of the project site.

In addition to the project description, the applicant has provided detailed building and site plans depicting the design of the proposed structure. The Urban Design Commission granted final approval of the project on February 13, 2008.

The structure's height is generally consistent with the heights of surrounding University buildings and taller than the commercial buildings just west of the property. The massing studies provided with the GDP submittal show the building is pulled close to the sidewalk and will generally provide a consistent four-story mass along most of the subject block's perimeter, with some variation in height and setback as shown. The SIP submittal drawings are consistent with these previously approved diagrams and additional design detail is provided.

The elevation drawings indicate that each façade is highly transparent, especially along the ground floor adjacent to the sidewalk. Much of the building's perimeter features a granite base. Upper floors of the structure are clad in glass and two varying terra-cotta finishes, with one type

marking the typical four story mass and another marking the taller five-story projection areas, including those above the building's main entrance on Orchard Street. The south, Campus Drive elevation, includes an aluminum and glass projection on floors two and three that create a covered seating area adjacent the Campus Drive sidewalk. This feature does not encroach upon the City sidewalk.

The applicant has provided detailed site and landscape plans. The site plan reflects the approved GDP and addresses several recommendations provided by various reviewing agencies. Landscaping and related exterior amenities are located primarily along the perimeter of the site, between the proposed structure and surrounding streets. Different families of plantings are proposed along each side of the building. Plantings along Randall Avenue include Hawthorn trees, prairie grass, and two types of flowering deciduous shrubs. Campus Drive features both American Elm and American Hophornbeam trees along with wild flowers and flowering deciduous shrubs. The long University Avenue frontage includes yellow birch and basswood trees along with yews and perennial flowers. Additionally, plans show substantial planting on both sides of Orchard Street, both on and across from the subject site. Plant materials include spruce, fir, and aspen trees along with other flowering deciduous shrubs and perennials. Aside from plant materials, much of the building's perimeter will be surrounded by concrete paving with decorative granite pavers located adjacent to the building's entrances, including a large area along the main Orchard Street entrance.

The applicant has also proposed several changes to pedestrian and vehicular circulation in and around the subject property. Some concepts remain as presented with the GDP while others have been revised.

As shown in the GDP, the applicant will eliminate the existing curb cut openings currently providing parking lot access from University Avenue. No parking will be provided on site. The loading area for the building would be located east of Orchard Street and consolidated with an existing at-grade loading zone operated by the University. As previously noted, access to the loading zone would come via a service tunnel under Orchard Street, below the proposed building's first level. This detail is provided in the applicant's plans.

The applicant proposes to convert North Orchard Street into a one-way street with an expanded sidewalk and pedestrian area. The cul-de-sac that currently separates Orchard Street from Campus Drive would be replaced by a driveway-type opening allowing egress at Campus Drive, primarily for emergency and delivery traffic. This street is planned primarily as a pedestrian connection between the traditional campus to the north and the urban campus to the south. The Orchard Street cross-section includes a 28-foot terrace area adjacent to the subject building, a wide-sidewalk area of over 12.5 feet, and a 20-foot roadway for vehicles. A building canopy, extending the length of the facade, will provide cover to a portion of pedestrian area.

The Randall Avenue side of the building also features a wide pedestrian zone. Based on recommendations from City staff, the applicant has increased the right-of-way dedication from eight feet to seventeen feet and the cross-section includes an on-street bike lane.

During the GDP phase, the applicant proposed to reconfigure the existing University Avenue contra-flow bike lane and elevate it to the level of pedestrian walk. In that concept, separation between the bike and pedestrian zones would have been provided by a double row of street trees and other intermittent plantings. This concept has been revised and the current plans indicate a cross-section more common to what is found elsewhere on University Avenue. The eight-foot bike path is separated from vehicular lanes and adjoining sidewalk by four-inch curbs and buffers including a concrete median (street side) and a nine-foot wide planting area (sidewalk side).

Finally, a zoning text was submitted with the Specific Implementation Plan. This text includes a clarification on the permitted commercial uses requested by planning staff. That clarification limits any commercial development to indoor/outdoor eating areas and other commercial uses allowed in C1 zoning.

ANALYSIS

Planning Division staff believe this to be a well designed project and that the proposed rezoning can meet applicable rezoning and planned unit development standards.

The Comprehensive Plan recommends "Campus" uses for the subject site. Specific recommended uses include educational facilities, research and employment centers, and student-oriented retail, service, and dining. This plan further states "campus" development "should be compatible with surrounding uses and their design characteristics, and mitigate potential negative impacts on adjacent areas." Staff believe the proposed project is consistent with these recommendations.

Staff noted during the review of the General Development Plan that features such as ground-level transparency and functional entryways were desirable and that special attention should be given to how the building and site design engage each of the adjoining streets. Based on a review of the submitted plans, staff believe that these objectives have been met. The building has functional entrances on all sides. Staff believe the building to have an attractive ground floor consisting of a granite base with substantial window coverage and small amounts of variation along each facade. The site and landscaping treatments further strengthen the pedestrian character of the building, providing detail and "human-scale" elements to this large building.

Other features, including changes to circulation and street access, were noted as other important SIP considerations. The applicant has provided detail requested by various agencies to further evaluate concepts presented in the General Development Plan. The primary changes to vehicular circulation include the elimination of three mid-block curb cuts and the conversion of Orchard

Street to a one-way street. The proposed Orchard Street conversion allows for new vehicular egress onto Campus Drive and the addition of new traffic signals at both University Avenue and Campus Drive. The applicant has increased the right-of-way width along Randall Street and has revised the bike lane plans for University Avenue to address previously raised questions. Planning staff support the pedestrian and circulation concepts presented in the SIP drawings, and note that other reviewing agencies may provide additional comments to address more detailed design considerations. Staff note that discussions between the applicant and various agencies have been ongoing regarding many design-related issues.

CONCLUSION

The Planning Division believes that the proposed project is consistent with adopted City plans and can meet the standards for approval of a zoning map amendment and planned unit development district. The Urban Design Commission has granted final approval of the proposed project.

RECOMMENDATION

The Planning Division recommends that the Plan Commission find that the standards for zoning map amendments and planned unit developments met and forward Zoning Map Amendment 3335, rezoning 1301 University Avenue from Planned Unit Development-General Development Plan (PUD-GDP) to Planned Unit Development-Specific Implementation Plan (PUD-SIP) with a recommendation of **approval**, subject to input at the public hearing and comments from reviewing agencies.



Department of Public Works
City Engineering Division

608 266 4751

Larry D. Nelson, P.E.
City Engineer

City-County Building, Room 115
210 Martin Luther King, Jr. Boulevard
Madison, Wisconsin 53703
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Joseph L. DeMorett, P.G.

GIS Manager
David A. Davis, R.L.S.

Financial Officer
Steven B. Danner-Rivers

DATE: February 12, 2008
TO: Plan Commission
FROM: Larry D. Nelson, P.E., City Engineer
SUBJECT: *for* 1301 University Avenue Rezoning

The City Engineering Division has reviewed the subject development and has the following comments.

MAJOR OR NON-STANDARD REVIEW COMMENTS (Comments which are special to the project and/or may require additional work beyond a standard, more routine project.)

1. Revise Drawing No. C101 Boundary and Topographic Survey and other plan sheets to include the surveyed exterior parcel boundary and right-of-way lines. Include location and reference to all interior platted lot lines.
2. The Applicant shall dedicate a 17 feet wide strip of right of way along North Randall Street as shown on the Applicants drawings and as agreed to by City staff and UW staff.
3. The Applicant shall be required to widen the existing concrete pavement on North Randall Avenue to provide space for the addition of bike lanes and shall reconstruct the terrace. The Applicant shall reconstruct North Orchard Street including the terraces. The Applicant shall reconstruct any damaged pavement and curb and gutter on Campus Drive and shall reconstruct the terrace adjacent to the Applicants Project.
4. The Applicant shall reconstruct the terrace on University Avenue. The City has a project planned for the replacement of the pavement on University Avenue except for the bus and bike lane on the north side. The City shall replace any pavement that is considered part of the planned City Project. This will consist of the 3 vehicular lanes, the median divider, and the bike lane on the south side. The Applicant shall be required to complete temporary pavement patching on University Avenue until such time as the City is able to reconstruct the pavement. The applicant shall reconstruct the curb and gutter on University Avenue with pavement ties unless other arrangements are made with the City Engineer.
5. Applicant shall enter into a maintenance agreement with the City of Madison for all amenities and/or landscape features located in the right-of-way.
6. Applicant shall provide a detail section showing location of proposed tunnel and its impact on the existing utilities.
7. Storm connections to public main shall be made with structures not taps and collars.
8. The applicant shall coordinate and cooperate with the City as we remove and replace the 18-inch clay storm pipe along the west side of North Orchard Street in advance of the project and the existing sanitary in Orchard.

3



9. Proposed 10-inch sanitary lateral onto Orchard Street will require a manhole on the City sewer main.
10. Proposed direct connection to MMSD sewer on Randall Avenue will require a connection permit from MMSD and shall follow all MMSD permit criteria including contacting Don Lythjohn 3 days prior to connection to arrange for inspection.
11. Plans require being reused to include RIM/invert information on all manholes including sampling manholes.
12. Plumbing code requires manholes or cleanouts where 2 pipes 8-inches in diameter or larger intersect.

GENERAL OR STANDARD REVIEW COMMENTS

In addition, we offer the following General or Standard Review Comments:

Engineering Division Review of Planned Community Developments, Planned Unit Developments and Conditional Use Applications.

Name: 1301 University Avenue Rezoning

General

- 1.1 The construction of this building will require removal and replacement of sidewalk, curb and gutter and possibly other parts of the City's infrastructure. The applicant shall enter into a City / Developer agreement for the improvements required for this development. The applicant shall be required to provide deposits to cover City labor and materials and surety to cover the cost of construction. The applicant shall meet with the City Engineer to schedule the development of the plans and the agreement. The City Engineer will not sign off on this project without the agreement executed by the developer. The developer shall sign the Developer's Acknowledgement prior to the City Engineer signing off on this project.
- 1.2 The site plan shall identify lot and block numbers of recorded Certified Survey Map or Plat.
- 1.3 The site plan shall include all lot/ownership lines, existing building locations, proposed building additions, demolitions, parking stalls, driveways, sidewalks (public and/or private), existing and proposed signage, existing and proposed utility locations and landscaping.
- 1.4 The site plan shall identify the difference between existing and proposed impervious areas.
- 1.5 The site plan shall reflect a proper street address of the property as reflected by official City of Madison Assessor's and Engineering Division records.
- 1.6 Coordinate all necessary new interior addresses associated with this proposed development with City Engineering Program Specialist Lori Zenchenko lzenchenko@cityofmadison.com or (608) 266-5952
- 1.7 The site plan shall include a full and complete legal description of the site or property being subjected to this application.
- 1.8 The Developer is required to pay Impact Fees for the _____ Impact Fee District for Lot(s) _____ of the _____ Plat/CSM. The current rate is \$ _____ /1000SF for a total of \$ _____. The Developer shall select one of the following two options for payment of these fees:
 - 1) Impact Fees shall be paid in full prior to Engineering sign-off of the plat/csm.
 - 2) The Developer has elected to defer the payments until such time as the building permits are applied for, in which case the owner(s) shall have fourteen (14) days after receiving the invoices to pay the outstanding impact fees. The following shall be required prior to plat sign off;
 - a) The Developer shall supply an Excel spreadsheet with lot numbers, lot areas, and number of dwelling units per lot. The Developer shall supply a CADD file of the proposed FINAL plat, in a format compatible with Microstation J. This information shall be required to calculate the Impact Fees, which will then be recorded at the Register of Deeds against each lot in the subdivision..
 - b) All information shall transmitted to Janet Dailey by e-mail at jdailey@cityofmadison.com, or on a CD to:

Janet Dailey
City of Madison Engineering Division
210 Martin Luther King Jr. Blvd
Room 115
Madison, WI 53703

- c) A minimum of three (3) weeks shall be required for staff to calculate the Impact Fees and record the documents prior to plat sign-off.

The Developer shall put the following note on the face of the plat:

ALL THE LOTS WITHIN THIS SUBDIVISION ARE SUBJECT TO IMPACT FEES THAT ARE DUE AND PAYABLE WITHIN FOURTEEN DAYS OF THE ISSUANCE OF BUILDING PERMIT(S).

Right of Way / Easements

- 2.1 The Applicant shall Dedicate a _____ foot wide strip of Right of Way along _____.
- 2.2 The Applicant shall Dedicate a _____ foot wide strip of Right of Way along _____.
- 2.3 The Applicant shall Dedicate a Permanent Limited Easement for grading and sloping _____ feet wide along _____.
- 2.4 The City Engineer has reviewed the need for pedestrian and bicycle connections through the development and finds that no connections are required.
- 2.5 The Applicant shall Dedicate a Permanent Limited Easement for a pedestrian / bicycle easement _____ feet wide from _____ to _____.
- 2.6 The Developer shall provide a private easement for public pedestrian and bicycle use through the property running from _____ to _____.
- 2.7 The developer shall be responsible for the ongoing construction and maintenance of a path within the easement. The maintenance responsibilities shall include, but not be limited to, paving, repaving, repairing, marking and plowing. The developer shall work with the City of Madison Real Estate Staff to administer this easement. Applicable fees shall apply.
- 2.8 The Public Sanitary Sewer Easement(s) dedicated to the City of Madison ("City") on the face of this Certified Survey Map or Subdivision Plat is/are subject to the following conditions:
- a. The property owner reserves the right to use and occupy the Public Sanitary Sewer Easement Area(s) in a manner consistent with the rights herein conveyed, provided that such use and occupancy shall not interfere with or disturb the installation, operation, maintenance, repair, replacement and/or modification of the public sanitary sewer facilities.
 - b. No above-ground improvements shall be located in the Public Sanitary Sewer Easement Area(s) by the City or the property owner, with the exception that grates, sewer access structure (SAS) covers, and other access points to the public sanitary sewer facilities shall be permitted at grade level. (Optional: and with the exception that pavement and/or concrete for driveway purposes shall be permitted.)
 - c. Plantings and landscaping within the Public Sanitary Sewer Easement Area(s) shall not obstruct routine maintenance by the City. In the event of repair or reconstruction, plantings and landscaping may be removed by the City without replacement or compensation to the property owner.
 - d. The property owner shall not change the grade of the Public Sanitary Sewer Easement Area(s) without the prior written approval of the City's Engineering Division.
 - e. The Public Sanitary Sewer Easement(s) may not be amended, modified, terminated, or released without the written consent of all the parties hereto, or their respective successors-in-interest.
- 2.9 The Public Sidewalk Easement(s) dedicated to the City of Madison ("City") on the face of this Certified Survey Map or Subdivision Plat is/are subject to the following conditions:
- a. The property owner reserves the right to use and occupy the Public Sidewalk Easement Area(s) in a manner consistent with the rights herein conveyed, provided that such use and occupancy shall not interfere with or disturb the installation, operation, maintenance, repair, replacement and/or modification of the public sidewalk improvements.
 - b. No above-ground improvements will be allowed in the Public Sidewalk Easement Area(s) by the property owner. (Optional: with the exception that pavement and/or concrete for driveway purposes shall be permitted.)
 - c. Plantings and landscaping within the Public Sidewalk Easement Area(s) shall not obstruct routine maintenance by the City. In the event of repair or reconstruction, plantings and landscaping may be removed by the City without replacement or compensation to the property owner.
 - d. The property owner shall not change the grade of the Public Sidewalk Easement Area(s) without the prior written approval of the City's Engineering Division.
 - e. The Public Sidewalk Easement(s) may not be amended, modified, terminated, or released without the written consent of all the parties hereto, or their respective successors-in-interest.
- 2.10 The Public Storm Sewer Easement(s) dedicated to the City of Madison ("City") on the face of this Certified Survey Map or Subdivision Plat is/are subject to the following conditions:

- a. The property owner reserves the right to use and occupy the Public Storm Sewer Easement Area(s) in a manner consistent with the rights herein conveyed, provided that such use and occupancy shall not interfere with or disturb the installation, operation, maintenance, repair, replacement and/or modification of the public storm sewer facilities.
- b. No above-ground improvements shall be located in the Public Storm Sewer Easement Area(s) by the City or the property owner, with the exception that grates, sewer access structure (SAS) covers, and other access points to the public storm sewer facilities shall be permitted at grade level. (Optional: and with the exception that pavement and/or concrete for driveway purposes shall be permitted.)
- c. Plantings and landscaping within the Public Storm Sewer Easement Area(s) shall not obstruct routine maintenance by the City. In the event of repair or reconstruction, plantings and landscaping may be removed by the City without replacement or compensation to the property owner.
- d. The property owner shall not change the grade of the Public Storm Sewer Easement Area(s) without the prior written approval of the City's Engineering Division.
The Public Storm Sewer Easement(s) may not be amended, modified, terminated, or released without the written consent of all the parties hereto, or their respective successors-in-interest.

- 2.11 The Public Water Main Easement(s) dedicated to the City of Madison ("City") on the face of this Certified Survey Map or Subdivision Plat is/are subject to the following conditions:
 - a. The property owner reserves the right to use and occupy the Public Water Main Easement Area(s) in a manner consistent with the rights herein conveyed, provided that such use and occupancy shall not interfere with or disturb the installation, operation, maintenance, repair, replacement and/or modification of the public water main facilities.
 - b. No above-ground improvements will be allowed in the Public Water Main Easement Area(s) by the property owner. (Optional: with the exception that pavement and/or concrete for driveway purposes shall be permitted.)
 - c. Plantings and landscaping within the Public Water Main Easement Area(s) shall not obstruct routine maintenance by the City. In the event of repair or reconstruction, plantings and landscaping may be removed by the City without replacement or compensation to the property owner.
 - d. The property owner shall not change the grade of the Public Water Main Easement Area(s) without the prior written approval of the City's Engineering Division.
 - e. The Public Water Main Easement(s) may not be amended, modified, terminated, or released without the written consent of all the parties hereto, or their respective successors-in-interest.

Streets and Sidewalks

- 3.1 The Applicant shall execute a waiver of notice and hearing on the assessments for the improvement of [roadway] _____ in accordance with Section 66.0703(7)(b) Wisconsin Statutes and Section 4.09 of the MGO.
- 3.2 **Value of sidewalk installation over \$5000.** The Applicant shall Construct Sidewalk to a plan approved by the City Engineer along _____.
- 3.3 **Value of sidewalk installation under \$5000.** The Applicant shall install public sidewalk along _____. The Applicant shall obtain a Street Excavation Permit for the sidewalk work, which is available from the City Engineering Division. The applicant shall pay all fees associated with the permit including inspection fees. All work must be completed within six months or the succeeding June 1, whichever is later. This permit application is available on line at <http://www.cityofmadison.com/engineering/permits.cfm>.
- 3.4 The Applicant shall execute a waiver of their right to notice and hearings on the assessments for the installation of sidewalk along [roadway] _____ in accordance with Section 66.0703(7)(b) Wisconsin Statutes and Section 4.09 of the MGO.
- 3.5 The Applicant shall grade the property line along _____ to a grade established by the City Engineer. The grading shall be suitable to allow the installation of sidewalk in the future without the need to grade beyond the property line. The Applicant shall obtain a Street Excavation permit prior to the City Engineer signing off on this development. This permit application is available on line at <http://www.cityofmadison.com/engineering/permits.cfm>.
- 3.6 The Applicant shall close all abandoned driveways by replacing the curb in front of the driveways and restoring the terrace with grass.
- 3.7 **Value of the restoration work less than \$5,000. When computing the value, do not include a cost for driveways. Do not include the restoration required to facilitate a utility lateral installation.** The Applicant's project requires the minor restoration of the street and sidewalk. The Applicant shall obtain a Street Excavation Permit for the street restoration work, which is available from the City Engineering Division. The applicant shall pay all fees associated with the permit including inspection fees. This permit application is available on line at <http://www.cityofmadison.com/engineering/permits.cfm>.
- 3.8 The Applicant shall make improvements to _____ in order to facilitate ingress and egress to the development. The improvement shall include a (Describe what the work involves or strike this part of the comment.) _____
- 3.9 The Applicant shall make improvements to _____ The improvements shall consist of _____

- 3.10 The approval of this Conditional Use does not include the approval of the changes to roadways, sidewalks or utilities. The applicant shall obtain separate approval by the Board of Public Works and the Common Council for the restoration of the public right of way including any changes requested by developer. The City Engineer shall complete the final plans for the restoration with input from the developer. The curb location, grades, tree locations, tree species, lighting modifications and other items required to facilitate the development or restore the right of way shall be reviewed by the City Engineer, City Traffic Engineer, and City Forester.
- 3.11 The Applicant shall provide the City Engineer with a survey indicating the grade of the existing sidewalk and street. The Applicant shall hire a Professional Engineer to set the grade of the building entrances adjacent to the public right of way. The Applicant shall provide the City Engineer the proposed grade of the building entrances. The City Engineer shall approve the grade of the entrances prior to signing off on this development.
- 3.12 The Applicant shall replace all sidewalk and curb and gutter which abuts the property which is damaged by the construction or any sidewalk and curb and gutter which the City Engineer determines needs to be replaced because it is not at a desirable grade regardless of whether the condition existed prior to beginning construction.
- 3.13 The Applicant shall obtain a privilege in streets agreement for any encroachments inside the public right of way. The approval of this development does not constitute or guarantee approval of the encroachments.
- 3.14 The Applicant shall provide the City Engineer with the proposed soil retention system to accommodate the restoration. The soil retention system must be stamped by a Professional Engineer. The City Engineer may reject or require modifications to the retention system.
- 3.15 The Applicant shall complete work on exposed aggregate sidewalk in accordance with specifications provided by the city. The stone used for the exposed aggregate shall be approved by the City. The Construction Engineer shall be notified prior to beginning construction. Any work that does not match the adjacent work or which the City Construction Engineer finds is unacceptable shall be removed and replaced.
- 3.16 All work in the public right-of-way shall be performed by a City licensed contractor.
- 3.17 Installation of "Private" street signage in accordance with 10.34 MGO is required.
- 3.18. All street tree locations and tree species within the right of way shall be reviewed and approved by City Forestry. Please submit a tree planting plan (in PDF format) to Dean Kahl, of the City Parks Department - dkahl@cityofmadison.com or 266-4816.

Storm Water Management

- 4.1 The site plans shall be revised to show the location of all rain gutter down spout discharges.
- 4.2 Storm sewer to serve this development has been designed and constructed. The site plans shall be revised to identify the location of this storm sewer and to show connection of an internal drainage system to the existing public storm sewer.
- 4.3 The plan set shall be revised to show a proposed private internal drainage system on the site. This information shall include the depths and locations of structures and the type of pipe to be used.
- 4.4 The applicant shall show storm water "overflow" paths that will safely route runoff when the storm sewer is at capacity.
- 4.5 The applicant shall demonstrate compliance with Section 37.07 and 37.08 of the Madison General Ordinances regarding permissible soil loss rates. The erosion control plan shall include Universal Soil Loss Equation (USLE) computations for the construction period. Measures shall be implemented in order to maintain a soil loss rate below 7.5-tons per acre per year.
- 4.6 The City of Madison is an approved agent of the Department of Commerce. This proposal contains a commercial building and as such, the City of Madison is authorized to review infiltration, stormwater management, and erosion control on behalf of the Department of Commerce. No separate submittal to Commerce or the WDNR is required.
- 4.7 This development includes multiple building permits within a single lot. The City Engineer and/or the Director of the Inspection Unit may require individual control plans and measures for each building.
- 4.8 If the lots within this site plan are inter-dependent upon one another for stormwater runoff conveyance, and/or a private drainage system exists for the entire site an agreement shall be provided for the rights and responsibilities of all lot owners. Said agreement shall be reviewed and placed on file by the City Engineer, referenced on the site plan and recorded at the Dane Co Register of Deeds.
- 4.9 Prior to approval, this project shall comply with Chapter 37 of the Madison General Ordinances regarding stormwater management. Specifically, this development is required to:
 - Detain the 2 & 10-year storm events.
 - Detain the 2, 10, & 100-year storm events.
 - Control 40% TSS (20 micron particle) off of new paved surfaces
 - Control 80% TSS (5 micron particle) off of new paved surfaces
 - Provide infiltration in accordance with Chapter 37 of the Madison General Ordinances

- Provide substantial thermal control.
- Provide oil & grease control from the first 1/2" of runoff from parking areas.
- Complete an erosion control plan and complete weekly self-inspection of the erosion control practices and post these inspections to the City of Madison website – as required by Chapter 37 of the Madison General Ordinances.

Stormwater management plans shall be submitted and approved by City Engineering prior to signoff.

- 4.10 The plan set shall be revised to show more information on proposed drainage for the site. This shall be accomplished by using spot elevations and drainage arrows or through the use of proposed contours. It is necessary to show the location of drainage leaving the site to the public right-of-way. It may be necessary to provide information off the site to fully meet this requirement.
- 4.11 A portion of this project comes under the jurisdiction of the US Army Corp of Engineers and WDNR for wetland or flood plain issues. A permit for those matters shall be required prior to construction on any of the lots currently within the jurisdictional flood plain.
- 4.12 The Applicant shall submit, prior to plan sign-off, a digital CAD file (single file) to the Engineering Program Specialist in the Engineering Division (Lori Zenchenko). The digital CAD file shall be to scale and represent final construction. The single CAD file submittal can be either AutoCAD (dwg) Version 2001 or older, MicroStation (dgn) Version J or older, or Universal (dxf) format and contain the following data, each on a separate layer name/level number:
 - a) Building Footprints
 - b) Internal Walkway Areas
 - c) Internal Site Parking Areas
 - d) Other Miscellaneous Impervious Areas (i.e. gravel, crushed stone, bituminous/asphalt, concrete, etc.)
 - e) Right-of-Way lines (public and private)
 - f) Lot lines
 - g) Lot numbers
 - h) Lot/Plat dimensions
 - i) Street names

NOTE: Email file transmissions preferred izenchenko@cityofmadison.com. Include the site address in this transmittal.

- 4.13 NR-151 of the Wisconsin Administrative Code will be effective on October 1, 2004. Future phases of this project shall comply with NR 151 in effect when work commences. Specifically, any phases not covered by a Notice of Intent (NOI) received from the WDNR under NR-216 prior to October 1, 2004 shall be responsible for compliance with all requirements of NR-151 Subchapter III. As most of the requirements of NR-151 are currently implemented in Chapter 37 of the Madison General Ordinances, the most significant additional requirement shall be that of infiltration.

NR-151 requires infiltration in accord with the following criteria. For the type of development, the site shall comply with one of the three (3) options provided below:

Residential developments shall infiltrate 90% of the predevelopment infiltration amount, 25% of the runoff from the 2-year post development storm or dedicated a maximum of 1% of the site area to active infiltration practices.

Commercial development shall infiltrate 60% of the predevelopment infiltration amount, 10% of the runoff from the 2-year post development storm or dedicate a maximum of 2% of the site area to active infiltration practices.

- 4.14 The applicant shall submit, prior to plan sign-off, digital PDF files to the Engineering Division (Jeff Benedict or Tim Troester). The digital copies shall be to scale, and shall have a scale bar on the plan set.

PDF submittals shall contain the following information:

- a) Building footprints.
- b) Internal walkway areas.
- c) Internal site parking areas.
- d) Lot lines and right-of-way lines.
- e) Street names.
- f) Stormwater Management Facilities.
- g) Detail drawings associated with Stormwater Management Facilities (including if applicable planting plans).

- 4.15 The Applicant shall submit prior to plan sign-off, electronic copies of any Stormwater Management Files including:

- a) SLAMM DAT files.
- b) RECARGA files.
- c) TR-55/HYDROCAD/Etc...
- d) Sediment loading calculations

If calculations are done by hand or are not available electronically the hand copies or printed output shall be scanned to a PDF file and provided.

- 4.16 The area adjacent to this proposed development has a known flooding risk. All entrances shall be 2-feet above the adjacent sidewalk elevation or 1-foot above the 100-year regional flood elevation (whichever is greater). This includes garage entrances.

Utilities General

- 5.1 The Applicant shall obtain a Street Excavation permit for the installation of utilities required to serve this project. The Applicant shall pay the permit fee, inspection fee and street degradation fee as applicable and shall comply with all the conditions of the permit. This permit application is available on line at <http://www.cityofmadison.com/engineering/permits.cfm>.
- 5.2 The applicant shall obtain all necessary sewer connection permits and sewer plugging permits prior to any utility work. This permit application is available on line at <http://www.cityofmadison.com/engineering/permits.cfm>.
- 5.3 All proposed and existing utilities including gas, electric, phone, steam, chilled water, etc shall be shown on the plan.
- 5.4 The applicant's utility contractor shall obtain a connection permit and excavation permit prior to commencing the storm sewer construction. This permit application is available on line at <http://www.cityofmadison.com/engineering/permits.cfm>.
- 5.5 The site plans shall be revised to show the location of existing utilities, including depth, type, and size in the adjacent right-of-way.
- 5.6 The developer shall provide information on how the Department of Commerce's requirements regarding treatment of storm water runoff, from parking structures, shall satisfied prior to discharge to the public sewer system. Additionally, information shall be provided on which system (storm or sanitary) the pipe shall be connected to.

Sanitary Sewer

- 6.1 Prior to approval of the conditional use application, the owner shall obtain a permit to plug each existing sanitary sewer lateral that serves a building that is proposed for demolition. For each lateral to be plugged the owner shall deposit \$1,000 with the City Engineer in two separate checks in the following amounts: (1). \$100 non-refundable deposit for the cost of inspection of the plugging by City staff; and (2). \$900 for the cost of City crews to perform the plugging. If the owner elects to complete the plugging of a lateral by private contractor and the plugging is inspected and approved by the City Engineer, the \$900 fee shall be refunded to the owner. This permit application is available on line at <http://www.cityofmadison.com/engineering/permits.cfm>.
- 6.2 All outstanding Madison Metropolitan Sewerage District (MMSD) and City of Madison sanitary sewer connection charges are due and payable prior Engineering sign-off, unless otherwise collected with a Developer's / Subdivision Contract. Contact Janet Dailey (608-261-9688) to obtain the final MMSD billing a minimum of two (2) working days prior to requesting City Engineering signoff.
- 6.3 Each unit of a duplex building shall be served by a separate and independent sanitary sewer lateral.
- 6.4 The site plan shall be revised to show all existing public sanitary sewer facilities in the project area as well as the size, invert elevation, and alignment of the proposed service.



Traffic Engineering and Parking Divisions

David C. Dryer, P.E., City Traffic Engineer and Parking Manager

Suite 100
215 Martin Luther King, Jr. Boulevard
P.O. Box 2986
Madison, Wisconsin 53701-2986
PH 608 266 4761
TTY 866-704-2315
FAX 608 267 1158

February 18, 2008

TO: Plan Commission

FROM: David C. Dryer, P.E., City Traffic Engineer and Parking Manager

SUBJECT: **1301 University Avenue – Rezoning – PUD (GDP) to PUD (SIP) –The Wisconsin Institutes for Discovery**

The City Traffic Engineering Division has reviewed the subject development and has the following comments.

MAJOR OR NON-STANDARD REVIEW COMMENTS (Comments which are special to the project and/ or may require additional work beyond a standard, more routine project.)

1. **Business / Coordinating Meeting on Conditions of Approval Recommended.** Staff recommend a business meeting with the applicant and TE staff as soon as practicable to expedite final sign-off on conditions of approval from the Plan Commission and Common Council.
2. **City Review and Approval Required for Applicant's Proposed Special Treatments / Changes to Public Right of Way.** The applicant has proposed changing and using parts of the public rights of way for special treatments, specifically changes to University Avenue, N. Orchard Street, Campus Drive, and N. Randall Avenue. The final design and/or improvements to these streets, rights of way shall be reviewed and approved by the City Engineer and City Traffic Engineer. The applicant shall need to obtain separate approval by the Board of Public Works and Common Council for the restoration, special use, and/or reconstruction of the public right-of-way including any changes requested by the developer. The applicant shall note on the site plan, " All work proposed in the right-of-way is not being approved as part of the PUD (GDP/SIP). All work in the right-of-way is approved separately by the Board of Public Works, City of Madison."
3. **Subdivision Contract for Public Infrastructure Required.** The applicant shall enter into a subdivision contract or developer's agreement for the special uses and treatments proposed and the reconstruction of the streets and sidewalk adjacent to the development. The reconstruction of the streets and sidewalk shall be subject to the plans and specifications of the City Traffic Engineer and City Engineer. Unless otherwise modified by an alternative financing plan or exception noted, the applicant is expected to finance 100% of the streets / rights of way reconstruction and traffic signal costs for the changes proposed in the GDP/SIP for City streets/rights of way. Among other things, the applicant shall be required to construct the following:
 - a) Contra-flow bike lane and sidewalk and terrace treatment on University Ave shall be maintained as existing unless an acceptable alternative is provided. This includes maintaining a 4-6 ft wide concrete, contra-flow divisional island; 8 ft wide bike lane; 3-4 ft wide terrace buffer for snow storage, signage and street lights; 4-6 ft wide planter / pedestrian barrier fence treatment; 8-10 ft wide free and clear concrete sidewalk / pedestrian corridor; and 1-2 ft setback from building face/property line/special features.

- b)** As discussed previously with the applicant, dedication of right of way on Randall Ave shall be 17 ft.
- c)** Randall Ave shall be reconstructed to add marked bike lanes in the street and new sidewalk and terrace, specifically a 4-8 ft wide terrace buffer for street trees, snow storage, signage and street lights; and a minimum 8-10 ft wide free and clear concrete sidewalk / pedestrian corridor and 1-2 ft setback from building face/property line/special features. (A 6 ft wide terrace and 9 ft wide free and clear sidewalk may be acceptable.)
- d)** Campus Drive shall be reconstructed with a new sidewalk and terrace specifically a 4-8 ft wide terrace buffer for street trees, snow storage, signage and street lights; and a minimum 8-10 ft wide free and clear concrete sidewalk / pedestrian corridor and 1-2 ft setback from building face/property line/special features.
- e)** Orchard Street may be reconstructed as proposed except that it shall be reconstructed with a new sidewalk and terrace specifically a 4-8 ft wide terrace buffer for street trees, snow storage, signage and street lights; and a minimum 8-10 ft wide free and clear concrete sidewalk / pedestrian corridor and 1-2 ft setback from building face/property line/special features.
- f)** The Orchard Street intersections with University Ave and Campus Drive shall be City standard driveway Type III entrances according to ordinance.
- g)** The south side of the Randall Ave intersection with University Ave, and the south side of the Orchard St intersection with University Ave shall be reconstructed to include new appurtenances for peds and bikes including a blue bike lane treatment of the contra-flow bike lane conflict zone across Randall Ave.
- h)** Lighting. City street lighting, traffic signal interconnections, conduit and fiber optic is required to be maintained on the streets and terraces surrounding the development and are not available to be relocated as proposed by the applicant. Only City street light facilities shall be located in the City right of way on University Avenue, Randall Avenue and Campus Drive/W. Johnson Street. Private, non-City lighting (conduit, etc.) may be allowed on private property along these rights of way after coordination with the City Traffic Engineer. City street light facilities, conduit, fiber optic and signal interconnect facilities shall be maintained in the City right of way on University Avenue, Randall Avenue and Campus Drive/W. Johnson Street. Non-City, private lighting is permissible on N. Orchard Street at the owner's expense of installation and operation and maintenance.
- i)** Traffic Signals. The applicant has requested traffic signals at N. Orchard and University Ave and N. Orchard and Campus Drive. A City Council resolution is required to approve any traffic signals. As a result the applicant will need to file a request to the City Council and Pedestrian Bicycle Motor Vehicle Commission for their review and approval. If and when signals are approved by the City, the University shall be responsible for 100% of the costs of installation according to the City's plans and specifications and responsible for executing an agreement with the City for 100% of the traffic signal operation and maintenance costs of the traffic signals installed for the benefit of the University at the intersections of University Avenue and N. Orchard and Campus Drive/W. Johnson Street and N. Orchard Street (similar to existing agreement for the traffic signals at Highland Avenue and Observatory Drive).
- j)** If traffic signals are approved for the intersections of Orchard St and University Ave and

Orchard St and Campus Drive, then these intersections shall be reconstructed to provide a special, mid-block intersection re-marking treatment of double crosswalks 60 feet apart for intersection recognition (similar to treatment of East Campus Mall at Johnson St).

- k)** Public Parking Proposed to be Removed by Applicant. The applicant's proposal for special treatment of N. Orchard St. requires the removal of the existing thirteen (13) metered public parking stalls, one loading zone and one taxi stand . A City Council ordinance change is required to remove these public parking facilities, As a result the applicant will need to file a request to the City Council and Transit and Parking Commission for their review and approval. The City Council will need to determine how to resolve this loss in public parking and whether to require the University compensate the City for this loss or provide replacement parking nearby in a manner acceptable to the City Parking Utility. The present value of these metered stalls could be as much as \$33,921 per stall, with a total present value for this block of \$440,973. One alternative to replacing at least some of these high demand stalls may be to widen the 1300 block of W. Dayton St which would allow for several new on-street stalls. Another alternative may be to coordinate with the Union South reconstruction the addition of parking on Orchard Street between Dayton St and W. Johnson St.
- l)** Deposits Required. The applicant shall post a deposit or letter of credit and reimburse the City for all costs associated with any modifications to the transportation facilities, traffic signals, street lighting, signing and pavement marking, and conduit and hand holes, including labor, engineering and materials for both temporary and permanent installations. This will include the costs for installation, operation, and maintenance of any new traffic signals.

4. Maintenance Agreement Required for Applicant's Proposed Uses, Special Treatments. As the applicant has proposed using parts of the public rights of way for special treatments, the applicant shall need to execute a maintenance agreement for those such specially treated portions of the public right of way adjacent to the subject SIP bounded by University Avenue, N. Orchard Street, Campus Drive, and N. Randall Avenue. Among other items, the maintenance agreement shall include the following:

- a)** Initial Construction of Improvements within the Maintenance Area: Initial construction of certain improvements within the Maintenance Area are not covered by the Maintenance Agreement and are covered by a separate agreement or City contract and are to be completed in accordance with plans and specifications for reviewed and approved by the City Engineer and City Traffic, and ultimately the City's Board of Public Works and Common Council.
- b)** Maintenance of Improvements in the Maintenance Area: Upon completion of the initial construction of improvements within the Maintenance Area, the Property Owner agrees to complete the following maintenance as needed, or as may be reasonably required by the City, within the Maintenance Area such things as 1) Snow and ice removal; 2) Non-City Street and Pedestrian Lighting Maintenance; 3) Non-City Street and Pedestrian Lighting Electric Utility Bills; 4) Bicycle Racks and Moped Corrals; 5) Repair and replacement of sidewalks and other pavements or paving materials.
- c)** Public Pedestrian and Bicycle Access. The public shall be allowed continuous pedestrian and bicycle access through the maintenance area unless maintenance required by the University or the City requires the maintenance area to be closed. Any closure of the contra-flow bike lane and/or sidewalk along University Avenue needs to be approved by the City Traffic Engineer. Any work or closing of the contra-flow bike lane and/or sidewalk along University Avenue that lasts longer than two days shall have a signed detour, approved by the City Traffic Engineer, in place before such closure occurs.
- d)** Revisions by the Property Owner: The Property Owner may request the City allow changes to improvements within the Maintenance Area following completion of the initial construction

and shall be permitted to make such changes if the changes are approved in writing by the City Engineer and City Traffic Engineer. The Property owner shall obtain all necessary permits and approvals prior to constructing or reconstructing any improvement within the Maintenance Area.

e) Revisions by the City The City has the right to construct or reconstruct any improvement in the Maintenance Area and to construct in such a way that differs from the initial construction. In such event, the City has the right to levy special assessments on the Property for any improvement inside the Maintenance Area to the extent not covered (and paid for by the Property Owner) under this Agreement and all improvements maintained by the City in accordance with City Policy and State Statutes.

f) Public Safety: The City shall have the right to require the Property Owner to promptly construct, reconstruct, or remove any improvements in the Maintenance Area that are or become a safety problem, as reasonably determined by the City Engineer, when ordered in writing by the City Engineer to do so. Following receipt of the City Engineer's written order, the Property Owner shall effect the construction, reconstruction, or removal at the Property Owner's expense even if the change results in modification of an improvement previously approved by the City.

4. Construction Staging and Traffic Control Plan. The applicant shall submit an updated construction staging and traffic control plan prior to approval of the SIP. A condition of these plans is that the development construction cannot impact the University Ave sidewalk and contra flow bike lane, as well as pedestrian access and mobility. The site has limited areas on and off site for construction-related use. In addition, there shall be no or very limited impact to Johnson St. On-site security/police to secure the operations and proper use by pedestrians, bicycles, and motor vehicles may be required at the developer's cost.

5. Madison Radio / Communications Systems. City of Madison radio systems are microwave directional line of sight to remote towers citywide. The building elevation will need to be review by Traffic Engineer to accommodate the microwave sight and building. The applicant shall submit grade and elevations plans if the building exceeds four stories prior to sign-off to be reviewed and approved by Keith Lippert, (266-4767) Traffic Engineering Shop, 1120 Sayle Street. The applicant shall return one signed approved building elevation copy to the City of Madison Traffic Engineering office with final plans for sign off.

PEDESTRIAN AND BICYCLE TRANSPORTATION REVIEW COMMENTS

6. The final locations, type of bike rack and number of bicycle parking shall be reviewed and approved by the Traffic Engineer prior to submitting for approval.
7. The site and GDP shall clearly denote a minimum of ten (10) feet wide direct and unobstructed public pedestrian sidewalk (concrete) on Orchard Street, Campus Drive, Johnson St. and University Ave. The applicant shall modify the sidewalk scoring to 5 ft pad on center with the 10 ft public pedestrian sidewalk clear /unobstructed from tree grades, tables, planters, bike racks, steps, etc.
8. The applicant shall provide a barrier fence or planter for Outdoor Seating area along the 10 ft sidewalk the length of the service area separating the public sidewalk from the tables and seating to prevent encroachment onto the sidewalk. All information shall be shown or noted on the plan.
9. The applicant shall remove the proposed new University Avenue driveway crossing the bike lane and median opening from all plans. The applicant shall note on the site plans, "No vehicle access granted to University Ave. except by a public street. "

GENERAL OR STANDARD REVIEW COMMENTS

In addition, we offer the following General or Standard Review Comments:

10. When the applicant submits final plans for approval, the applicant shall show the following: items in the terrace as existing (e.g., signs and street light poles), type of surfaces, existing property lines, addresses, one contiguous plan (showing all easements, all pavement markings, building placement, and stalls), adjacent driveway approaches to lots on either side and across the street, signage, percent of slope, vehicle routes, dimensions of radii, aisles, driveways, stalls including the two (2) feet overhang, and a scaled drawing at 1" = 20'.
11. All signs at the approaches shall be installed behind the property line. All directional/regulatory signage and pavement markings on the site shall be shown and noted on the plan.
12. The intersection shall be so designed so as not to violate the City's sight-triangle preservation requirement which states that on a corner lot no structure, screening, or embankment of any kind shall be erected, placed, maintained or grown between the heights of 30 inches and 10 feet above the curb level or its equivalent within the triangle space formed by the two intersecting street lines or their projections and a line joining points on such street lines located a minimum of 25 feet from the street intersection in order to provide adequate vehicular vision clearance.
13. The applicant shall design the surface parking areas for stalls and backing up according to Figures II of the ordinance using the 9' or wider stall. The applicant will need to show the dimensions for proposed degree parking stalls' items A, B, C, E, F, H and degree angle parking width and backing up, according to Figures II "Medium and Large Vehicles" parking design standards in Section 10.08(6)(b) 2. This is a State of Wisconsin project, the applicant could note on the plan sheet or submit a letter to Traffic Engineering, City Of Madison "The parking stalls design is according to State of Wisconsin parking design standards and approved by the State of Wisconsin."
14. Public signing and marking related to the development may be required by the City Traffic Engineer for which the developer shall be financially responsible.

Please contact John Leach, City Traffic Engineering at 267-8755 if you have questions regarding the above items:

Contact Person: George E. Austin

Fax:

Email: gaustin@overturefoundation.com

**CITY OF MADISON
INTERDEPARTMENTAL
CORRESPONDENCE**

Date: February 14th 2008
To: Plan Commission
From: Patrick Anderson, Assistant Zoning Administrator
Subject: 330 N. Orchard St. (1301 University Ave.), WID/MIR

Present Zoning District: PUD-GDP

Proposed Use: Wisconsin Institute for Discovery

Requested Zoning District: PUD-GDP (SIP)

MAJOR OR NON-STANDARD REVIEW COMMENTS (Comments which are special to the project and/or may require additional work beyond a standard, more routine project).
NONE.

GENERAL OR STANDARD REVIEW COMMENTS

1. Please modify the Zoning Text, Subsection "L. Construction Signage" as follows:
During construction, project graphics may be placed in compliance with MGO 31, unless otherwise approved by the UDC as part of a comprehensive signage package.
2. The provision of all bicycle and scooter parking facilities appears to be satisfied using portions of both the private property and public right-of-way. The coordination of these facilities must be reviewed and approved by the City Traffic Engineering Division, and all agreements for use of the public right-of-way for bicycle/scooter parking must be satisfied by City staff before the SIP may be recorded or a building/construction permit issued for the project.



CITY OF MADISON FIRE DEPARTMENT

Fire Prevention Division

325 W. Johnson St., Madison, WI 53703-2295

Phone: 608-266-4484 ♦ FAX: 608-267-1153

DATE: February 14, 2008
TO: Plan Commission
FROM: Edwin J. Ruckriegel, Fire Marshal
SUBJECT: **1301 University Avenue**

The City of Madison Fire Department (MFD) has reviewed the subject development and has the following comments:

MAJOR OR NON-STANDARD REVIEW COMMENTS (Comments which are special to the project and/or may require additional work beyond a standard, more routine project.)

None

GENERAL OR STANDARD REVIEW COMMENTS

In addition, we offer the following General or Standard Review Comments:

1. Provide fire apparatus access as required by Comm 62.0509 and MGO 34.19, as follows:
 - a. The site plans shall clearly identify the location of all fire lanes.
 - b. Provide a completed MFD "Fire Apparatus Access and Fire Hydrant Worksheet" with the site plan submittal.

2. All portions of the exterior walls of newly constructed one- and two-family dwellings shall be within 500-feet of at least one fire hydrant. Distances are measured along the path **traveled by the fire truck as the hose lays off the truck**. See MGO 34.20 for additional information.

Please contact Scott Strassburg, New Construction Inspector at 608-261-9843 if you have questions regarding the above items.

cc: Bill Sullivan

City of Madison, Wisconsin

REPORT OF: URBAN DESIGN COMMISSION	PRESENTED: February 13, 2008	
TITLE: 1300 Block of University Avenue – PUD(SIP), Wisconsin Institute for Discovery. 8 th Ald. Dist. (06763)	REFERRED:	
	REREFERRED:	
	REPORTED BACK:	
AUTHOR: Alan J. Martin, Secretary	ADOPTED:	POF:
DATED: February 13, 2008	ID NUMBER:	

Members present were: Lou Host-Jablonski, Marsha Rummel, Todd Barnett, Bruce Woods, Richard Slayton, John Harrington, Bonnie Cosgrove, Richard Wagner and Jay Ferm.

SUMMARY:

At its meeting of February 13, 2008, the Urban Design Commission **GRANTED FINAL APPROVAL** of a PUD(SIP) located in the 1300 Block of University Avenue for the Wisconsin Institute for Discovery. Appearing on behalf of the project were George Austin, Craig Spangler, Susan Wieler and Pete Heaslett, representing WARF. The plans as presented featured the following:

- Details of a four-story building with one-story below grade with the building featuring three distinct building pods/elements.
- Building materials include the use of three different types and textures of terra cotta on the building's façade in combination with glass wall where the upper level features conceal exhaust and mechanicals.
- A review of the landscaping including the building's exterior per street and elevation orientation was provided emphasizing the use of a range of granite pavers, including asphalt pavers and interior first floor.
- An issue with plantings proposed application of landscaping at the curb along University Avenue was noted with Traffic Engineering. Traffic Engineering is requiring a 3-foot clear zone at the curb to accommodate snow storage. Both the applicant and the Commission were in agreement that 3-feet could accommodate snow storage with durable landscaping provided within the setback.

Following a review of the various building elevation, site and landscape plan details, the Commission noted the following:

- Although an emphasis on the use of native plant species, concern was noted relevant to species selection relevant to salt sensitivity.
- Yellow Birch and Basswood are subject to wind scorch, a concern, with open and exposure to winds.
- False Rue Anomone has sensitivity and Low PH issues, in addition to Bunchberry. Basswood suckering is a maintenance issue where the use of "Crataegus" with its horizontal branching pattern in a narrow space is an issue.
- Suggest the use of a Madison Urban Plant Zone not Wisconsin Plant Zone, planting selection should be more urban.

- Textures for granite pavers should be slip-resistant.
- Bike rack worse kind, “University Standard;” “Dero” campus rack recommended.
- On Orchard Street concerned with lack of sidewalk on eastern edge of street.
- Look at curbless streets concept on Orchard using a 4-inch low curb. Love the use of natural materials for benches.
- Concern with the lack of the provision of a green roof. It was noted by the applicant that the building is structured for future and potential implementation.
- Concern with heaving of structural soils on Campus Drive for trees. Investigate “deep root” alternative system.

The Commission questioned the project’s goals in terms of green and LEEDS certification beyond its rainwater strategy where George Austin provided further elaboration on the following:

- Reduction in energy and water use by 50% compared with other buildings along Campus Drive.
- Integrated sustainability elements such as solar panels on roof, HVAC systems with reduced air exchange and reduced static pressure.
- Reduce electrical loads with the harvesting of daylighting, computer coordinated monitoring and controlling of the use of energy.
- Reduce water use with stormwater storage and reuse for irrigation and cooling, in addition to waste water use in toilet system low flow fixtures.
- Recycling 80% of construction and demolition materials.
- The utilization of a white roof system reduces heat islands.
- Looking into solar generation of hot water on the roof of the building, utilization of LED work station lighting.
- A building will attempt to achieve silver LEEDS certification, it features a thick walled building; amount of wall to floor high, more energy efficient.

Austin provided further elaboration on other green and energy efficient features of the building proposed. Following Austin’s response the Commission noted the following:

- Problems with asphalt paver use a petro chemical, in addition to the use of “Kynar” paint not green, along with the use of cedar as a building material not native or drought resistant.
- The amount of storage stormwater for reuse on the facility appears to be too small for the scale of the project.
- Concern with street level noise from air conditioning. Not an issue according to the applicant.
- Bike parking is inadequate for a potential four hundred occupants of the building, need more on Orchard Street next to building and should be placed in convenient and appropriate places at a minimum of 50-100 stalls more.
- Disappointed about the loss of a green roof.
- Relevant to the water feature need to be able to sit on or near.
- Need to provide access to potential roof garden from stair.

ACTION:

On a motion by Wagner, seconded by Barnett, the Urban Design Commission **GRANTED FINAL APPROVAL**. The motion was passed on a vote of (9-0). The motion required address of the above stated concerns and the following:

- Allow for landscape buffer adjacent to bike lane along University Avenue.
- Consider plant material changes in response to the above stated comments with staff approval of the modifications.
- Create a back up list (alternatives) to primary plant list in order to provide flexibility and alternatives.
- Build ingress and egress access to the roof, the features and details to be reviewed by staff, in addition to accommodations to provide enhancements around the water feature.
- Add 50 additional bike stalls as well as coordination with the Union South project to off-set limits on providing more on-site bike parking.
- Adjust landscaping along the east side of Orchard Street to accommodate a sidewalk, in addition to looking at alternative pavement treatment such as compacted aggregate.
- Find an alternative for the 6"x12" asphalt pavers; an alternative friendly to the environment.
- Look at alternatives for a different bike rack, something more aesthetic more durable such as a "Dero" campus rack or something comparable.

A substitute motion by Ferm, seconded by Rummel provided for initial approval with the same above stated requirements based on a general concern about the expense and number of conditions to be approved by staff, failed on a vote of (4-5) with Ferm, Rummel, Barnett and Host-Jablonski voting in favor, and Woods, Cosgrove, Wagner, Slayton and Harrington voting no.

After the Commission acts on an application, individual Commissioners rate the overall design on a scale of 1 to 10, including any changes required by the Commission. The ratings are for information only. They are not used to decide whether the project should be approved. The scale is 1 = complete failure; 2 = critically bad; 3 = very poor; 4 = poor; 5 = fair; 6 = good; 7 = very good; 8 = excellent; 9 = superior; and 10 = outstanding. The overall ratings for this project are 6, 7, 7, 8, 8, 9, 9, 9 and 9.

	Site Plan	Architecture	Landscape Plan	Site Amenities, Lighting, Etc.	Signs	Circulation (Pedestrian, Vehicular)	Urban Context	Overall Rating
Member Ratings	6	7	5/6	6	-	5	7	6
	8	8	6	7	-	7	8	8
	-	-	-	-	-	-	-	9
	-	-	-	-	-	-	-	9
	9	10	9	9	10	9	10	9
	7	8	8	-	-	8	9	8
	-	7	6	-	-	6	7	7
	8	8	6	-	-	6	8	7
	7	8	7	-	-	7	9	9

General Comments:

- Reconsider Hawthorn plantings on Randall Avenue – limited pedestrian space will be exaggerated with horizontal tree form.
- Herbaceous perennials will be stressed with urban and pedestrian conditions.
- Very nice building. Check plant list and investigate deep root system with true planting soil instead of structural soil.
- Well done!
- Excellent project. Exemplary design and concept. Kudos.
- Great.
- This is a great addition to the campus area.
- Design for green roof that could be usable for researchers and possibly public.
- Nice building, interesting design concept. Hope it works.
- Outstanding design. You can't have too much bike parking in this area of campus.