

**PLANNING UNIT REPORT**  
**DEPARTMENT OF PLANNING AND DEVELOPMENT**  
**of July 18, 2006**

**RE: I.D. # 04004: Zoning Map Amendment I.D. 3202, rezoning 203 Wisconsin Avenue from R6 and R6H to C2 and I.D. # 04005: Zoning Map Amendment I.D. 3203 & 3204, rezoning 22 E. Dayton Street and 208 N. Pinckney Street from R6H and C2 to PUD-GDP-SIP**

1. Requested Actions: ID #04004 – Approval of a request to rezone 203 Wisconsin Avenue from R6 and R6H (General Residence Districts) to C2 (General Commercial District) and approval of a demolition permit to allow razing of a former school building to facilitate an expansion of First United Methodist Church. ID #04005 – Approval of a request to rezone 22 E. Dayton Street and 208 N. Pinckney Street from R6H (General Residence District) and C2 (General Commercial District) to Planned Unit Development, General Development Plan/ Specific Implementation Plan (PUD-GDP-SIP) and approval of a demolition permit to allow relocation of an existing seven-unit apartment building from E. Dayton Street onto N. Pinckney Street, future demolition of a two-flat to allow construction of a 48-unit apartment building.
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; Section 28.04 (22) provides the guidelines and regulations for the approval of demolition permits.
3. Report Prepared By: Timothy M. Parks, Planner and Michael Waidelich, Principal Planner.

**GENERAL INFORMATION**

1. Applicants & Property Owners:  
  
04004 – First United Methodist Church; 203 Wisconsin Avenue; Madison; Matt Garrett, Strand Associates, representative.  
  
04005 – Scott Lewis, CMI; 106 E. Doty Street; Madison; John W. Sutton, representative.
2. Development Schedule: The applicants propose to begin demolition of the church school and relocation of the seven-unit apartment building in late summer/ early fall 2006, with completion of the church expansion envisioned in June 2007 and completion of the 48-unit apartment building in fall 2008.
3. Location: Approximately 1.58 acres generally occupying most of the block bounded by E. Johnson Street, Wisconsin Avenue, N. Pinckney Street and E. Dayton Street; Aldermanic District 4; Madison Metropolitan School District.

4. Existing Conditions: The western portion of the block adjacent to Wisconsin Avenue is occupied by the First United Methodist Church, which includes a two-story church building located adjacent to the southeast corner of E. Johnson Street and Wisconsin Avenue and a three-story school wing that extends south from the church to front E. Dayton Street. A garden occupies the remainder of the church site adjacent to the corner of Dayton and Wisconsin. The remainder of the area affected by the two rezonings is occupied by a church parking lot accessed from N. Pinckney Street, a seven-unit apartment building at 18 E. Dayton Street and two-unit residences at 24 E. Dayton Street and 206 N. Pinckney Street.
5. Proposed Land Use: The church will raze the three-story school wing and remove the garden area at the corner in favor of a 17-stall surface parking lot, and will construct an expansion along the east wall of the church building. The seven-unit apartment building will be moved from the E. Dayton Street frontage to the site of the church parking access from N. Pinckney Street, while the two-unit dwelling at 24 E. Dayton Street will be demolished to allow a new 48-unit apartment building with 47 underground parking stalls to be built.
6. Surrounding Land Use and Zoning:
  - North: Madison Masonic Center and multi-family residences, zoned HIS PUD-SIP;
  - South: Multi-tenant office buildings and structured parking, zoned C4 (Central Commercial District) and PUD-SIP;
  - East: Multi-family residences, zoned R6 (General Residence District) and C2 (General Commercial District);
  - West: MATC Downtown Campus, zoned C2; Bethel Lutheran Church, zoned R6 & R6H.
7. Adopted Land Use Plan: The Comprehensive Plan includes the eastern portion of the block within the "Mansion Hill Downtown Residential Sub-District" while the western portion of the block is located within the "Downtown Core Mixed-Use Sub-District." The block is also located within the limits of the 1983 Fourth District – Old Marketplace Neighborhood Plan Strategy, which encourages the character of redevelopment activities to be consistent with the historical character of the surrounding neighborhood, in this case, Mansion Hill.
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.

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### **STANDARDS FOR REVIEW**

Both applications are subject to the demolition standards of Section 28.04 (22) and the standards for zoning map amendments, while ID #04005 is also subject to the standards for planned unit development districts.

### **PLAN REVIEW**

The two proposals before the Plan Commission involve most of the properties located on Block 91 downtown, which is bounded by E. Johnson Street, Wisconsin Avenue, N. Pinckney Street and E. Dayton Street and includes the entire ownership of First United Methodist Church as well as three residential properties owned by Scott Lewis (CMI). In general, both proposals before the Plan Commission will be constructed concurrently, will involve the adjustment of common property boundaries through land division, the grant of access and fire easements, the shared use of a mid-block driveway/ fire lane and the sale of land between the church and Mr. Lewis in order to facilitate to the proposed developments. These two projects are presented to the Plan Commission concurrently in an attempt to better describe the large-scale development activities occurring on this block. A Certified Survey Map will be submitted separately for City approval that addresses most of the lot line adjustments and easement dedications necessary to implement the project. Approval and recording of the CSM will be required before construction activities may begin.

#### First United Methodist Church

The First United Methodist Church proposal involves the rezoning of a portion of their approximately 1.1-acre ownership, which primarily consists of the Wisconsin Avenue blockface between E. Johnson and E. Dayton streets and also includes a 36-foot wide appendage extending east from the majority of the property to N. Pinckney Street (208 N. Pinckney Street). The 1.1-acre property is currently developed with a two-story brick and concrete church building located adjacent to the southeast corner of Wisconsin Avenue and E. Johnson Street. The church plant includes a street level sanctuary with a number of mostly classroom spaces below that was constructed in 1973 to replace an earlier church building. A three-story brick church school wing constructed in two phases in 1930 and 1950 fronts E. Dayton Street and connects to the southeastern corner of the church, with a landscaped garden comprising the area between the school wing and Wisconsin Avenue. The remainder of the site includes a playground area and surface parking lot adjacent to the east wall of the church building along E. Johnson Street with an attached parking lot and driveway covering the parcel fronting N. Pinckney Street.

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A majority of the church building and E. Johnson Street-facing playground and parking lot are located in the R6 residential zoning district, while the N. Pinckney Street parking lot and driveway are located in R6H historic residence district and the Mansion Hill Historic District.

The church proposes to demolish the three-story school wing along E. Dayton Street, and to rezone the R6 and a portion of the R6H zoned property to C2 commercial zoning to facilitate an expansion of the church building primarily to the east, fronting E. Johnson Street. Two smaller additions to the south wall of the church are also proposed. The church addition will include additional classrooms, a new narthex, a dining room, chapel, church offices and additional space for the church's food pantry. The addition will be constructed primarily with brick veneer and CMU, with stone reveals, aluminum-framed windows and a flat roof.

The area currently occupied by the school wing and corner garden area will be replaced by a new 17-space surface parking lot with access proposed from a driveway along E. Dayton Street. The 17 spaces proposed will replace the existing surface parking that will be removed to accommodate the church expansion and house relocation (see below). Screening of the proposed parking lot will primarily utilize the existing mature landscaping located along the perimeter of the garden adjacent to Wisconsin Avenue and E. Dayton Street with the exception of new landscaping materials that will be added in the area of the new driveway to replace materials lost with the installation of the driveway.

#### Scott Lewis/ CMI properties

The second development proposal before the Plan Commission concerns four residential properties owned or under contract by Scott Lewis and involves the relocation of a multi-family building located at 18 E. Dayton Street and the demolition of a two multi-family residence located at 24 E. Dayton Street to accommodate future development of a five-story apartment building containing 48 units with underground parking for 47 vehicles in two underground levels. The project, which is proposed as a planned unit development, will occur in two phases.

The first phase will include the relocation of the building at 18 E. Dayton Street to the site of the current church parking lot at 208 N. Pinckney Street. The building is a two and half-story, Queen Anne-style structure containing seven dwelling units on three floors (the third floor is located in the roof dormers). The applicant indicates the building will be completely remodeled and will continue to contain seven units following relocation. The building will be relocated into the Mansion Hill Historic District, which requires approval of the proposal by the Landmarks Commission. The Landmarks Commission has reviewed this proposal and granted a certificate of appropriateness.

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The second phase of development calls for the demolition of the two-family residence at 24 E. Dayton Street, following which the E. Dayton Street frontage of the planned unit development site will be developed with the five-story, 48-unit apartment building with 47 under-building parking spaces. A driveway from E. Dayton Street will extend along the east wall of the proposed apartment building to provide access to the under-building parking facility and will connect to the church driveway to be constructed off of E. Johnson Street. The upper level of under-building parking will be largely below grade at the E. Dayton Street elevation, but will become exposed as the building extends north from the street. Thirteen surface parking stalls are proposed to be located generally north and east of the apartment building and behind the relocated seven-unit building at 208 N. Pinckney Street as well as behind an existing two-family residence at 206 N. Pinckney Street also owned by Mr. Lewis. A loading zone and trash enclosure will be provided adjacent to the northwest corner of the proposed apartment building. Because of the addition of the rear yard parking, the two-family residence at 206 has also been included in the planned unit development zoning, though no changes to the building other than renovation are proposed.

The applicant has submitted conceptual drawings for the 48-unit building that suggest the building will be faced with an as-of-yet unspecified masonry veneer and will incorporate modest step-backs and/or horizontal reveals at the fourth and fifth floors to add visual interest to the building and reduce the mass of the building along E. Dayton Street. Open space for the 48-unit building will largely be provided in a landscaped area along the western, side wall of the building above the partially exposed upper level of the under-building parking. In addition, the applicant indicates that approximately 1,500 square feet of open space will be provided in porches along the western and eastern facades that will serve approximately 20 of the 48 units.

Planned unit development zoning is necessary to facilitate the proposed residential projects because the relocated house would not conform to R6H zoning requirements for side and rear yard setbacks, and the 48-unit building's would not meet the C2 district bulk and density requirements. The entire residential project will be zoned PUD-GDP-SIP initially to facilitate the N. Pinckney Street building relocation and to provide zoning continuity for the two remaining two-family residences. The applicant will be filing an amended specific implementation plan for the site that will include specific final details on the design of the 48-unit apartment building and surface parking lot, including landscaping and architectural details.

#### Inclusionary Zoning

The applicant for the project at 22 E. Dayton Street and 208 N. Pinckney Street has submitted an Inclusionary Dwelling Unit Plan (IDUP) indicating his intent to comply with the inclusionary zoning provisions of the Zoning Ordinance. Nine of the 57 units included within the planned unit development will be provided to families earning 60 percent of the area median income. The nine

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units proposed equals the 15 percent minimum this project is required to provide. Overall, the 48-unit building will include a mix of efficiency, one, two and three-bedroom apartments, although 25 of the units will be one-bedroom units. The conceptual IZ unit dispersion count reflects this majority, with five of the nine affordable units to be one-bedroom units. At this time, the applicant has not submitted a draft physical dispersion plan showing where the nine units will be located in the 48-unit building. Staff requests that a unit dispersion plan be submitted with a final IDUP at the time the planned unit development is amended to include specific development details for the 48-unit building.

The applicant has not formally requested any incentives with the residential project. However, staff believes this project will be receiving two significant incentives if it is approved. First, the applicant is requesting that all nine of the affordable units required for the three-building, 57-unit planned unit development be provided in the proposed 48-unit apartment building. No affordable IZ units are proposed to be provided in the existing two-family residence at 206 N. Pinckney Street or in the relocated seven-unit apartment building at 208 N. Pinckney Street. The applicant asserts that there will be no net increase in the dwelling units in these two buildings through their inclusion in this planned unit development and that both buildings are currently not included in the Inclusionary Zoning program. The Planning Unit believes that the relocation of the seven-unit building and construction of the parking lot in the rear yard of these buildings generally meets the definition of "development" in the Zoning Ordinance re: Inclusionary Zoning, though marginally so in regard to the two-family residence at 206 N. Pinckney Street.

At the time this application was submitted for consideration, the Inclusionary Zoning section of the Zoning Ordinance did not include a provision for exempting portions of a project from the dispersion of affordable units, though the Plan Commission has approved IDUPs for other projects that excluded certain areas of a project from affordable unit dispersion. However, the Common Council has amended the Zoning Ordinance to allow the exclusion of up to 20% of a development from unit dispersion as an incentive or "revenue offset." If the Plan Commission were to approve this IDUP with an exemption for twenty percent of 57 units, up to 11 units could be excluded. As the N. Pinckney Street components of the project only equal nine units, it appears that those buildings could be exempted from affordable unit dispersion.

The project also appears to be receiving a substantial density bonus. As proposed, the 57-unit project will occupy approximately 0.48 acres of land and will result in an overall net density of 118.75 units per acre. The benchmark density for consideration of a density bonus for this project is established by the underlying R6 and C2 zoning districts, which have benchmark densities of 72.6 units per acre and 38 units per acre, respectively. Of the 57 units proposed, approximately 50 of those units will be located on 15,340 square feet or 0.35 acres of the site currently zoned C2, resulting in a density of 142.8 units per acre. The seven relocated units will be developed on

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approximately 2,952 square feet or 0.13 acres of land in R6H zoning, for a density of 53.8 units per acre. As the underlying C2 zoning would permit 13.3 units to be built on the 0.35 acres of the site zoned C2, that portion of the project is receiving a substantial density bonus greater than three times the base zoning, or 36.7 units. The seven units on the R6 portion of the site are well below the 72.6 units per acre or 9.4 units that could be developed under that base zoning.

### **ANALYSIS & CONCLUSION**

The Planning Unit generally supports the development projects proposed by First United Methodist Church and Scott Lewis/CMI, which together represent a significant positive reinvestment encompassing most of Block 91.

The First United Methodist Church demolition and expansion reflects the continued evolution of a church that has existed at its current location since 1872. The applicant indicates that the school wing has a number of physical plant problems that would not readily support reuse of that portion of building. Staff has not inspected the school wing to be demolished, but a windshield survey suggests that the condition of the structure is likely commensurate with buildings of similar age and use. While the Planning Unit generally does not support the construction of surface parking lots along street frontages, particularly at significant downtown intersections, staff believes the proposed parking lot will be well screened and landscaped using primarily existing, mature landscaping that should reduce its visual impact on the streetscape. Staff also it feels it can support the corner surface parking lot at the corner of E. Dayton Street and Wisconsin Avenue because this lot will replace the two surface parking lots located on N. Pinckney Street and E. Johnson Street that will be lost to the church expansion and adjacent residential redevelopment by Mr. Lewis.

Regarding the residential development component, the Planning Unit feels the resulting units proposed by Mr. Lewis should result in increased housing opportunities on the block and in the Mansion Hill neighborhood, and believes that requested PUD-GDP-SIP zoning can comply with the standards for planned unit developments. Staff believes the seven-unit building at 18 E. Dayton Street to be an attractive addition to the historic Mansion Hill neighborhood that should easily complement the variety of landmark properties found elsewhere. Relocation of this building onto land currently occupied by a surface parking lot considerably improves the fabric of the remainder of that block of N. Pinckney Street and represents a better use of downtown property. As noted above, the Landmarks Commission has reviewed the proposed relocation and has granted approval. The conceptual plans for the proposed 48-unit apartment building suggest that this building should also be a complementary addition to the block, Outer Loop and downtown core. The scale of the proposed building appears to be similar to two other multi-family buildings located adjacent to the site at the corner of N. Pinckney and E. Dayton streets,

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while the preliminary architectural drawings of the building suggest that the character of the building should complement the adjacent historic neighborhood.

The proposed planned unit development was reviewed by the Urban Design Commission on July 12, 2006, which recommended initial approval. In addition, the Urban Design Commission reviewed the proposed First United Methodist Church demolition and expansion at the request of Ald. Mike Verveer and has forwarded recommendations for the Plan Commission to consider. Reports from the Urban Design Commission are attached.

The Comprehensive Plan includes the eastern portion of the block within the "Mansion Hill Downtown Residential Sub-District" while the western portion of the block is located within the "Downtown Core Mixed-Use Sub-District." The proposed 48-unit apartment building appears to straddle the line between the two sub-districts. In general, the Comprehensive Plan provides few specific recommendations in relation to this block but generally encourages new development to include very high quality urban design and architecture with buildings placed close to the street and structured and underground parking. High importance is placed on ensuring that new developments compliment the character in existing neighborhoods, particularly historic neighborhoods. In general, the Planning Unit feels both of these projects largely accomplish the objectives of the Comprehensive Plan. Well-designed urban buildings placed close to the street are proposed for both the church expansion and 48-unit apartment building, while the relocated two-family residence on N. Pinckney Street will replace an existing surface parking lot and add to the rhythm of the block in the Mansion Hill Historic District. While a surface parking is proposed to be located on the corner of Wisconsin Avenue and E. Dayton Street, staff feels that the screening of the relatively small lot should be sufficient to limit its impact on the streetscape.

## **RECOMMENDATIONS**

The Planning Unit recommends that the Plan Commission forward Zoning Map Amendment 3202, rezoning 203 Wisconsin Avenue from R6 and R6H to C2 and Zoning Map Amendment I.D. 3203 & 3204, rezoning 22 E. Dayton Street and 208 N. Pinckney Street from R6H and C2 to PUD-GDP-SIP to the Common Council with recommendations of **approval**, subject to input at the public hearing and the following conditions:

1. Comments from reviewing agencies.
2. That the applicants for the church and residential projects execute and record a joint Certified Survey Map of their lands prior to final approval and the issuance of building and/or demolition permits that re-divides the subject properties to reflect their proposed projects and future ownerships. The CSM shall dedicate or reference all cross-access,



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parking and fire access easements necessary to implement the projects as deemed necessary by City agencies during review and approval of the survey.

3. That, at the time both projects submit for final staff approval prior to the issuance of building and/or demolition permits, a fully dimensioned site plan be submitted for approval that shows the operation of both projects on Block 91 in accordance with all applicable City codes and ordinances, including but limited to shared fire lanes, cross access and parking operations.
4. That, in the case of the Lewis/CMI project, an amended specific implementation plan be submitted for approval by the Common Council prior to the issuance of building and/or demolition permits related to the proposed 48-unit apartment building that includes final details on building architecture, materials and landscaping. A final Inclusionary Dwelling Unit Plan shall be submitted with the amended specific implementation plan that provides a final unit count for the development and dispersion plan in conformance with the Zoning Ordinance.

→ 5. DISCUSSION

- A. United Methodist Church, 203 Wisconsin Avenue - request from Plan Commission staff for advisory opinion on demolition of part of Methodist Church Complex and construction of new additions, adjacent to Mansion Hill historic district

The Commission discussed the 208 N. Pinckney St. and 203 Wisconsin Avenue projects together since the two properties are adjacent and property will be exchanged between the two owners in order for both projects to proceed.

Mr. Barton described the Methodist project first, noting that the demolition and new construction will occur just outside of the Mansion Hill boundaries. He noted that they had changed their plans to save the old house in E. Johnson Street. The addition will be smaller than the one previously presented and there will now be a through alley in the block. The design of the new church addition was designed with the input of the neighborhood, which wanted to see a pedestrian scale to the building, with a lot of windows and a separation between the old and the new. The new section will be a two-story structure with a raised basement. Mr. Lewis' larger structure will be located in part of the area where the education wing for the church is now located. The house at 14 E. Dayton Street will be moved to the parking lot in the Mansion Hill district at 208 N. Pinckney Street.

Mr. Sutton, who is Mr. Lewis' architect, described Mr. Lewis' part of the project. Mr. Lewis owns several buildings on the block and is in the middle of some major rehabilitation projects on those buildings. On the house to be moved, the rear addition, which was constructed sometime after the house, will be removed. All siding and detail on the house will be preserved. The porch will be recreated in the new location. Mr. Sutton then showed a sketch of the new building that will eventually be constructed where the house is now. The building is projected to be five stories high with about 48 units in it.

Ms. Squitieri asked Mr. Sutton what the stair tower would be like, since it is shown with no windows or doors. Mr. Sutton replied that there would be windows of a shape to reflect those on the house and there would be a door on each side of it. Mr. Stephans suggested that they consider a hipped roof for the stair tower, rather than the gable shown on the plans.

The Commission then considered separate motions for each project. For the moving of the house into the Mansion Hill historic district, Mr. Page moved that the project be approved as submitted, with the following conditions:

- the stair tower should have a hipped roof,
- the columns under the porch shall be of foundation materials rather than brick,
- the railing shall be paneled,
- Ms. Rankin shall approve the final foundation materials, and

-the windows shall be replaced with new ones that match the size and appearance of the originals.

Mr. Stephans seconded the motion which passed unanimously.

For the Methodist Church project, Mr. Stephans moved that the Landmarks Commission advise the Plan Commission that the proposal is a good concept that works well with the church design and also provides a good transition between the church property and the surrounding residential neighborhood. Mr. Page seconded the motion, which passed unanimously.

B. Working session to review projects approved in 2005

Ms. Squitieri said that she had visited the house at 414 N. Pinckney Street and that the owner had installed a railing and a group of basement windows that were not approved by the Commission. Ms. Rankin will call the owner and ask him to attend a Landmarks Commission meeting. Ms. Rankin also said she would check on the progress of the Ken's Bar project.

6. ADJOURNMENT

The meeting was adjourned at approximately 6:00 p.m.

Respectfully submitted,

Katherine H. Rankin  
Secretary

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July 19, 2006

Nan Fey, Chair  
City of Madison Planning Commission  
c/o of City of Madison Department of Planning & Development  
Room G-10  
215 Martin Luther King Jr. Blvd.  
Madison, WI 53709

In re: 203 Wisconsin Avenue - First United Methodist Church of Madison, Wisconsin, Block 91

Dear Ms. Fey:

I am the co-chair of the First United Methodist Church ("First Church") Building Committee which proposes to rebuild an existing educational wing for First Church's primary building at 203 Wisconsin Avenue. My co-chair is Jim Hoyt, recently retired chair of the Department of Journalism of the University of Wisconsin-Madison. First Church is seeking a rezoning of a portion of its property to C-2 and to allow for demolition of its existing educational wing as part of an overall block redevelopment for Block 91. This matter will come before the Plan Commission on July 24, 2006 and we ask for approval at that time.

First Church is so-named, not only as a slogan, but also because it was literally the first church in downtown Madison conducting its first service out of a tavern in 1837. It has operated continuously on Block 91 since 1849. A variety of church conferences over 50 years have continually affirmed our commitment to remaining Downtown; First Church is "Downtown for Good".

The corner of Dayton and Wisconsin Avenue has been used for a variety of church purposes over the last 150 years, including a sanctuary and garden plot. Under the new proposed use, a portion of the existing parking for the church building will be shifted to that corner preparatory to establishment of that site for a future commercial use. However, the primary use for the corner will be as a drop-off point for First Church members and visitors who are elderly or have disabilities. Green space will be maintained to the extent possible. The future commercial use is deemed desirable as it is has counter activity to church life (i.e., when our church needs parking, the commercial building does not and vice versa).

Over the last nine years, First Church has worked collaboratively with the City and its staff, the Mansion Hill Neighborhood Association, and the owner of the other half of the block, Scott Lewis for a full block redevelopment proposal. The proposal currently crafted will allow an exchange of properties on Block 91 between Mr. Lewis and First Church, relocation of vintage housing, creation of enhanced fire safety and vehicular flows, improvement of the existing housing stock, and creation of new housing and a unified landscaping plan for the entire block through the landscape architect services of Ken Saiki Design. Material recycling is being managed by Madison Environmental Group.

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All the parties have felt very good about this collaborative and unified project until July 13, 2006, when Madison Metro issued a staff report urging rejection of the current plans. Madison Metro has apparently established a downtown bus transfer station on the Dayton Street side of the First Church property on days when transit service is moved from the inner ring to the outer ring of the Square. Madison Metro is demanding no curb cuts onto Dayton Street for either First Church or Scott Lewis and the right to stack six running buses along Dayton Street at any given time. Madison Metro is further demanding paving of the terrace area between the sidewalk and curb and further dedicating land and creating bus shelters for this intermittent detour route.

Madison Metro's designation of this site as a permanent transfer station on an intermittent route was not previously communicated to either First Church or Scott Lewis. In addition, it appears that it is not part of the City's transportation plan. First Church has previously indicated, and indicates now, that it will cooperate fully with Madison Metro in establishing a pick-up and drop-off site. However, a site where buses are continually running and where drivers take breaks creates conflicting land uses which have not previously been run through the public policy mechanism.

First Church urges approval of its plan as proposed with direction from the Plan Commission for Madison Metro and First Church to continue to work on common solutions. It is both inappropriate and confounding to be at odds with each other on this point as both First Church and Madison Metro serve the needs of the community at large. Currently, there are spots for five standing buses. When Madison Metro demands the sixth running bus to block both the Scott Lewis' entrance and the First Church entrance onto Dayton Street, we believe that further public policy discussions must be had.

We regret having to bring this matter to your attention, but efforts to resolve this through a compromise with Madison Metro have proved to be fruitless. We look forward to seeing you on Monday evening. In the meantime, if you have any questions, please do not hesitate to contact me at the above number, at home at (608) 244-6690, or on my cell phone (608) 695-4946. Thank you in advance for your consideration.

Sincerely,

**MICHAEL BEST & FRIEDRICH LLP**



William F. White

WFW:tml

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& FRIEDRICH LLP

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cc: City of Madison Plan Commission Members  
Reverend Keith Schroerlucke  
Reverend Tina Lang  
James Hoyt, Co-Chair  
Kathy Sandefur, FUMC Outreach Coordinator  
Kathie Nichols, FUMC Business Administrator  
Alan Fish, Building Committee Member  
Kate Vanderheiden, Building Committee Member  
Randy Kyle, Building Committee Member  
Nicki Miller, Building Committee Member  
Barb Clapp, Building Committee Member  
Doug Knudson, Building Committee Member  
Carroll Spencer, Building Committee Member  
Brad Crowley, Building Committee Member and Project Coordinator  
Randy Schmitgen, Technical Committee Member  
Steve Tweed, Technical Committee Member  
Dan Tyler, Technical Committee Member  
Jim Reynolds , Technical Committee Member  
Larry Barton, Strang Associates  
Scott Lewis  
John Sutton  
Ledell Zellers, Mansion Hill Neighborhood  
Gene Devitt, Mansion Hill Neighborhood  
Frederic E. Mohs, Esq.  
Alderman Michael Verveer  
Tim Parks, Madison Planning & Development  
Tim Sobota, Madison Metro Transit System  
John Leach, Madison Traffic Engineering

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Department of Public Works  
**City Engineering Division**

608 266 4751

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**Operations Supervisor**  
Kathleen M. Cryan

**Hydrogeologist**  
Joseph L. DeMorett, P.G.

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

DATE: June 14, 2006  
TO: Plan Commission  
FROM: Larry D. Nelson, P.E., City Engineer  
SUBJECT: 203 Wisconsin Avenue Demolition/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. Any damage to the pavement on East Johnson Street will require repair/restoration in accordance with the City Engineering Patching Criteria.
2. Applicant shall show how existing buildings are being provided with sanitary sewer service and how the proposed lots will be served by sanitary sewer. If lots are to share private mains, maintenance/ownership agreements will need to be in place prior to plan approval.

**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: 203 Wisconsin Avenue Demolition/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

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and Engineering Division records.

- 1.6 The site plan shall include a full and complete legal description of the site or property being subjected to this application.

**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.

**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.
- 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.
- 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.
- 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

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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.

#### 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).
  - Control 80% TSS (5 micron particle).
  - Provide infiltration in accordance with NR-151.
  - Provide substantial thermal control.
  - Provide oil & grease control from the first 1/2" of runoff from parking areas.

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, digital CAD files to the Engineering Program Specialist in the Engineering Division (Lori Zenchenko). The digital copies shall be to scale and represent final construction.

CAD submittals can be either AutoCAD (dwg) Version 2001 or older, MicroStation (dgn) Version J or older, or Universal (dxf) formats 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 [lzenchenko@cityofmadison.com](mailto:lzenchenko@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.

#### 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.
- 5.2 The applicant shall obtain all necessary sewer connection permits and sewer plugging permits prior to any utility work.
- 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.
- 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.
- 6.2 All outstanding Madison Metropolitan Sewerage District (MMSD) and City of Madison sanitary sewer connection charges are due and payable prior to connection to the public sewerage system.
- 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 and alignment of the proposed service.

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## Traffic Engineering Division

David C. Dryer, City Traffic Engineer

Madison Municipal Building  
215 Martin Luther King, Jr. Boulevard  
P.O. Box 2986  
Madison, Wisconsin 53701-2986  
PH 608/266-4761  
TTY 608/267-9623  
FAX 608/267-1158

July 3, 2006

TO: Plan Commission

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

SUBJECT: 203 Wisconsin Avenue – Demolish / Rezoning – Demolish / PUD (GDP-SIP)

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. **RECOMMEND REFERRAL UNTIL SUCH TIME THAT THE APPLICANT PROVIDES AN ADEQUATE MASTER PLAN FOR ACCESS FOR THE ENTIRE BLOCK. THIS PLAN MUST SHOW HOW THE EXISTING ACCESS CONDITIONS ARE MODIFIED IN AN ACCEPTABLE AND LEGAL MANNER. THE SUBMITTED PLANS TO DATE DO NOT ADEQUATELY SHOW THIS AND ARE TOO PIECEMEAL TO REVIEW AND APPROVE.**

**IF REFERRAL IS NOT MADE BY THE PLAN COMMISSION, THE FOLLOWING COMMENTS APPLY:**

2. **The applicant shall submit one contiguous site plan showing the impacts on all adjacent sites for the C.S.M., ingress, egress, driveways, approaches, parking spaces, and easements to be approved according to M.G.O.**
3. **The applicant has proposed a driveway approach onto E. Dayton St. Traffic Engineering and Metro Staff has met with the applicant to relocate the driveway approach to Wisconsin Ave. The applicant still proposes the E. Dayton St. approach. E. Dayton Street is used for Bus Waiting point at special events and construct on the Inner Ring. This approach will be blocked at times, the applicant is aware that no access will be allowed in cases the Outer Ring is used for the Bus Routes. The applicant shall submit a letter to the City as follows: "The Church is aware ingress and egress shall be denied with special events or times when buses are required to use the Outer Ring. That at these times, the Church may need to block access to the parking lot."**
4. **The parking facility shall be modified to provide for adequate internal circulation for vehicles on C.S.M. Lot 2. This can be accommodated by eliminating a parking stall at the dead ends. The eliminated stall shall be modified to provide a turn around area ten (10) to twelve (12) feet in width and signed "No Parking Anytime." In addition, the applicant shall provide for truck service be shown to**

turn around to ingress/egress in a forward movement of E. Johnson Street.

5. The applicant should show the dimensions for 18 to 24 E. Dayton St., 202 to 206 N. Pinckney St. impacted sites proposed and existing parking stalls' items A, B, C, D, 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.
6. The applicant is proposing a temporary parking lot on C.S.M. lot 2. The Plan Commission Approval of the temporary parking lot on Lot 2 should be in accordance to M.G.O.

## GENERAL OR STANDARD REVIEW COMMENTS

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

7. 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, 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'.
8. When site plans are submitted for approval, the developer shall provide recorded copies of the joint driveway, ingress/egress, and parking easements.
9. The applicant shall prevent encroachment onto adjacent land areas and sidewalk by barriers of some type, which shall be noted on the face of the revised plans.
10. "Stop" and "No Left Turns" signs shall be installed at a height of seven (7) feet to the bottom of the first sign at all approaches to E. Dayton Street & East Johnson Street and a "Stop" sign shall be installed at a height of seven (7) feet at N. Pinckney Street driveway approach to Lot 2. 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.
11. The intersection shall be so designed so as not to violate the City's sight-triangle preservations 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.
12. All existing driveway approaches on which are to be abandoned shall be removed and replaced with curb and gutter and noted on the plan.
13. The applicant shall modify the plan so no part of the driveway approaches shall extend in front of the property belonging to a person other than the permittee unless both property owners sign a joint application for a permit or driveway radii waiver letter prior to submittal of plans for approval.

14. The applicant should provide for adequate pedestrian pathways/linkage from the public sidewalk on E. Dayton Street to all proposed future building entrances.
15. The Developer shall post a deposit and reimburse the City for all costs associated with any modifications to Traffic Signals, Street Lighting, Signing and Pavement Marking, and conduit and handholes, including labor, engineering and materials for both temporary and permanent installations.
16. The developer shall work with the City to resolve construction-related issues prior to submitting final plans for approval. The site has limited areas on and off site for construction-related use. There shall no or very limited impact to Johnson St. There may be a daily fee for any on-street parking or loading zone removal due to this project. The fee is based on the hourly meter rate times (X) nine (9) hours per day. Staff cannot commit to anything until it can perform a detailed review with the applicant.
17. 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: Matt Garrett  
Fax: 608-276-9204  
Email: garrett@strang-inc.com

DCD: DJM: dm



## Madison Metro Transit System

1101 East Washington Avenue  
Madison, Wisconsin, 53703  
Administrative Office: 608 266 4904  
Fax: 608 267 8778



July 13, 2006

TO: Plan Commission  
FROM: Timothy Sobota, Transit Planner, Metro Transit  
SUBJECT: **203 Wisconsin Avenue – First United Methodist Church**

Metro Transit 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. Metro Transit recommends rejection of the current plans, as they relate to the proposed driveway access point on East Dayton Street that would serve the proposed surface parking lot at the corner of East Dayton Street and Wisconsin Avenue.
2. The applicant shall install a concrete passenger boarding pad on the north side of East Dayton Street, approximately 25 feet east of the crosswalk along the east side of Wisconsin Avenue. The concrete pad shall occupy the full distance of the terrace, measure 6 feet in width parallel to the street, and lie flush between the sidewalk and the top of curb.
3. The applicant shall draft and record an easement agreement with the City of Madison, providing an area fifteen feet long (parallel to East Dayton Street) and measuring ten feet from the back of the existing back of sidewalk. The purpose of this easement would be for the City of Madison and Metro Transit to install and maintain bus passenger amenities as may be required in the future to serve this bus stop location (i.e. bus shelter, benches, trash receptacles).
4. The applicant shall include the location of these passenger amenities and the easement agreement in the final documents filed with their permit application so that Metro Transit may review and approve the project.

### GENERAL OR STANDARD REVIEW COMMENTS

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

5. Metro Transit has significant concerns with the proposal to create a new driveway approach along East Dayton Street in the vicinity of the Wisconsin Avenue intersection. This block face is currently used as the primary westbound bus stop and layover point for all Metro Transit routes when special events, construction, or other emergency detours require that buses not operate directly around the Capitol Square. This outer ring bus stop will frequently have multiple 40 foot buses parked along the curb of East Dayton Street stretching from Wisconsin Avenue back towards Pinckney Street, as they await their scheduled departure time and permit passengers to transfer between vehicles.
6. Metro Transit currently closes the on-street parking stalls and boards passengers from the adjacent curb as special events or other reasons dictate the use of this bus stop location.
7. The usage of this outer ring bus stop is constant throughout the season of the Dane County Farmer's market, as well as during other regularly scheduled events such as Concerts on the Square, Jazz at Five, etc. This year saw a major increase in use of the stop during a month-long construction project on the Capitol Square streets. In the past, Metro Transit has also been asked by City policy makers about the potential of permanently relocating all transit routes to the Outer Ring detour streets (i.e. East Dayton Street), in various permutations of

- frequency (i.e. every weekend, all summer long, etc.)
8. Installation of a driveway access point at the proposed location would severely limit the City's ability to use this block face as an effective bus stop location – both as a regular Outer Ring detour bus stop or more importantly as a permanent boarding point in response to a route relocation such has been questioned in the past. Car traffic accessing the proposed parking lot could face significant delays in both entering and exiting due to the long queue of buses needing to block the driveway as they await their scheduled departure time and transfer passengers. Bus passengers with limited mobility would encounter greater difficulty boarding and exiting buses as they step between the bottom of the driveway apron and the threshold of the bus doorway – as opposed to the shorter height difference between the top of a curb face and the entry of the bus.
  9. Given past inquires about using this bus stop location on a more permanent basis, Metro Transit is making the request for an easement on the property that would permit the City of Madison to install bus passenger amenities similar to those found on the Capitol Square. While present usage of the stop may warrant immediate installation of benches (similar to those adjacent the City-County Building and that Outer Ring bus stop location), it would be of significant importance to have this easement space available in the future in order to provide a passenger waiting shelter should the stop ever take on greater importance and usage.
  10. Metro Transit would propose that the Plan Commission and Common Council require relocation of the proposed driveway and parking lot such that it takes access off of Wisconsin Avenue instead of East Dayton Street. A more complicated alternative would be a requirement to alter the building footprints on this project and the neighboring site such that an internal circulation route from the proposed parking lot to one of the alleyways leading to East Johnson Street, or the driveway on the opposite end of East Dayton Street near North Pinckney Street, be established.
  11. Metro Transit requests to sign and review final documents submitted for this project.

Please contact Tim Sobota, Metro Transit at 261-4289  
or by email at <[tsobota@cityofmadison.com](mailto:tsobota@cityofmadison.com)>  
if you have questions regarding the above items.



A handwritten signature in black ink, appearing to read 'Tim Sobota', written over a horizontal line.

Digitally signed  
by Tim Sobota  
Date: 2006.07.13  
13:25:57 -06'00'

CC: Project contact person, Matt Garrett: [garrett@strang-inc.com](mailto:garrett@strang-inc.com) (email)

Atch. Exhibit page "C202 Site layout plan – Phase 2" [5/10/2006], notated by Metro Transit





STRANG

DESIGNER  
ARCHITECT  
ENGINEER

STRANG, INC.  
1000 W. WISCONSIN AVENUE  
MILWAUKEE, WI 53233-1000  
TEL: 414.224.1000  
FAX: 414.224.1001

SEAL FOR  
PLAN COMMISSION  
REVIEW  
NOT FOR CONSTRUCTION

DRAWN BY  
DATE  
CHECKED BY  
DATE  
FILE NUMBER  
PROJECT LOCATION  
REVISIONS

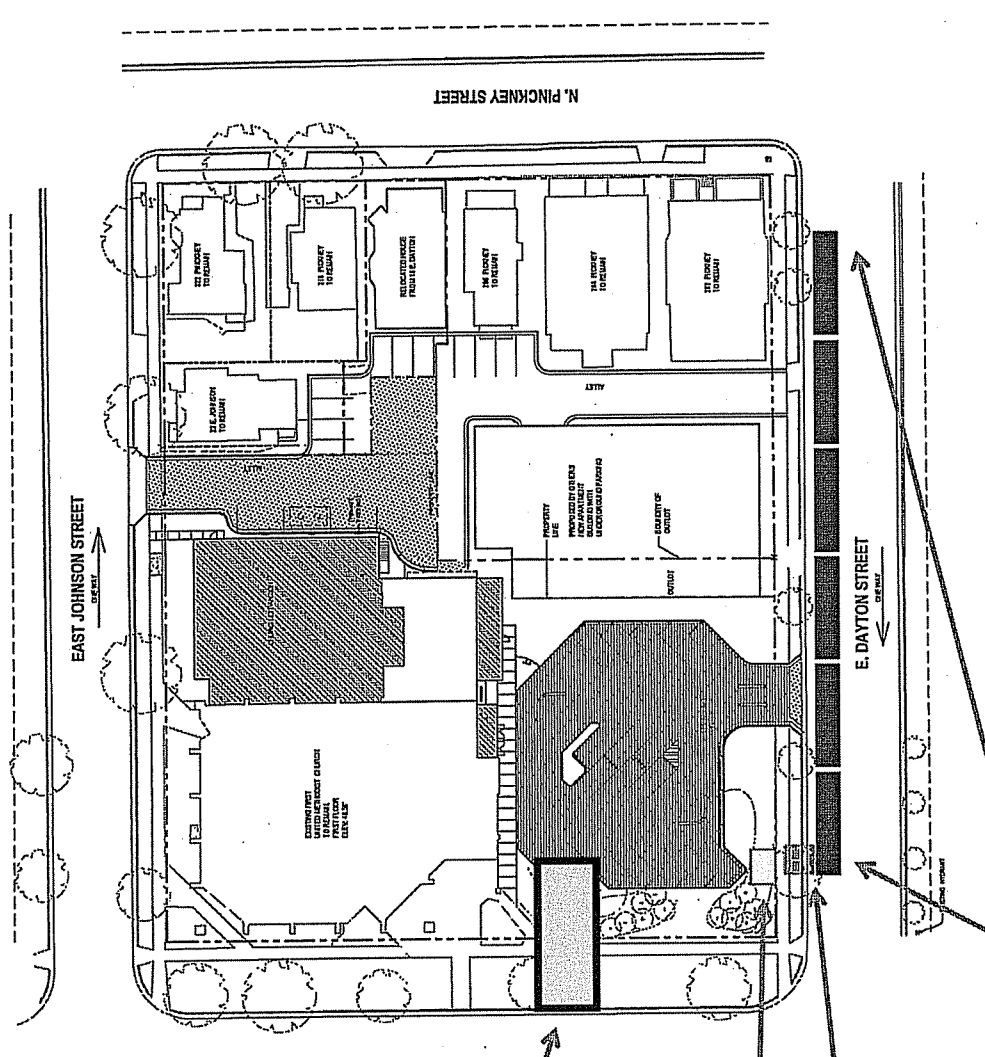
DATE  
CHECKED BY  
DATE  
PROJECT TITLE  
PROJECT TITLE

FIRST UNITED  
METHODIST CHURCH  
DOWNTOWN  
EXPANSION

303 WISCONSIN AVE  
MILWAUKEE, WI

SHEET TITLE  
SITE LAYOUT  
PLAN - PHASE 2

SHEET NO.  
C202



NOTE:  
NO CHANGE TO THE EXISTING CURB OR  
SIDEWALK.

SCALE: 1" = 30'  
SITE LAYOUT PLAN PHASE 2

Alternate driveway?

Approximate area of easement

Concrete boarding pad

Approximate bus parking currently

**CITY OF MADISON  
INTERDEPARTMENTAL  
CORRESPONDENCE**

**Date:** July 1, 2006

**To:** Plan Commission

**From:** Kathy Voeck, Assistant Zoning Administrator

**Subject:** 203 Wisconsin Avenue, Rezoning, Demolition, and CSM

**Present Zoning District:** R-6 and R6H (Lot 1)

**Proposed Use:** Demolish Church School and build an addition onto the church, Total of 44,300 square feet Church after addition.

**Conditional Use:** 28.04(22) Demolition of a principal building requires Plan Commission approval. Lot 2 redevelopment will be proposed by others.

**Proposed Zoning District:** C-2 (Lot 1)

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. Meet all applicable State accessible requirements, including but not limited to:
  - a. Provide a minimum of one accessible stall striped per State requirements. A minimum of one stall shall be a van accessible stall 8' wide with an 8' striped out area adjacent.
  - b. Show signage at the head of the stall. Accessible signs shall be a minimum of 60" between the bottom of the sign and the ground.
  - c. Show the accessible path from the stall to the building. The stall shall be as near the accessible entrance as possible. Show ramps, curbs, or wheel stops where required.
2. Provide six bike parking stalls in a safe and convenient location on an impervious surface to be shown on the final plan. The lockable enclosed lockers or racks or equivalent structures in or upon which the bicycle may be locked by the user shall be securely anchored to the ground or building to prevent the lockers or racks from being removed from the location. NOTE: A bike-parking stall is two feet by six feet with a five-foot access area. Structures that require a user-supplied locking device shall be designed to accommodate U-shaped locking devices.

203 Wisconsin Avenue

July 1, 2006

Page 2

3. Lighting is not required. However, if it is provided, it must comply with City of Madison outdoor lighting standards. (See parking lot packet). Lighting will be limited to .08 watts per square foot.
4. Submit a recycle plan to be approved by George Dreckman, phone 267-2626.

**ZONING CRITERIA**

<b>Bulk Requirements</b>	<b>Required</b>	<b>Proposed</b>
Lot Area	6,000 sq. ft.	Lot 1 48,150 sq. ft. C-2 Lot 2 21,102 sq. ft. Res.
Lot width	50'	adequate
Usable open space	n/a	n/a
Front yard	0'	12' (church addition)
Side yards	0'	adequate
Through Lot	0'	adequate
Floor area ratio	3.0	Less than 1.0
Building height	--	2 stories

<b>Site Design</b>	<b>Required</b>	<b>Proposed</b>
Number parking stalls	0 (central business district)	17
Accessible stalls	1	(1)
Loading	1 (10' x 35') area	Provided in drive aisle
Number bike parking stalls	6	(2)
Landscaping	As shown	adequate
Lighting	No	(3)

<b>Other Critical Zoning Items</b>	
Urban Design	No
Historic District	No
Landmark building	No
Flood plain	No
Utility easements	No
Water front development	No
Adjacent to park	No
Barrier free (ILHR 69)	Yes

With the above conditions, the proposed project **does** comply with all of the above requirements.

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# 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: 6/30/06  
TO: Plan Commission  
FROM: Edwin J. Ruckriegel, Fire Marshal  
SUBJECT: **203 Wisconsin Ave.**

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.)

1. None.

## **GENERAL OR STANDARD REVIEW COMMENTS**

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

2. No comments for demolition or rezoning.

Please contact John Lippitt, MFD Fire Protection Engineer, at 608-261-9658 if you have questions regarding the above items.

cc: John Lippitt