



**Project Address:** 301 Troy Drive (18<sup>th</sup> Aldermanic District – Ald. Kemble)

**Application Type:** Conditional Use

**Legistar File ID #:** [56798](#)

**Prepared By:** Chris Wells, Planning Division  
Report includes comments from other City agencies, as noted.

**Reviewed By:** Kevin Firchow, AICP, Principal Planner

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At its August 26, 2019 Meeting, the Plan Commission referred this item to a future meeting and requested the following:

- 1) The final State Historic Preservation Office (SHPO) report is available and that the applicant provide a map or drawing that shows where burial mound configurations are in related to the new construction, pursuant to Conditional Use Standard #9.
- 2) The applicant consult with the Transportation Demand Management Coordinator at the Madison Area Transportation Planning Board about a TDM plan to identify strategies to 1) reduce the footprint of the proposed southern parking lot, and 2) reduce the traffic volumes coming in and out of the proposed facility.

While not part of the motion to refer, members of the Plan Commission also suggested that Planning Division staff work with the Traffic Engineering Division to look at ways to lower traffic speeds along Troy Drive.

Regarding Point #1, at the time of writing, while the State Historic Preservation Office (SHPO) final report has yet to be released, the applicant did submit a copy of an email from the State's Historic Preservation Specialist – Compliance Reviewer, dated September 24, 2019, stating:

The project includes both an architecture/history and archaeological components.

- An archaeological survey was completed of the area proposed for the new project. While an archaeological site was identified in the Area of Potential Effect (APE) it was found to be highly disturbed and has no integrity. It *is not* an identified mound site. No further archaeological work was suggested and SHPO concurred with this assessment.
- The proposed new Juvenile Center was found to be an adverse effect to the Wisconsin Memorial Hospital Historic District, the architecture/history site identified within the project's APE. The new building was found to adversely impact the current setting of the district.

We are currently working with the Department of Health to minimize and mitigate the adverse effect to the historic district, which should be completed shortly. *We have no remaining archaeological concerns.* The project is not near any Native American mounds in the area. A map identifying the location of the mounds is available by request from our office.

Regarding the accompanying map identifying the location of the mounds, both the City's Preservation Planner as well as the State strongly prefer not to include this map in the public record due to the sensitivity of the historic and cultural resources identified within it.

Regarding the adverse impact to the Wisconsin Memorial Hospital Historic District, the applicant is proposing to mitigate this impact by replacing the metal panels, which surround the western-facing windows, with stucco. The western elevation is of concern due to the fact that it faces Building 14, which is located at the far eastern edge of the Historic District. Stucco is believed to be a more compatible material due to the fact that stucco, brick, and painted timber are the common exterior materials of the other buildings in the District.

As stated in a letter from the State's Historic Preservation Specialist – Compliance Reviewer, dated September 24, 2019, the State has found the applicant's proposal to use stucco to be acceptable. A rendering of the building with the new stucco has been included in the Plan Commission's packet of materials.

Regarding Point #2, on Thursday, September 5, 2010, the applicant met with Zia Brucaya, Transportation Demand Management Coordinator at the Madison Area Transportation Planning Board (MPO), Sean Malloy and Eric Halvorson of the City's Traffic Engineering Division, and Planning Staff to discuss a Transportation Demand Management (TDM) plan which would identify strategies to 1) reduce the footprint of the proposed southern parking lot, and 2) reduce the traffic volumes coming in and out of the proposed facility.

The applicant has submitted written responses regarding several aspects of a TDM which were discussed. A copy has been included in the Plan Commission's packet of materials). In summary:

- The State Compensation Plan does not allow subsidized bus passes to be provided to State employees who work for a cabinet agency. Employees do, however, have the opportunity to independently purchase bus passes using pre-tax income.
- The facility operates 24 hours per day, 7 days a week. The State stated that *"this does not allow for flex scheduling for our staffing units."*
- Bicycle parking is provided throughout the campus with an additional 40 stalls added with the proposed expansion.
- The proposed facility has employee locker rooms with showers.
- The State completed a site analysis form in which the State identified such things as the availability and cost of nearby automobile parking; location of nearby bus stops and specific bus routes which serve the site; location and amenities available to bicycle commuters; quality of the pedestrian facilities across the campus; etc. (A copy of this completed form has been included in the Plan Commission's packet of materials)
- The State, during the planning process, analyzed all parking options available throughout the campus and concluded that the 87 additional stalls included in this project *"is sufficient. Shift change occurs in the middle of each day and at the beginning of the each evening shift. During these periods staff from each shift overlap for up to an hour, increasing the need for parking during those times."*

As a result, the applicant communicated to Staff, *"Please be advised that we are not issuing any updated plans and/or drawings of the parking area. The parking response document contains a confirmation by the Institution that the amount of parking shown is what is required to meet their needs."* Staff note that the amount of parking provided complies with the Zoning Code at that this application does not include a Conditional Use request to exceed the maximum number of stalls.

**Recommendation**

The recommendation of the Planning Division remains unchanged, save for the addition of one additional condition of approval (see below).

The Planning Division recommends that the Plan Commission find the standards met and **approve** the Conditional Use to construct an addition to the Mendota Juvenile Treatment Center (MJTC) exceeding 4,000 square-feet of floor area, in the Campus-Institutional (CI) zoning district, at 301 Troy Drive. **This recommendation is subject to input at the public hearing and the conditions from reviewing agencies contained in the September 16, 2019 staff report and the additional Condition added below.**

**Recommended Conditions of Approval** Major/Non-Standard Conditions are Shaded

**Planning Division** (Contact Chris Wells, (608) 261-9135)

17. The applicant shall update any relevant elevations (on Sheets A511, A512 & A513) and renderings per the change from metal to stucco material per the SHPO letter dated October 2, 2019.