

# Urban Design Commission Bus Tour

Wednesday, August 13, 2014



**Starts at 5:30 p.m.: Leave from Metro bus stop on 200 Block of MLK Jr., Blvd. (City-County Building steps) Go via MLK, R-Wilson, R-Broom, L-West Washington, L-Bedford and view stop #1.**

1. 211 South Bedford Street – PD(GDP-SIP), 59-Unit Apartment Building. 4<sup>th</sup> Ald. Dist. (25976)  
**Head south on Bedford, R-North Shore, R-Proudfit and view stops #2 and #3.**
2. 707 & 737 Lorillard Court/159-171 Proudfit Street – PD(GDP-SIP), Apartment Building with 116 Units. 4<sup>th</sup> Ald. Dist. (24693)
3. 636 West Wilson Street/633 & 639 West Doty Street – PD(GDP-SIP) for West End Apartments, Five-Story Building with 60 Residential Units. 4<sup>th</sup> Ald. Dist. (24852)  
**Head northwest on Proudfit to R-West Washington, L-Broom, L-Gorham, to University Ave and view stops #4 and #5.**
4. 313-315 North Frances Street – PD(SIP), Deconstruction of Two Residential Buildings and Construction of a New 12-Story Student Housing Building with First Floor Commercial Space. 4<sup>th</sup> Ald. Dist. (27839)
5. 1001 University Avenue – PD(SIP), St. Francis Episcopal Student Center Redevelopment. 8<sup>th</sup> Ald. Dist. (21945)  
**Continue on University Avenue to L-Randall, L-Dayton and view stop #6.**
6. 1323 West Dayton Street – PD(GDP-SIP), Sixty-Five Unit Housing Project. 8<sup>th</sup> Ald. Dist. (25323)  
**Continue east on Dayton to R-Bassett and view stop #7.**
7. 202-210 North Bassett Street/512-520 West Dayton Street – PD-SIP for a 75-Unit Apartment Building. 4<sup>th</sup> Ald. Dist. (28193)  
**Continue on Bassett, R-West Washington, L-Park and view stops #8 and #9.**
8. 502 South Park Street – PD, New Construction (The Ideal) in UDD No. 7, Mixed-Use Development. 13<sup>th</sup> Ald. Dist. (25508)
9. 801 South Park Street – PD(GDP-SIP), Mixed-Use Development (Erin Square) in UDD No. 7. 13<sup>th</sup> Ald. Dist. (16320)  
**Continue south on Park Street, L-W Lakeside, L-John Nolen, R-Williamson and view stops #10 and #11.**
10. 722 Williamson Street/306 South Livingston Street – PD for Construction of a New Mixed-Use Development Containing 39 Apartments, 5,300 Square Feet of Commercial Space. 6<sup>th</sup> Ald. Dist. (31651)
11. 802-824 Williamson Street/301 South Livingston Street – PD(GDP-SIP), Mixed-Use Development, 39-Apartment Units. 6<sup>th</sup> Ald. Dist. (04485)  
**Continue east on Williamson to L-Baldwin and view stop #12.**
12. 1252 Williamson Street (Now Known as 1254 Williamson Street)- PUD(GDP-SIP) for a Mixed-Use Building with 31 Residential Units and 2,400 Square Feet of Commercial Space, Signage. 6<sup>th</sup> Ald. Dist. (15686) (320 South Baldwin Street)  
**Continue on Baldwin, L-East Washington, R-Blount, R-Mifflin and view stop #13.**
13. 741 East Mifflin Street/754 East Washington Avenue/10 North Livingston Street – PD(GDP-SIP), Mixed-Use Development – The Constellation. 2<sup>nd</sup> Ald. Dist. (24584)  
**Continue east on Mifflin, L-Paterson, L-Gorham, R-Wisconsin, L-Langdon and view stop #14.**  
  
**Continue on E Mifflin, R-N Paterson R-East Washington, R-N Webster, L-E Dayton, L N Fairchild, L W Main, R-MLK to bus stop in front of City-County Building. Tour ends by 7:30 p.m. and bus returns to Metro Garage.**

Occasionally, a governmental body may need to leave the place where the meeting began in order to accomplish its business—*e.g.*, inspection of a property or construction projects. The Attorney General’s Office has advised that such off-site business may be conducted consistently with the requirements of the open meetings law, as long as certain precautions are taken. First the public notice of the meeting must list all of the locations to be visited in the order in which they will be visited. This makes it possible for a member of the public to follow the governmental body to each location or to join the governmental body at any particular location. Second, each location at which government business is to be conducted must itself be reasonably accessible to the public at all times when such business is taking place. Third, care must be taken to ensure that government business is discussed only during those times when the members of the body are convened at one of the particular locations for which notice has been given. The members of the governmental body may travel together or separately, but if half or more of them travel together, they may not discuss government business when their vehicle is in motion, because a moving vehicle is not accessible to the public. Rappert Correspondence, April 8, 1993; Musolf Correspondence, July 13, 2007.

211 South Bedford Street (Aspen Court)



**BUILDING INFORMATION: PD(GDP-SIP), 59-Unit Apartment Building. 4<sup>th</sup> Ald. Dist. (25976)**

DWELLING UNITS: 58

LOT AREA: 22,011 SF

NUMBER OF STORIES: 4

PARKING SPACES

VEHICULAR: 70 underground

MOPED/BICYCLE: Dedicated area in underground parking structure

FLOOR AREA RATIO: 3.0

Owner: Les Orosz

Agent: Sutton Architecture

FINAL UDC DATE:

2/20/2013

211 South Bedford Street (Aspen Court)

## 211 South Bedford Street (Aspen Court)

**Adopted Land Use Plan:** The Comprehensive Plan includes the subject site within the Mifflin-Basset Sub District. This recommendation includes multi-unit high-density residential development (up to 60 or more dwelling units per acre) with a general height recommendation of two to four stories. The Bassett Neighborhood Master Plan, includes this area within the “Bassett Residential District” which recommends residential rehabilitation and new infill development in scale with the existing neighborhood.

### **Adopted Plan Recommendations**

The Comprehensive Plan includes the subject site within the Mifflin-Basset Sub District. This recommendation includes multi-unit high-density residential development up (up to 60 or more dwelling units per acre) with a general height recommendation of two to four stories. The Bassett Neighborhood Master Plan, adopted in 1997, includes this area within the “Bassett Residential District” which recommends residential rehabilitation and new infill development in scale with the existing neighborhood. That plan recommends densities up to 40 units an acre. Staff acknowledge that this proposal exceeds this general density recommendation, but note that other projects within the Bassett Neighborhood have been approved with higher densities including the Lake Park Apartments at 451 W Wilson (114 dwelling units per acre), City Place Apartments at 432 W. Main Street (72.2 du/ac), the apartments in the Tuscan Place at 450 W. Main Street (92.3 du/ac), and the Bel Mora Apartments at 544 W. Main Street (80.5 du/ac).

For the Bassett Neighborhood, the recently adopted Downtown Plan acknowledges the continuation of selective redevelopment that is compatible with the scale and character of existing buildings, noting that larger buildings should be directed to the ends of blocks.

707 & 737 Lorillard Court/159-171 Proudfit Street



**BUILDING INFORMATION:** PD(GDP-SIP), Apartment Building with 116 Units. 4<sup>th</sup> Ald. Dist. (24693)

BUILDING FOOTPRINT: 32,169 SF

USE: Apartment Building

NUMBER OF STORIES: 5

FLOOR AREA RATIO: 2.46

PARKING COUNT: 125

Owner: Urban Land Interests     Agent: Valerio DeWalt Train Associates, Inc.  
FINAL UDC ACTION DATE: 3/21/2012

707 & 737 Lorillard Court/159-171 Proudfit Street

The Comprehensive Plan identifies the subject site within the Findorff Yards Downtown Mixed-Use Sub-district, which is bounded by W. Main, Proudfit and S. Bedford streets and North Shore Drive. This area is recommended for development with mixed-use buildings, office/ service uses, neighborhood-oriented commercial uses, and multi-family housing at densities up to 60 units an acre in two- to four-story buildings as recommended in more detailed neighborhood plans.

Both the current approved use of the site for 158 residential units and the proposed 116-unit residential development also generally comport to the recommendations for this area contained in the Bassett Neighborhood Master Plan, which includes the subject site in the Tobacco Warehouse District zone that is bounded by S. Bedford, W. Main and Proudfit streets and North Shore Drive. The zone is recommended for “comprehensive residential redevelopment” with an average density between 40 and 60 units per acre. Buildings are intended to maintain a lower scale on the periphery of this zone, with taller buildings at the core between W. Main and W. Wilson streets to capture lake views. The addition of residential units within this zone was identified as a priority at the time the neighborhood plan was approved in 1997. This priority has been reflected in the subsequent approval of such projects as the Fourth Ward Lofts and Tobacco Warehouse developments, the recently approved 640 West apartment development at 636 W. Wilson Street, and the 2003 general development plan approval for 158 residential units on the eastern 1.29 acres of the subject site.

With a net density of approximately 69 units an acre, the proposed 116-unit development will slightly exceed the 40 to 60-unit per acre density recommended for this area in the Bassett Neighborhood Master Plan. However, the proposed density of the subject development is on par with the density of other residential projects approved nearby since the neighborhood plan was adopted in 1997, including the Fourth Ward Lofts (67 units an acre based on 74 units on 1.1 acres), The Depot Apartments at 2 S. Bedford Street (82 units on 1 acre), and the recently approved W. Wilson Street development (87 units an acre based on 60 units on 0.69 acres). In each case where a new development has exceeded the density recommendations of the Bassett Neighborhood Master Plan, it was determined through the approval process that the scale and design of the new developments were generally compatible with the scale and building mass envisioned in the plan, or that the unit mix proposed in the project was determined to implement objectives in the neighborhood plan to provide a mix of unit types. In this case, the Planning Division believes that the proposed density is appropriate for the subject site due to the proposed building being more in keeping with the development pattern that has emerged in this portion of the Bassett neighborhood over the past 15 years, which has predominantly featured four-story average building masses compared to the previously approved concept for a nine-story building on this site. The density of the proposed development will also be significantly lower than the earlier approved development concept, which would have resulted in a density of 122 units an acre if the approved 158-unit density had been built on the smaller 1.29-acre portion of the subject site following approval of a specific implementation plan. The apartment development is also more closely in accordance with the residential emphasis for the Tobacco Warehouse District zone in the neighborhood plan than the office buildings previously approved for this site. Finally, staff believes that the unit mix proposed in the 116-unit apartment development is appropriate.

Staff will note that the five-story height of the eastern wing of the proposed building will also be one story taller than the two- to four-story buildings currently recommended for this site. However, staff believes that the additional building height meets the intent of the Bassett Neighborhood Master Plan, which encourages buildings to maintain a lower scale on the periphery of Tobacco Warehouse District zone bounded by S. Bedford, W. Main and Proudfit streets and North Shore Drive. The transition from east to west across the site from five stories adjacent to the railroad/ path corridor down to three stories adjacent to Proudfit Street appears to meet the intent for taller buildings on the interior of the zone and lower-scaled buildings on the edge. Staff also believes that the proposed three-story mass of the building adjacent to Proudfit Street provides an appropriate transition from the larger building forms both existing and proposed between Proudfit Street and S. Bedford Street and the one- and two-story wood-frame residential structures to the west across Proudfit Street in the Monona Bay neighborhood. The recommendations of two more site-specific conceptual redevelopment plans should also be weighed when considering the proposed apartment development. The plans were prepared in the late 1990s when Findorff Construction controlled the subject site and most of the properties extending from S. Bedford Street west to Proudfit Street between W. Main Street and North Shore Drive and were intended to guide future development in this area.

The first of those plans, the Findorff Yards Conceptual Master Plan (attached), was prepared by Findorff and called for approximately 475 dwelling units in about a dozen buildings, which included the subsequent Tobacco Warehouse Apartments and Fourth Ward Lofts projects ultimately developed by others. The Conceptual Master Plan placed an emphasis on medium-density buildings with structured parking similar to Fourth Ward Lofts, the recently approved 640 West (Wilson) Apartments, and the proposed apartment development.

A second conceptual plan for approximately the same area known as the Findorff Yards Site Study (attached) called for the development of approximately 225 residential units in an area bounded by Proudfit Street, North Shore Drive, W. Wilson and S. Bedford Street and included the Tobacco Warehouses and subject site. The Site Study placed a greater emphasis on creating a lower density neighborhood through the more extensive use of low-rise townhouse development, with less emphasis on underground parking than the Conceptual Master Plan.

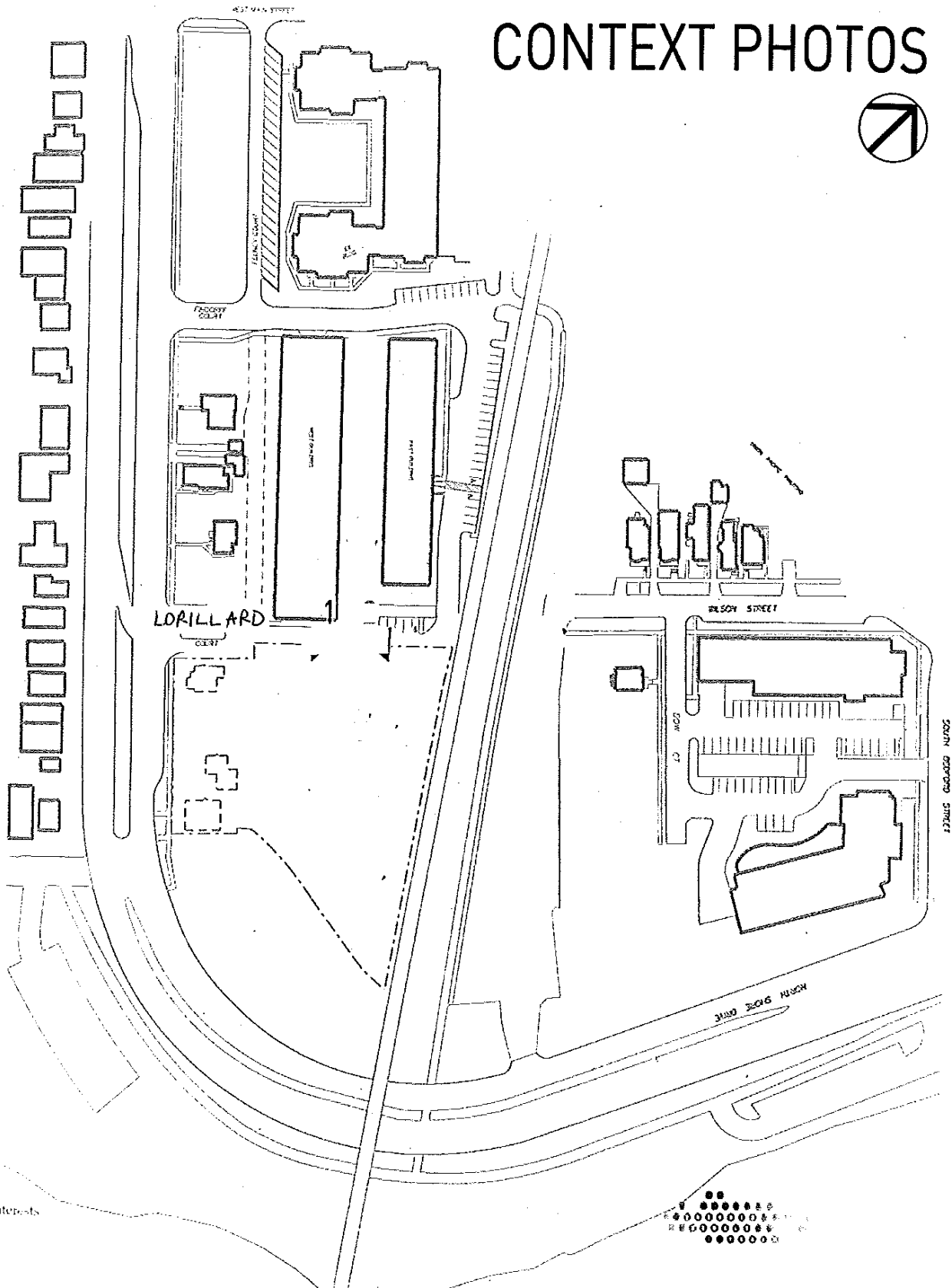
Both plans, however, recommended in some fashion that a 9-story residential tower overlooking Brittingham Park and Lake Monona be developed on the subject site. Those recommendations were implemented in concept through the approval of the 158-unit building included on the 2003 Tobacco Warehouse Planned Unit Development–General Development Plan.

# Findorff Yards





# CONTEXT PHOTOS



ad Interests

636 West Wilson Street/633 & 639 West Doty Street



**BUILDING INFORMATION: PD(GDP-SIP) for West End Apartments, Five-Story Building with 60 Residential Units. 4<sup>th</sup> Ald. Dist. (24852)**

DWELLING UNITS: 60

LOT AREA: 29,844 SF

NUMBER OF STORIES: 4

PARKING SPACES

VEHICULAR: 72 stalls (surface and below grade)

MOPED/BICYCLE: Dedicated area in underground parking structure

Owner: LT McGrath, LLC Agent: Engberg Anderson, Inc.

FINAL UDC ACTION DATE: 2/15/2012

636 West Wilson Street/633 & 639 West Doty Street

## 636 West Wilson Street/633 & 639 West Doty Street

**Adopted Land Use Plans:** The Bassett Neighborhood Master Plan includes the subject site and other properties S. Bedford Street on the east, North Shore Drive and Brittingham Park on the south, Proudfit Street on the west and W. Main Street on the north in the Tobacco Warehouse District, which are recommended for “comprehensive residential development” at a density of 40-60 units an acre with a mix of low-density to very high-density residential uses, as discussed in the plan. The plan generally calls for the highest density to be located between W. Main and W. Wilson streets.

The Comprehensive Plan identifies the subject site within the Findorff Yards Downtown Mixed-Use Sub-district, which recommends development of mixed-use buildings, office/service uses, neighborhood-oriented commercial uses and multi-family housing at densities up to 60 units an acre in two- to four-story buildings, as recommended in more detailed neighborhood plans. The Comprehensive Plan identifies the subject site within the Findorff Yards Downtown Mixed-Use Sub-district, which is bounded by W. Main, Proudfit and S. Bedford streets and North Shore Drive. This area is recommended for development with mixed-use buildings, office/ service uses, neighborhood-oriented commercial uses and multi-family housing at densities up to 60 units an acre in two- to four-story buildings as recommended in more detailed neighborhood plans.

The proposed use of the site for residential uses also comports to the recommendations for this area contained in the Bassett Neighborhood Master Plan, which includes the subject site in the Tobacco Warehouse District zone that is bounded by S. Bedford, W. Main and Proudfit streets and North Shore Drive. The zone is recommended for “comprehensive residential redevelopment” with an average density between 40 and 60 units per acre. Buildings are intended to maintain a lower scale on the periphery of this zone, with taller buildings at the core between W. Main and W. Wilson streets to capture lake views. The addition of residential units within this zone was identified as a priority at the time the neighborhood plan was approved in 1997. This residential emphasis has been reflected in the subsequent approval of nearby high-density residential development projects such as the Fourth Ward Lofts and Tobacco Warehouse Apartments.

The proposed development will exceed the 40-60-unit per acre average density recommended for this area in the Bassett Neighborhood Master Plan, with a net density of approximately 87 units an acre proposed. However, the proposed density will be in keeping with the density of a number of other projects that have been approved and built since the adoption of the plan in 1997 and exceed the density recommendations in the plan, including the Fourth Ward Lofts, which were approved with a net density of approximately 67 units an acre (74 units on 1.1 acres), and The Depot Apartments at 2 S. Bedford Street between W. Washington Avenue and W. Main Street at 82 units an acre (82 units on 1 acre). In each case where a new development has exceeded the density recommendations of the Bassett Neighborhood Master Plan, it was determined through the approval process that the scale and design of the new developments were generally compatible with the scale and building mass envisioned in the plan, or that the unit mix proposed in the project was determined to implement objectives in the neighborhood plan to provide a mix of unit types, including family-supporting dwellings units.

## 636 West Wilson Street/633 & 639 West Doty Street

The height of the proposed building will also be one story taller than the two- to four-story buildings recommended in the Bassett Neighborhood Master Plan. Staff believes that the additional building height proposed can be justified for a number of reasons, including the additional height being necessary to achieve density on the uniquely shaped site, the scale and mass of the proposed building being consistent with the scale and mass of the nearby Fourth Ward Lofts and National Conference of Bar Examiners buildings, and the additional story being provided to allow a second level of parking, which will allow the project to provide at least one automobile parking stall per dwelling unit in an area that has a limited availability of on-street parking. An attached February 13, 2012 letter from the Bassett District of Capitol Neighborhoods also expresses support for the project, including the proposed five-story height of the building.

Findorff Construction historically controlled the subject site and most of the properties extending from S. Bedford Street west to Proudfit Street between W. Main Street and North Shore Drive. At the time that the plans for the Findorff office building at the corner of S. Bedford Street and North Shore Drive were approved, two concept plans for the lands under Findorff's ownership were developed. Findorff offered a plan for approximately 475 dwelling units in about a dozen buildings under their ownership known as the Findorff Yards Conceptual Master Plan (attached), which placed an emphasis on medium-density buildings with structured parking similar to the Tobacco Warehouse Apartments and Fourth Ward Lofts, which were included in the concept plan and eventually developed by others. The Findorff Yards Conceptual Master Plan included a placeholder for a three-story, 40-unit residential building with 47 parking stalls on the subject site. The second plan for approximately the same area was known as the Findorff Yards Site Study (attached), which called for the development of approximately 225 residential units in primarily low-rise townhouse buildings with less emphasis on underground parking in the portion of the neighborhood bounded by Proudfit Street, North Shore Drive, W. Wilson Street and S. Bedford Street. However, the Site Study did not include the subject site on the north side of W. Wilson Street.

313-315 North Frances Street



**BUILDING INFORMATION:** PD(SIP), Deconstruction of Two Residential Buildings and Construction of a New 12-Story Student Housing Building with First Floor Commercial Space. 4<sup>th</sup> Ald. Dist. (27839)

DWELLING UNITS: 31

LOT AREA: 5,073 SF

DENSITY: 260 units/acre

NUMBER OF STORIES: 12

**PARKING SPACES**

VEHICULAR: None

MOPED: 12 surface

BICYCLE (underground): 98 stalls

FLOOR AREA RATIO: 9.1

Owner: Scott Faust      Agent: Knothe & Bruce Architects, LLC

FINAL UDC ACTION DATE: 12/5/2012

313-315 North Frances Street

Adopted Land Use Plans: The Comprehensive Plan (2005) includes this property within the “Student High-Rise” residential subdistrict of the downtown area. The Downtown Plan (2012) recommends “Downtown Mixed-Use” for the property, and the Downtown Height Map shows a maximum of 12 stories.

***Consistency with Adopted Plans***

The proposed use is generally consistent with the Downtown Plan (2012), which recommends Downtown Mixed-Use at a maximum height of twelve stories. Specific discussion on the Johnson Street Bend area, within which this property lies, notes that the area has a critical need for public open space just to meet the needs of its current residents (let alone additional residents in high density projects such as this one). Specific objectives and recommendations for this area are as follows:

*Objective 4.5*

*The Johnson Street Bend area should continue as a primarily higher density student residential area mixed with some new neighborhood serving retail uses. Underutilized parcels should transition to more intense development with a particular emphasis on creating active and engaging street frontages and quasi-public spaces. Linkages to adjacent areas, including parks and open spaces, should be enhanced.*

*Recommendation 72*

*Update the Downtown Design Zone standards for the Johnson Street Bend area and incorporate them into the Zoning Ordinance.*

Staff believes that the while the proposed use is consistent with the Plan, it does not further Objective 4.5, as it maintains no quasi-public space in front of the building for urban amenities such as raised planters, bicycle parking, and simply a wider sidewalk for this important pedestrian corridor. Recommendation 72 provides support to revisit and update bulk standards (setbacks are most pertinent to this project) to be included in the new Zoning Code. This process was not accomplished prior to adoption of the new Zoning Code, but is anticipated to take place shortly after the new code becomes effective in January, 2013.

1001 University Avenue



**BUILDING INFORMATION:** PD(SIP), St. Francis Episcopal Student Center Redevelopment. 8<sup>th</sup> Ald. Dist. (21945)

DWELLING UNITS: 79

LOT AREA: 24,661 SF

NUMBER OF STORIES: 8

**PARKING SPACES**

VEHICULAR: 62 underground

BICYCLE: 200 underground (50 stalls, 104 hanging)

MOPED: 39 underground

Owner: John Leja

Agent: Knothe & Bruce Architects, LLC

FINAL UDC ACTION DATE: 11/2/2011

## 1001 University Avenue

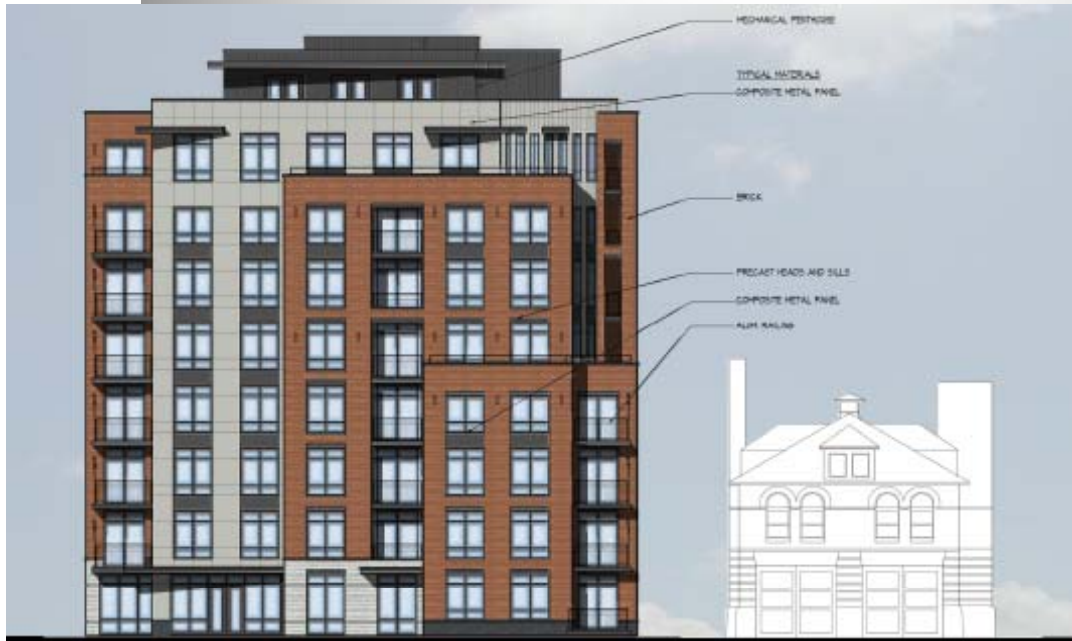
**Adopted Land Use Plan:** The Comprehensive Plan generally identifies the subject site and nearby surrounding properties as part of the University of Wisconsin Campus. Residential uses, such as the proposed building are identified among the many uses recommended for areas identified within the “campus” designation. There are no other more detailed neighborhood or special area plans to guide development at this location.

Comprehensive Plan Recommendation Staff believes the proposal is consistent with the general recommendations provided in the Comprehensive Plan. That plan identifies the subject site and surrounding area for uses related to the University of Wisconsin campus. Among the recommended uses within the campus area are student, faculty and employee housing, with no density range identified. In the absence of a more specific neighborhood plan for the area, the Planning Division believes that the proposed use of the site for high-density residential development generally conforms to the recommended land uses. There is no City-adopted neighborhood plan providing more specific guidance.

**Land Use.** In regards to the proposed use, as noted above, student housing is consistent with the Comprehensive Plan’s recommendation for this area. Staff do not believe it would be inappropriate to introduce a residential land use along a portion of the University Avenue frontage. As a clarification, staff recommend the proposed zoning text be amended to reflect the continued use of St. Francis House as a permitted use.



## 1323 West Dayton Street



**BUILDING INFORMATION: PD(GDP-SIP), Sixty-Five Unit Housing Project. 8<sup>th</sup> Ald. Dist. (25323)**

DWELLING UNITS: 65

LOT AREA: 18,312 SF

NUMBER OF STORIES: 8

### PARKING SPACES

VEHICULAR: 43 underground

BICYCLE: 17 underground, 132 underground wall hung, 50 surface

MOPED: 26 underground

Owner: Stoddard Arms, LLP/Jim Stopple  
FINAL UDC ACTION DATE: 3/20/2013

Agent: Knothe & Bruce Architects, LLC

**Adopted Land Use Plan:** The Comprehensive Plan recommends high density residential uses for the subject site. This land use recommendation was approved as part of the 2011 amendments to that Plan. The more detailed Regent Street South Campus Neighborhood Plan recommends a maximum building height of 8 stories and 116 feet. Further discussion is included in the body of this report.

### **Adopted Plan Recommendations**

Apartments and student housing uses are consistent with the Comprehensive Plan's recommendation for high-density residential development. At 155 du/ac (dwelling units per acre), the proposed project exceeds the plan's general recommended density range of 41-60 du/ac, though the plan notes that small areas of higher density may be included within areas designated for this land use. Staff note that the subject site and surrounding areas were previously recommended for medium-density residential development, though plan amendments approved in 2011 included recommended density increases. The Comprehensive Plan does not include a specific building size limitation, noting that buildings of a variety of sizes could be appropriate if compatible in scale and character with other neighborhood buildings and the recommendations of applicable plans.

The Regent Street-South Campus Neighborhood Plan, adopted in 2008, provides considerably more detailed recommendations for the subject property and surrounding area. In regards to bulk and design, the plan recommends a maximum building height of eight (8) stories and 116 feet. The proposed apartment building appears to conform to this general recommendation, with a principal height of 8 stories. While the project includes a small, recessed ninth floor penthouse providing access to the rooftop terrace, the overall height of the building will remain well below the 116-foot maximum recommended threshold. Staff considers the rooftop garden and associated indoor commons area a resident amenity and believes it will result in limited impact on the overall building mass. In pre-application conversations with the applicant's architect, it was indicated this feature could likely be removed should the additional building mass be a concern.

The neighborhood plan also provides detailed building setback guidelines. For the subject site, ten foot setbacks are recommended for all building sides. The applicant provides 10 feet on the sides and rears of the building. Roughly 60 percent of the building meets or exceeds the front setback guidelines, though the 32 feet of the building nearest to the southern side property line is set back between about three and eight feet. The applicant notes that as proposed, this allows for a larger patio area in front of the main building entrance and provides a total of 1,100 square feet of space within the setbacks, well in excess of the 245 square feet that would be required by strictly following the plan's recommended setbacks. The project architect notes that as designed, the reduced setback better relates to the Fire Station 4 setback, which is built to the sidewalk. The Urban Design Commission made a specific finding stating that "although a consistent ten-foot setback is not provided, the bulk requirements of the neighborhood plan are being met within the building envelope as designed which creates a greater graduated setback as the building recedes on the easterly frontage of the lot."

## 1323 West Dayton Street

In regards to density, the neighborhood plan includes the same general density recommendation as the Comprehensive Plan. In fact, the aforementioned Comprehensive Plan amendment to increase the recommended density was done to match the more contemporary neighborhood plan. While the density exceeds that in the recommended plans, staff note it is not inconsistent with other campus area projects. Of the projects that have been developed since 1990 in the south campus area, which generally extends from and includes University Avenue on the north, Frances Street on the east, N. Randall Avenue on the west and Regent Street on the south, project densities have ranged widely from approximately 54 to 247 du/ac. Bedrooms per acre have also varied widely, with bedroom densities varying from 200-800 per acre in the same area of the City.

202-210 North Bassett Street/512-520 West Dayton Street



**BUILDING INFORMATION: PD-SIP for a 75-Unit Apartment Building. 4<sup>th</sup> Ald. Dist. (28193)**

UNITS: 75 Apartment Units

LOT AREA: 28,892 SF

NUMBER OF STORIES: 5

PARKING SPACES:

Underground Automobile: 56 stalls

Site Parking: 5

Bicycle Parking Site: 55

Bicycle Parking Underground: 60

Moped: 20

FLOOR AREA RATIO: 2.54

Owner: Scott Faust      Agent: Knothe & Bruce Architects, LLC

FINAL UDC ACTION DATE: 12/5/2012

202-210 North Bassett Street/512-520 West Dayton Street

**Adopted Land Use Plans:** The Comprehensive Plan (2005) includes this property at the northern in the Mifflin-Bassett Residential Sub-area, for which mixed-use and high density residential uses are recommended. The more detailed Downtown Plan (2012) recommends predominantly residential uses of the property at a maximum building height of six stories. The Downtown Plan includes this property in the “Johnson Street Bend” subarea, and notes that while more intense development of currently underutilized parcels is appropriate, there should be a particular emphasis on creating active and engaging street frontages and quasi-public areas.

***Consistency with Adopted Plans***

The proposed use is generally consistent with the Downtown Plan (2012), which recommends Predominantly Residential uses at a maximum height of six stories. Specific discussion on the Johnson Street Bend area, within which this property lies, notes that the area has a critical need for public open space just to meet the needs of its current and new residents. Specific objectives and recommendations for this area are as follows:

***Objective 4.5***

*The Johnson Street Bend area should continue as a primarily higher density student residential area mixed with some new neighborhood serving retail uses. Underutilized parcels should transition to more intense development with a particular emphasis on creating active and engaging street frontages and quasi-public spaces. Linkages to adjacent areas, including parks and open spaces, should be enhanced.*

***Recommendation 72***

*Update the Downtown Design Zone standards for the Johnson Street Bend area and incorporate them into the Zoning Ordinance*

Staff believes that proposed use is consistent with the Plan, and is generally consistent with Objective 4.5, as it maintains a ten foot setback to create quasi-public space in front of the building along this neighborhood street. Recommendation 72 provides support to revisit and update bulk standards to be included in the new Zoning Code. This process was not accomplished prior to adoption of the new Zoning Code, but is anticipated to take place shortly after the new code becomes effective in January, 2013. Staff does not believe that a setback greater than ten feet will be proposed in this area.

502 South Park Street



**BUILDING INFORMATION:** PD, New Construction (The Ideal) in UDD No. 7, Mixed-Use Development. 13<sup>th</sup> Ald. Dist. (25508)

DWELLING UNITS: 57

LOT AREA: 33,473 SF

NUMBER OF STORIES: 3-5 stories

**PARKING SPACES**

VEHICULAR: 73 stalls (below grade)

BICYCLE: 74 spaces for residents, 9 spaces for retail

MOPED: Available within parking area for residents & along terrace for retail

FLOOR AREA RATIO: 2.21

Owner: The Gallina Companies

Agent: Plunkett Raysich Architects

FINAL UDC ACTION DATE: 4/3/2013

## 502 South Park Street

**Adopted Land Use Plan:** The Comprehensive Plan identifies the C3-zoned portion of the site for Community Mixed-Use development and the R3-zoned portion of the site for Low-Density Residential uses. The S. Park Street corridor from Meriter Hospital south to the Beltline Highway is recommended as a Potential Redevelopment Area.

The subject site is also located within the boundaries of the Greenbush Neighborhood Plan, which recommends that properties along the west side of S. Park Street be redeveloped with mixed-use buildings between two- and four-stories in height with neighborhood friendly offices or retail uses on the street-level floor and residential units on upper floors. Moving west, the Greenbush Neighborhood Plan recommends that the existing housing stock located between S. Mills Street and the S. Park Street mixed-use area should be preserved and rehabilitated to create more cohesion between the homes and S. Park Street.

### Conformance with Adopted Plans

The Comprehensive Plan generally identifies the C3-zoned portion of the subject site for Community Mixed-Use development, with the remainder of the site recommended for Low-Density Residential uses. Community Mixed-Use (CMU) districts are recommended locations for a high-density mix of residential, retail, office and civic uses in a compact urban setting that may encompass many blocks of land. Developments in CMU districts are recommended to either be located adjacent to medium- or high-density residential areas or be large enough to accommodate high-density residential uses when adjacent to lower-density areas, and may also be located near employment centers. Buildings in these zones should be well designed and located close to the sidewalk, with parking located at the rear of the buildings or underground, and pedestrian-level amenities should be provided. The intensity of development in areas recommended for Community Mixed-Use development will vary throughout the City, with more specific standards for height, FAR and urban design to be determined through a neighborhood or special area planning process. Buildings in CMU districts should be at least 2 stories in height, and residential density should generally not exceed 60 units an acre, although more intensive development may be recommended in a neighborhood or special area plan.

The Comprehensive Plan places a significant emphasis on new or infill development being complementary to and compatible with the existing and planned characteristics of the surrounding neighborhood, and infill development or redevelopment being designed to incorporate or improve upon existing positive qualities such as building proportion and shape; pattern of buildings and yards; building orientation to the street, and; building materials and styles. Although infill development is strongly encouraged as a key theme of the overall plan, it is always only one among many objectives, and other factors such as architectural character and scale (including building height, size, placement and spacing), block and street patterns, landscaping and traffic generation are also important.

Planning staff believes that the proposed mixed-use building is consistent with the recommendations for Community Mixed-Use development. Staff also believes that the Plan Commission could find that the project is generally consistent with the recommendations for Low-Density Residential (LDR) development.

## 502 South Park Street

The Comprehensive Plan recommends that development in LDR districts not exceed an average of 16 units per net acre for the Low Density Residential area as a whole, and that most developments within an LDR area should fall within this range, though small areas of higher density may exist. The Comprehensive Plan identifies that small-scale apartment complexes comprised of relatively small, low-rise buildings (such as garden apartments) may be included in the LDR category, and further notes that higher density housing types within LDR areas generally should be located near mixed-use or other more intensively developed areas, with a transition to smaller buildings such as duplexes and single-family detached houses as the distance from the more intensively developed area increases. Staff believes in this case if it is concluded that this is a well designed and attractive building that the density of the proposed development can be found to be appropriate given its location on the edge of the LDR area and adjacent to the higher density S. Park Street mixed-use corridor, as is the proposed transition from five stories at S. Park Street to three stories in the center of the block.

The subject site is also located within the boundaries of the Greenbush Neighborhood Plan, which was adopted by the Common Council in July 2008 and includes a series of goals and strategies to revitalize the neighborhood bounded by Regent Street on the north, S. Park Street on the east, Haywood Drive on the south, and S. Randall Avenue on the west. The plan recommends that properties along the west side of S. Park Street be redeveloped with mixed-use buildings between two- and four-stories in height, with neighborhood-oriented retail and service uses on the street-level floor and residential units on upper floors. Parking should be located behind the buildings and appropriately screened. Redevelopment is encouraged in the plan, but neighborhood residents indicated a desire for future developers to appreciate, rehabilitate, and incorporate the original brick buildings along S. Park Street, like the Ideal Body Shop. To the west, the plan recommends that the existing housing stock located between S. Mills Street and the S. Park Street mixed-use area should be preserved and rehabilitated to create more cohesion between the homes and S. Park Street (shown as Area 2 in the plan).

Staff believes that the proposed development is consistent with the general goals and objectives for the S. Park Street corridor and for the residential area to the west of S. Park Street in the Greenbush Neighborhood Plan, though staff acknowledges that the height of the proposed building exceeds the maximum four-story the plan recommends and that the project also does not incorporate the Ideal Body Building as desired. However, staff believes on balance that the proposed mixed-use building will result in an acceptable form of mixed-use redevelopment that will increase the diversity of housing available in the Greenbush neighborhood through the addition of market-rate, non-student-oriented apartment units, and provide additional opportunities for neighborhood-oriented retail and services along S. Park Street as desired in the plan.



801 South Park Street



**BUILDING INFORMATION:** PD(GDP-SIP), Mixed-Use Development (Erin Square) in UDD No. 7. 13<sup>th</sup> Ald. Dist. (16320)

DWELLING UNITS: 7

LOT AREA: 16,096 SF

NUMBER OF STORIES: 2

PARKING SPACES

VEHICULAR: 14 surface

Owner: Pat McCaughey

Agent: John Bieno-TJK Design Build

FINAL UDC ACTION DATE: 11/7/2012

801 South Park Street

## 801 South Park Street

**Adopted Land Use Plans:** The Comprehensive Plan (2006) recommends Community Mixed Use for this parcel and the surrounding portion of the Park Street corridor. Neither the Brittingham-Vilas Neighborhood Plan (1989) nor the South Madison Neighborhood Plan (2004) has specific land use recommendations for the property. The Park Street Corridor Urban Design Guidelines (2004), have largely been codified in Urban Design District 7, and the proposal is being reviewed by the Urban Design Commission for consistency with these.

**Consistency with Adopted Plans-** The proposed building is generally consistent with the Comprehensive Plan recommendation for “Community Mixed-Use” (CMU) in this area, which would include buildings of two or more stories well-oriented to the street, with commercial uses on the ground floor and residential uses on upper levels. The proposed density of 19 units per acre is well within the recommended limit for 60 units per acre densities in areas recommended for CMU.

**Residential Units-** The seven residential apartments are very small, and will effectively be limited to use by tenants without automobiles (or tenants with off-site parking options). The applicant indicates that the intended market is young professionals associated with St. Mary’s Hospital across the street, but notes that some students may also be interested, as the property is only one mile from the UW campus and well-served by transit. Staff believes that while a much larger project with exclusively small one-bedroom units and efficiencies might not be easy to support, there is likely a market for these seven units, and they add a new housing type to the neighborhood. As has been mentioned, however, it is important to provide high-quality infrastructure for bicycle parking for these units, especially due to the fact that the developer is assuming that none of them will have automobiles.

**Commercial Uses-** General retail, restaurant, and other commercial uses are appropriate for this site, which is part of an important commercial and mixed-use corridor leading into the central part of the City. Throughout the review process, the location and operation of the drive-through facility have been a primary focus. It is worth noting that the most likely new zoning district for this area would be the “Traditional Shopping Street” (TSS) District. The TSS District does not allow drive-through facilities as permitted or conditional uses, but the proposed uses and building form would otherwise be permitted in the TSS District.

722 Williamson Street/306 South Livingston Street



**BUILDING INFORMATION:** PD for Construction of a New Mixed-Use Development Containing 39 Apartments, 5,300 Square Feet of Commercial Space. 6<sup>th</sup> Ald. Dist. (23566)

DWELLING UNITS: 39

FLOOR 1: 5,365 SF Retail Space

LOT AREA: 20,196 SF

NUMBER OF STORIES: 5

PARKING SPACES

VEHICULAR: 28 covered, 18 surface

Owner: Marty Rifken/The Rifken Group, LTD      Agent: Knothe & Bruce Architects, LLC

FINAL UDC ACTION DATE: 4/3/2013

722 Williamson Street/306 South Livingston Street

802-824 Williamson Street/301 South Livingston Street



**BUILDING INFORMATION:** PD(GDP-SIP), Mixed-Use Development, 39 Apartment Units. 6<sup>th</sup> Ald. Dist. (04485 & 02050)

**Phase 1:**

DWELLING UNITS: 39

COMMERCIAL SPACE: 6,600 SF

LOT AREA: 26,136 SF

NUMBER OF STORIES: 3

FLOOR AREA RATIO: 1.8

PARKING SPACES

VEHICULAR: 35 inside, 18 surface

MOPED/BICYCLE: 48 stalls, 5 stalls in front

FINAL UDC ACTION DATE: 10/29/2005

**Phase 2:**

DWELLING UNITS: 39

Owner: Scott Lewis

NUMBER OF STORIES: 3

Agent: Sutton Architecture

PARKING SPACES

VEHICULAR: 52

BICYCLE: 50

FINAL UDC ACTION DATE: 11/15/2006

802-824 Williamson Street/301 South Livingston Street

1254 Williamson Street (formerly 1252 Williamson Street)



**BUILDING INFORMATION:** PD(GDP-SIP) for a Mixed-Use Building with 31 Residential Units and 2,400 Square Feet of Commercial Space. 6<sup>th</sup> Ald. Dist. (15686)

DWELLING UNITS: 34

LOT AREA: 23,972 SF

NUMBER OF STORIES: 3

PARKING SPACES

VEHICULAR: 8 surface, 24 underground

BICYCLE: 10 surface, 21 underground

FLOOR AREA RATIO: 1.5

Owner: Scott Lewis

Agent: Knothe & Bruce Architects, LLC

FINAL UDC ACTION DATE: 9/5/2012

1254 Williamson Street (formerly 1252 Williamson Street)

## 1254 Williamson Street (formerly 1252 Williamson Street)

**Adopted Land Use Plans:** The Comprehensive Plan (2006) recommends Neighborhood Mixed Use for this parcel and the surrounding portion of the Williamson Street corridor. The Marquette Neighborhood Center Master Plan (2000- *see attached excerpts for reference*) recommends a mixed-use building for the redevelopment of this site, matching the urban character of the other three corners. The Plan suggests a mix of underground and surface parking, and offers that an aggregation of parcels might better provide an opportunity for the redevelopment. Design recommendations in the Plan are for a two to three-story building built at or close to the front property line.

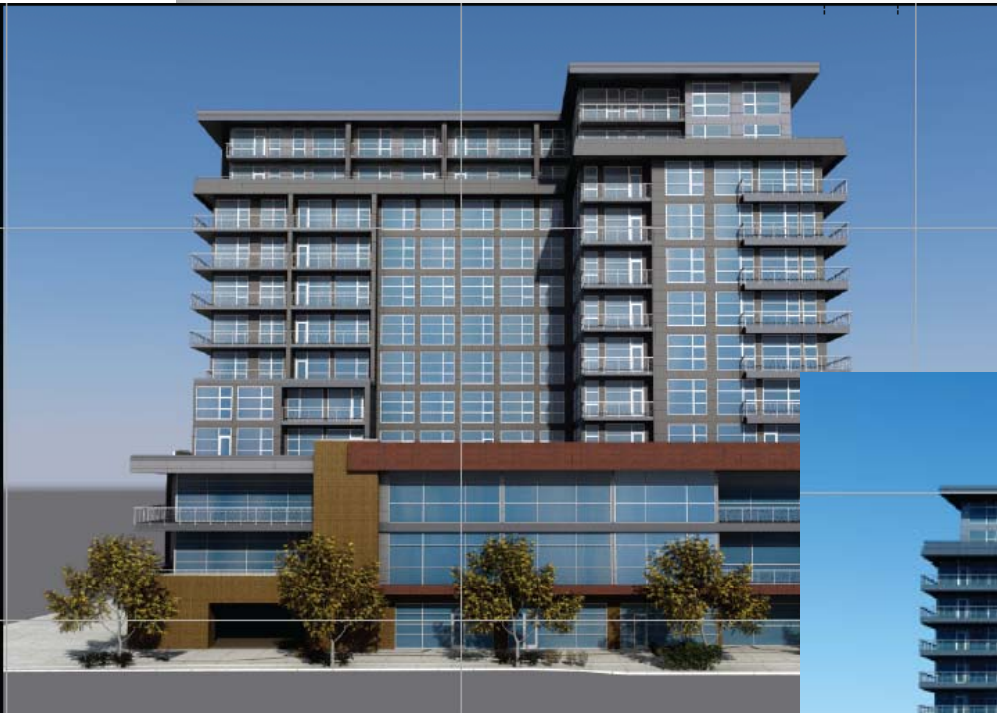
Consistency with Adopted Plans-The mixed-use project is a good example of development appropriate for the Neighborhood Mixed-Use (NMU) areas as recommended in the Comprehensive Plan (2006). Within NMU areas, the Plan calls for well-designed buildings between two and four stories in height, placed close to the sidewalk and street, with parking located underground or behind the building.

The project very closely matches a highly specific site redevelopment recommendation in the Marquette Neighborhood Center Master Plan (2000), which was Phase 1 of the Williamson Street B.U.I.L.D. Plan focused on the 1100, 1200, and 1300 blocks of Williamson Street. Primary Recommendation No. 3 in the Plan reads as follows:

*“Redevelop the northwest corner of Baldwin and Williamson (vacant Sunrise Oil Company) and adjacent lands) as a mixed use building utilizing underground parking and surface parking at the rear. The new building should be placed at the sidewalk and its architectural detailing should match the urban character of buildings such as the Schaefer Pharmacy.*

As recommended in the Plan, the proposed redevelopment is a mixed-use building with residential units above commercial spaces and underground parking. The proximity of the building to the front property line follows plan recommendations and is consistent with other buildings on this corner. The only possible divergence from the Plan is that the building proposed is three, rather than the two stories recommended on p. 21 (*see attached excerpt*), and would thus be the tallest among the buildings on this particular corner. However, the map and illustrations on pages 33 and 35 of the Plan would allow for up to three stories at this location. In any case, Planning Division staff believes that the height of the proposed mixed-use building demonstrates consistency with the intent of the Plan, and is appropriate at this location.

741 East Mifflin Street/754 East Washington Avenue/10 North Livingston Street



**BUILDING INFORMATION: PD(GDP-SIP), Mixed-Use Development – The Constellation. 2<sup>nd</sup> Ald. Dist. (24584)**

DWELLING UNITS: 217

LOT AREA: 65,490 SF

NUMBER OF STORIES: 12

PARKING SPACES

VEHICULAR: 275 (underground), 52 (ground level)

BICYCLE: 432

Owner: Gebhardt Development

Agent: bark design/Christopher Gosch

FINAL UDC ACTION DATE: 2/5/2014

741 East Mifflin Street/754 East Washington Avenue/10 North Livingston Street

**Adopted Land Use Plans:** The Comprehensive Plan (2006) recommends Community Mixed-Use for this property and the surrounding blocks between East Washington Avenue and East Mifflin Street. The Tenney-Lapham Neighborhood Plan (2008) recommends Community Mixed-Use for the southern half of the property, and High-Density Residential use (defined in the plan as 41-60 units per acre) on the northern half of the property.

The East Washington Avenue Capitol Gateway Corridor BUILD Plan (2008) recommends Community Mixed-Use with commercial uses on the ground floor at the corner for the half of this property facing East Washington Street, and High-Density Residential use for the half of the property facing East Mifflin Street. This plan also includes specific bulk and design guidelines, which have largely been codified in Urban Design District 8 (UDD 8), MGO Sec. 33.24(15). A review of the proposal's compliance with UDD 8 is included in this report.

**Consistency with Adopted Plans-** The proposed building is generally consistent with the Comprehensive Plan recommendation for "Community Mixed-Use" (CMU) in this area, which would include buildings of two or more stories well-oriented to the street, with commercial uses on the ground floor and residential uses on upper levels. The proposed density of 145 units per acre is significantly higher than the recommended limit for 60 units per acre densities in areas recommended for CMU, but the maximum building heights recommended in the East Washington Avenue Capitol Gateway Corridor BUILD Plan (2008) and codified in Urban Design District 8 would support this density.

The proposal is generally consistent with the BUILD Plan and the Tenney-Lapham Neighborhood Plan, both of which recommend mixed-use on the East Washington Avenue half of the site, and high-density residential use on the East Mifflin Street side.



301 South Ingersoll Street



**BUILDING INFORMATION:** PD-SIP, 76-Unit Apartment Development. 6<sup>th</sup> Ald. Dist. (05833)

DWELLING UNITS: 76

LOT AREA: 41,464 SF

FLOOR AREA RATIO: 2.0

NUMBER OF STORIES: 3 & 4

PARKING SPACES

VEHICULAR: 103 spaces

BICYCLE: 63 spaces

Owner: 301 S. Ingersoll, LLC/Rich Arnesen

Agent: Knothe & Bruce Architects, LLC

FINAL UDC ACTION DATE: 1/3/2008

301 South Ingersoll Street

## 301 South Ingersoll Street

**Adopted Land Use Plan:** The Comprehensive Plan identifies this site and most of the 1000- and 1100-blocks of E. Wilson and Williamson streets for high-density residential uses. The site is also within the limits of the East Rail Corridor Plan, which identifies the site as part of a residential redevelopment area recommended for E. Wilson Street between Paterson Street and Few Street (900-1100 blocks). The plan calls for projects in the E. Wilson Street residential district to generally be three stories, with the ability for a fourth story to be allowed if affordable housing is included in the project. Building coverage may be relatively high, with underground parking encouraged. Densities in the residentially recommended areas of the East Rail Corridor Plan are intended to range between 25 and 60 units per acre. The site is also located within the boundaries of the Design Guidelines & Criteria for Preservation for Williamson Street 600-1100 Blocks (BUILD), which establishes demolition and design standards that govern new developments and rehabilitations along that corridor.

The subject site is located within the boundaries of two recently adopted plans prepared to address redevelopment activities in the southern half (south of E. Washington Avenue) of the Isthmus, the Design Guidelines & Criteria for Preservation for Williamson Street 600-1100 Blocks (BUILD) (Williamson Street Design Guidelines) and the East Rail Corridor Plan.

The first plan, the Williamson Street Design Guidelines addressed land development and historic preservation issues along Williamson Street corridor between S. Blair and Few streets, with the northern extent of the study area including the properties along the south side of E. Wilson Street, including the subject site. In the plan, the subject site was identified during the process as a preferred site for redevelopment (as was the entire 1100-block of E. Wilson Street). Criteria were included in the plan for judging new developments. In the case of the subject site, the height of the building was restricted to three stories except where affordable housing was provided, in which case, a fourth story would be allowed. The Design Guidelines also prescribe yard requirements for new projects, which includes setbacks in this block of five feet in the front, six feet in the side yards and 16 feet in the rear yards. The proposed project appears to generally conform to these criteria with the exception of the side yard adjacent to S. Ingersoll Street, which is deficient along sections of that façade by a foot.

The East Rail Corridor Plan (ERCP) was developed to guide redevelopment activities for the area bounded by E. Washington Avenue on the north, S. Blair Street on the west, the middle of the block between E. Wilson and Williamson Streets on the south and the Yahara River on the east, generally centered on the Union Pacific Railroad corridor that extends through the area. The plan identifies the subject site as part of a residential redevelopment area recommended for E. Wilson Street between Paterson and Few streets (900-1100 blocks). The ERCP recommends higher-density development in place of the existing non-residential uses in that area in part to take advantage of future Central Park to the north in a portion of the rail corridor.

## 301 South Ingersoll Street

The ERCP calls for projects in the E. Wilson Street residential redevelopment area to generally be three stories in height, with the ability for a fourth story to be allowed if affordable housing is included in the project, with the exception of projects adjacent to the recommended Conservation Districts identified in the plan. This Conservation District encompasses the one-story residential buildings located at the southwest corner of E. Wilson and S. Ingersoll streets. Adjacent to these districts, it is recommended that the buildings not exceed 2.5-stories in height. The western wall of the 24-unit building will stand at three stories adjacent to S. Ingersoll Street in apparent conflict with the plan recommendations. However, at the time that the ERCP and Williamson Street Design Guidelines were adopted, it was determined that differences in *design* recommendations between the two plans would defer to the Williamson Street Design Guidelines, while differences in *land use* recommendations would defer to the ERCP.

Building coverage in the residential redevelopment area may be relatively high, with underground parking encouraged. In general, densities in the residentially recommended areas of the East Rail Corridor Plan are envisioned to range between 25 and 60 units per acre. A density of 71.7 units per acre is proposed for this project, though the plan provides for an undefined “density bonus” for projects providing a minimum of twenty percent of their units as affordable units. The Planning Unit feels that the density of this project is generally appropriate given the relatively good variety of dwelling units provided in the project and the physical design of the buildings, which appear to adhere to most of the design guidelines developed for this area in the two relevant plans.

The Williamson Street Design Guidelines plan also includes criteria for the demolition of existing buildings that are geared towards preserving unique or historic structures and those structures that add to the overall character of the Williamson Street corridor. In the case of the four principal buildings present on the site, the Planning Unit finds none of the buildings to be of a character that would cause them to not meet the plan criteria for demolition, or the standards for demolitions in the Zoning Ordinance. The four buildings are in average to below average condition representative of their previous use as a taxicab dispatch and maintenance facility. Given that the Williamson Street Design Guidelines, East Rail Corridor Plan, and Comprehensive Plan (which identifies the site for high-density residential development) all recommend future alternative uses for the site, it appears that all three plans anticipated the eventual demolition of these buildings and reuse of the site.

# **SUGGESTED INDEPENDENT WALKING TOUR**

1. 621 Mendota Court (formerly 617-619) – PD(GDP-SIP), Residential Development in Downtown Design Zone No. 3. 8<sup>th</sup> Ald. Dist. (16452)
2. 602-630 East Johnson Street/309-323 North Blair Street, 601-625 East Gorham Street - Modifications to a Previously Approved PD(GDP-SIP) for the Renovation of Existing Residential Housing and New Residential Development. 2nd Ald. Dist. (13998)

621 Mendota Court (formerly 617-619)



**BUILDING INFORMATION:** PD(GDP-SIP), Residential Development in Downtown Design Zone No. 3.  
8<sup>th</sup> Ald. Dist. (16452)

LOT AREA: 8,188 SF

USE: Apartment Building

NUMBER OF STORIES: 8

PARKING: 3 bicycle, 27 moped (outside)  
72 indoor bicycle

LOT COVERAGE: 242,692 SF

FLOOR AREA RATIO: 3.86

Owner: Patrick Properties      Agent: Gary Brink & Associates, Inc.  
FINAL UDC ACTION DATE: 2/3/2010

621 Mendota Court

**Adopted Land Use Plans: The Comprehensive Plan (2006) includes this property in the Langdon**

Residential Sub-district of the Downtown area, where recommended land uses include mixed-use buildings, multi-unit residential buildings, and public and private open spaces.

*Consistency with Adopted Plans-* Multiunit residential buildings are consistent with land use types recommended for the Langdon Residential Sub-district of the Downtown area in the Comprehensive Plan (2006). The Langdon Residential Subdistrict lies within the boundary of the Downtown Plan currently underway, and there are no foreseen changes to the recommended land use types in this area, although recommended densities may change to account for new density ranges currently not included in the Comprehensive Plan. In this sub-district, mixed-use buildings and multifamily residential buildings ranging from 16-60+ units per acre are recommended, although the Plan notes that its land use recommendations should be considered preliminary until more detailed plans for the Downtown area are developed and adopted. Staff believes that the proposed density (128 units per acre), in and of itself, can be considered to be consistent with the Comprehensive Plan recommendations for net densities of 16-60+ units per acre the area, so long as a proposal demonstrates that the project is well-designed and that the proposed density can be efficiently and effectively managed.

While not a Plan, the Downtown Design Zones (DTDZs) created in 2001 provided very specific bulk limitations which provide a framework for acceptable densities. In this case, the proposal is located on property in DTDZ 3, where buildings with residential components seeking PUD Zoning are limited to eight (8) stories and an FAR of 5.0. This proposal meets these bulk requirements, and is the first proposal in DTDZ 3 to be reviewed using these standards.

602-630 East Johnson Street/309-323 North Blair Street, 601-625 East Gorham Street



**BUILDING INFORMATION:** Modifications to a Previously Approved PD(GDP-SIP) for the Renovation of Existing Residential Housing and New Residential Housing Development. 2<sup>nd</sup> Ald. Dist. (13998)

DWELLING UNITS: Existing Dwelling Units = 28  
New Construction = 83  
111

LOT AREA: 87,251 SF

NUMBER OF STORIES: 3

PARKING SPACES

VEHICULAR: 110 stalls (underground)

BICYCLE: 108 stalls (surface and underground)

Owner: Renaissance Property Group, LLC/Stone House Development

Agent: Knothe & Bruce Architects, LLC

FINAL UDC ACTION DATE: 6/17/2009

602-630 East Johnson Street/309-323 North Blair Street, 601-625 East Gorham Street

**Adopted Land Use Plan:** The Tenney-Lapham Neighborhood Plan identifies the subject site and rest of 600-block of E. Gorham/ E. Johnson streets for medium-density development between 16 and 25 units an acre and generally encourages the continuation of the building forms present on this block currently, which primarily consists of two- and three-story residential buildings located on individual parcels. The plan recommends that redevelopment projects be considered as exceptions to the cohesive development pattern present and be designed to be consistent with the existing architectural context, scale and building spacing, including being limited in height to three stories. The plan further discourages the demolition of contributing structures in a historic district.

The Comprehensive Plan recommends the subject site and most of the E. Gorham/ E. Johnson corridor between N. Blair and N. Baldwin streets for medium-density residential development.

#### Adopted Neighborhood Plan

The Tenney-Lapham Neighborhood Plan was adopted in 2008 to update an earlier plan for the area of the City generally bounded by N. Blair Street on the west, Lake Mendota on the north, the Yahara River on the east and E. Washington Avenue on the south. The 2008 update addresses a number of issues important to the Tenney-Lapham neighborhood, including land use, transportation and housing.

The Tenney-Lapham Neighborhood Plan identifies the subject site and the rest of the 600-block of E. Gorham/ E. Johnson streets for medium-density development between 16 and 25 units an acre and generally encourages the continuation of the building forms present on this block currently, which primarily consists of two- and three-story residential buildings located on individual parcels. While the plan emphasizes preservation of the existing built environment, it notes that small, infill redevelopment projects may be appropriate, though such redevelopment projects should be considered as exceptions to the cohesive development pattern present. New development should be designed to be consistent with the existing architectural context, scale and building spacing, including being limited in height to three stories.

Other goals in the updated neighborhood plan include increasing owner-occupancy and longer-term rentals of housing units in contrast to much of the development pattern in recent decades, which featured a high number of short-term, student-oriented rental properties; growing and strengthening the E. Johnson Street business district centered on N. Paterson Street, and maintaining the large rear yards present throughout much of the neighborhood.



# EXCERPTS FROM RELEVANT PLANS & PHOTOGRAPHIC MATERIALS

Williamson Street BUILD I  
Williamson Street BUILD II  
Downtown Building Heights

### III. PLAN RECOMMENDATIONS

The *Marquette-Schenk-Atwood Neighborhood Plan* describes a vision for the community in its Land Use and Economic Development recommendations to "treat its environs as a town." It is the goal of that plan to strategically design a balance among places for living, working, shopping and recreation within the local neighborhood.

The *Marquette Neighborhood Center Master Plan* builds on those goals development activity by examining the building and public realm features necessary for it to occur. It is a physical plan based upon principles brought forward from the *Marquette-Schenk-Atwood Neighborhood Plan*, *Isthmus 2020 Committee Report*, and other livable community doctrine combined with current community input from the 4-day workshop.

The recommendations of this Master Plan are organized to create a bridge between land use, urban design, public policy and implementation tools. They describe individual elements of composition among public realm improvements, natural features, and new construction projects. Also described in some detail are the movement systems and parking infrastructure necessary to appropriately place an increasing number of automobiles in a predominantly pedestrian environment.

#### Neighborhood Center Character

Currently, the intersection of Baldwin and Williamson Street has one vacant lot, a popular tavern, second-hand furniture and clothing store, and a drug store. Two of these corners have maintained the original building architecture and their business viability. Further down Williamson Street in either direction are a number of other local service businesses, small in scale, that maintain a traditional architecture of the buildings they occupy.

The idea of embellishment and artistic elements are not just confined to the public realm; they should also be encouraged with new private developments. The addition of small stonework design on a building is one example that adds richness and artistic quality to a neighborhood building.

#### *BUILD Projects*

In addition to two infill projects that have begun since the BUILD application (the Third Lake Lofts mixed-use building and the Willy Street Co-op), this plan recommends five building project sites (see Illustration on page 25).

1. Northeast Corner of Baldwin Street (old service station site)
2. Wilson Street Frontage (former Lumber Yard)
3. 1300 Block Redevelopment site (next to Crystal Corner Bar)
4. Marquip Complex
5. Ingersoll/Wilson

The objectives of previous plans fit very well with the objectives of the Master Plan by examining building architecture, public realm improvements, traffic calming, and parking requirements necessary to maintain a "funky, eclectic" mix of businesses. The aesthetic character defined by local residents and business owners as "funky" and "eclectic" is well-known regionally. It could become the trademark of this community elsewhere, but more importantly, it is the character most desired by the people who spend most of their time there.

#### *Public Realm and Gateways*

The *Marquette Neighborhood Center Master Plan* identifies several urban elements that could play a much stronger role in defining the boundaries of this area. The Yahara River bridge has been identified as one of the key ceremonial elements in the East Washington Avenue approach to the capitol. A neighborhood gateway at the intersection of East Washington Avenue and the Yahara River Parkway, as well as the crossing of Baldwin, could become a monumental gateway connecting the Williamson Street neighborhoods to the regional corridor. Such gateways should be designed to identify entrances to the neighborhood without channeling commuter traffic through the neighborhood.

#### *Role of Public Art Amenities*

The CitiARTS Program could assist by incorporating potential public art amenities with the Baldwin/Williamson Street Neighborhood Shopping Area to enhance the neighborhood's sense of place. Artists and art could be used in a multitude of ways and places to add character and interest to open spaces, transit shelters, pedestrian lighting, benches, trash containers, kiosks, bike racks, and to punctuate gateway areas. The public art amenities should be meaningful to the community, appropriate to the site, and have artistic merit.

These projects adhere to the *Isthmus 2020 Principles* and represent a range of commercial and mixed-use development that will continue the unique tradition of Williamson Street. Other opportunities will arise; they should be guided by these examples and a set of neighborhood design standards presented in the next chapter.

#### **Baldwin Street Corridor**

Baldwin Street completely crosses the Isthmus from Lake Mendota to Lake Monona. Unlike the Yahara River crossing, which is mostly relegated to foot, bicycle and boat traffic, Baldwin Street is a major vehicular access into the Williamson Street corridor. As illustrated on page 21, the prominence of the Baldwin Street corridor as a dignified entrance into Williamson Street neighborhoods could be enhanced significantly with a little attention to tree plantings, continuous sidewalk

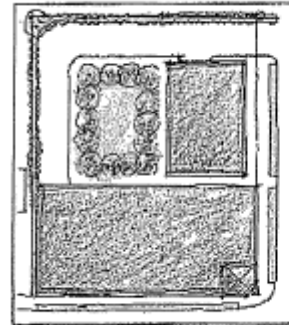
## Williamson Street BUILD I

connections, and new buildings that address the street. New construction, whether it be expansion or adaptive reuse of existing buildings, or new buildings, should complement existing architectural character and accommodate a number of uses and support the pedestrian environment of the area. A newly tree-lined street that connects these buildings and activities could become an elegant entryway and valuable amenity for local businesses and residents.

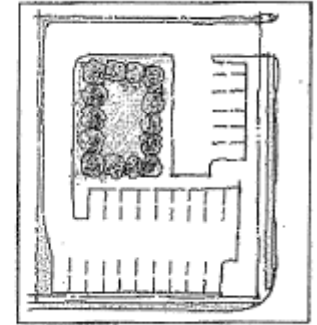
### Baldwin Street and Williamson Street Intersection

The northwest corner of the Baldwin Street/Williamson Street intersection was identified as a key redevelopment site in the original BUILD application. The site is formerly a gasoline station that is currently being mitigated for environmental contamination. Like the Few and Williamson site currently being redeveloped as the Third Lake Ridge Lofts project, this site has great potential to be redeveloped as a model for other sites in the area. The current land ownership includes the single-family houses and lots immediately north along Baldwin Street and west along Williamson Street. An aggregation of these lots provides the opportunity to develop a mixed-use building utilizing underground and surface parking on site.

As one corner of a significant regional intersection, new construction on this site should match the urban character of the other three corners to complete the traditional pedestrian character of Williamson Street. The building's placement at the sidewalk and its architectural detailing should clearly represent the principles that are evident all along the street. A commercial building type that includes residential units on the upper floor(s) would be ideal.

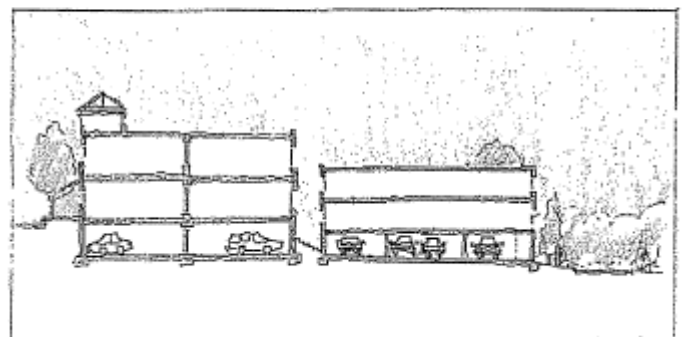
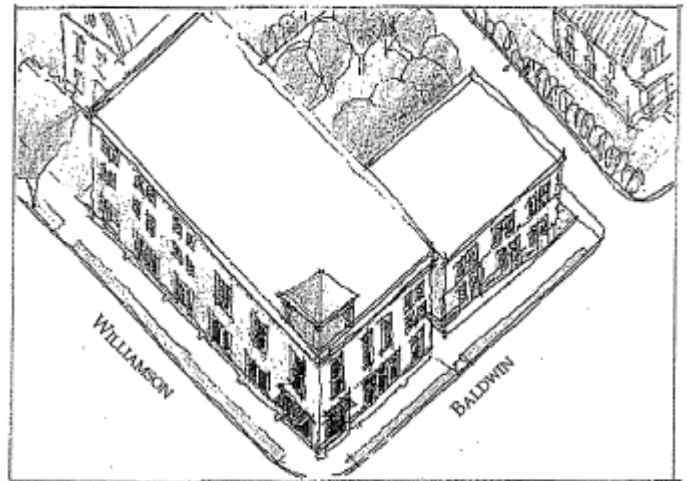


SITE PLAN



PARKING PLAN

*Proposed mixed-use development for the corner of Williamson and Baldwin.*



SECTION

### MIXED USE NEIGHBORHOOD CENTER

#### Building Type: Type I – Main Street

- Project Location:** Corner of Baldwin and Williamson Streets
- Allowable Use:** Commercial (ground floor), residential above with accessory residential building permitted at rear of lot.
- Parking:** 1.6 spaces/1,000 square feet of commercial.  
1/2 space per residential unit.  
Spaces must be located behind and/or underneath buildings.
- Building Location:** Principal building at front property line or 6 feet (maximum) back from front property line.
- Building Height:** 2 stories, maximum 35 feet.

### Williamson Street Grocery Co-op

The Willy Street Co-op has been identified as a major community focal point and gathering place in the neighborhood. With over 5,700 local members, the Co-op represents the essence of the community. The Co-op is an anchoring institution, a place where neighbors and friends shop, visit with one another, or just say hello. The significance of the Co-op as a gathering place and community anchoring institution cannot be underestimated.

Examining Williamson Street today, the urban pattern is that of a small commercial Main Street. A variety of uses found mostly in two-story buildings built to the street edge creates a well-defined sense of enclosure. The one unique exception to this physical pattern is the new Co-op site; it's distant heritage is that of an elementary school. At the time the neighborhood was built, convention dictated a civic presence for anchoring institutions such as schools, churches, and most public buildings.

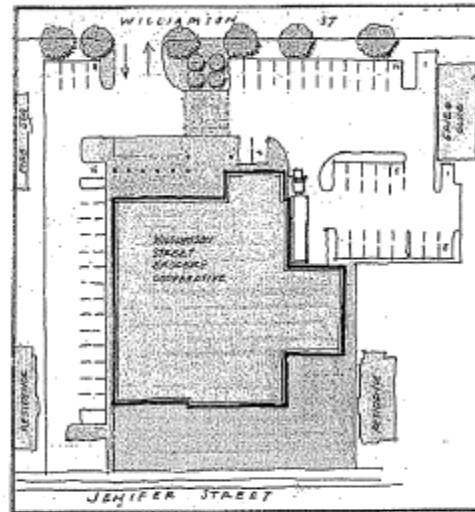
Demand has required that the Co-op move to a larger building still within the heart of the neighborhood. However, as much as the new Co-op building takes on the role as a central neighborhood institution, it does not reflect its cultural and civic site planning heritage. Therefore this heritage should be clearly expressed in the physical realm as a community open space or green (much like the school used to appear).

It is the site-planning of the space between the front of the Co-op building and the street edge that fails to take advantage of the Co-op's opportunity to have a civic presence. The current site plan has three distinct disadvantages:

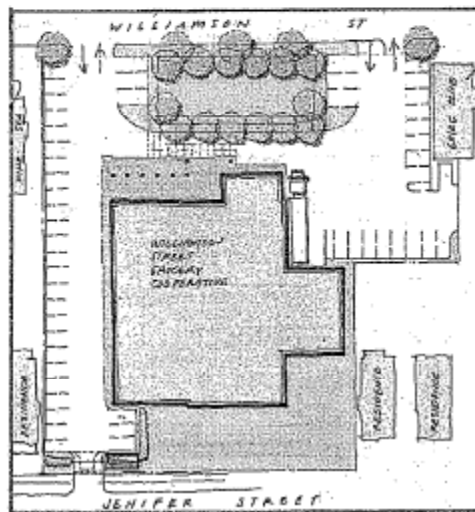
1. A parking lot across the entire length of the storefront disconnects the building from the pedestrian-oriented environment of Williamson Street.
2. The plan minimizes the value of a community open space, both as a civic gesture and a strong retailing image.
3. The traffic circulation patterns of a single access increase potential for conflict among cars, pedestrians, and bicycles. (The City of Madison Public Works Department determined there should be only one access or "curb-cut" from the Co-op site to Williamson Street.)

Master Plan Recommendations are as follows:

1. Re-design the Co-op parking lot to include a community green between the building facade and the street.
2. Maintain or increase the number of parking spaces. A unique circumstance of the approved site plan was the requested variance by the Co-op not to build the maximum number of parking stalls. The reduction in parking was proposed by the Co-op, on the basis of maintaining an appropriate balance for parking needs and the community's predominantly pedestrian orientation.

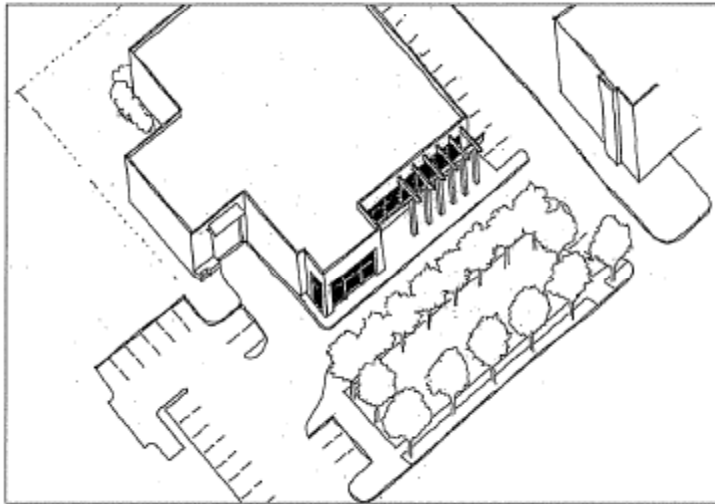


Existing Plan  
48 parking spaces

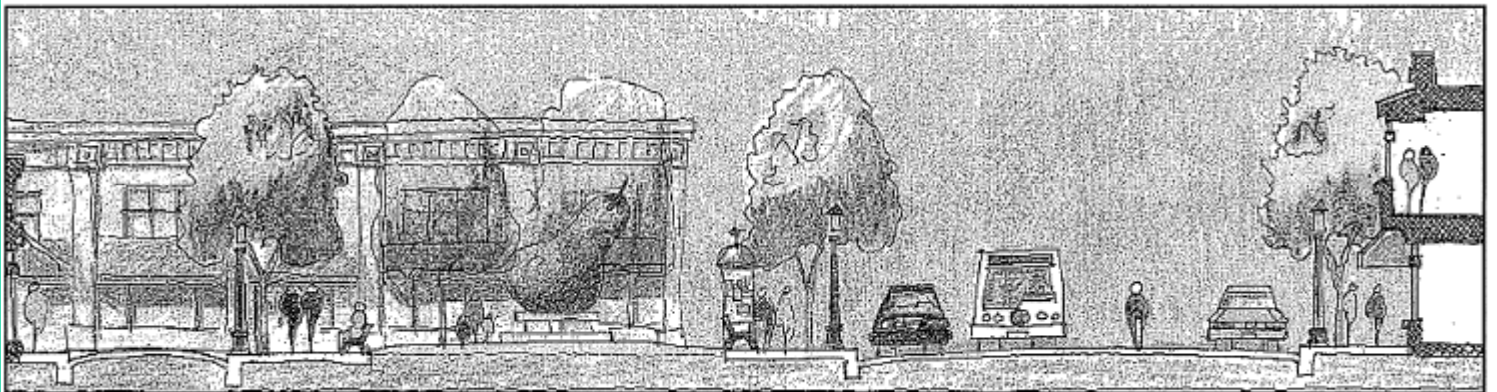


Proposed Plan  
51 parking spaces  
Community Green  
(50'x100')

Williamson Street BUILD II



*Axonometric view of co-op community green*



*A section through Williamson Street and the proposed community green in front of the Co-op*

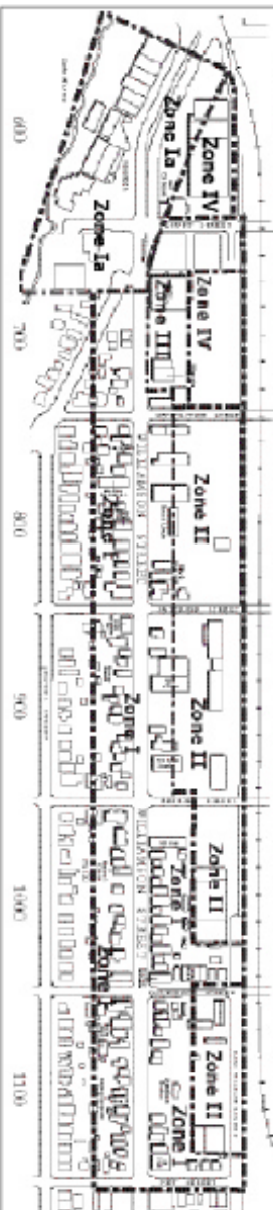
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**C. CRITERIA FOR REVIEW OF NEW CONSTRUCTION**

All new construction must be compatible with the historic character of the Third Lake Ridge Historic District. The criteria listed below are intended to promote construction that does not detract from the historic appearance of the neighborhood. It is not the intent of these criteria to create fake historic buildings, but to allow modern buildings to have their own style while still blending with the appearance of the historic buildings in the district. Modern materials that do not meet the exact requirements of the criteria but which are in harmony with the historic appearance may be considered on an individual basis under the variance procedure listed below.

1. **Maximum height.** The BUILD area has been divided into five zones with different height criteria (see map). The maximum heights permitted are as follows:
  - a. **Zone I.** New buildings shall be no higher than 2-1/2 stories, except for the following:
    - On the north side of the 800 and 900 block of Williamson Street, flat-roofed three story structures shall be permitted.
  - b. **Zone Ia.** New buildings shall be no higher than 4 stories, except for the following:
    - On the easterly 165 feet of the north side of the 600 block of Williamson Street, the height of new buildings shall be limited 3 stories in order to preserve the view of the capitol dome from the sidewalk at mid-700 block of Jenifer Street.
    - On the south side of the 700 block one additional story, up to a maximum height of five stories may be permitted if the project meets the preservation or affordable housing bonus criteria described below. A bonus story, up to a maximum height of three stories, may also be permitted if a project incorporates significant publicly accessible green space along Lake Monona.
  - c. **Zone II.** The maximum height is three stories, with the following exception: In Zone II either affordable housing, preservation or structured parking bonuses may be used to allow an additional story up to a maximum height of four stories. Note: The applicability of these bonuses is subject to the land uses prescribed under the City Zoning Ordinance.
    - Step back of fourth story. The intent of the step

**NEW CONSTRUCTION: HEIGHT ZONES FOR THE 600 TO 1100 BLOCKS OF WILLIAMSON AND WILSON STREET**



Reconciling of the two neighborhood plans; Williamson Street 600-1100 Block Plan and the East Rail Corridor Plan.

Concurrent with the planning that produced the Williamson Street 600-1100 Block Plan, another plan was taking shape - the East Rail Corridor plan. While in general the East Rail Corridor plan dealt with properties directly to the north of the Williamson Street 600-1100 Block Plan study area, there was an overlap for the properties on the south side of the 600 - 1000 blocks of East Wilson Street. Each of the two plans had slightly different recommendations for those block faces. After the Williamson Street 600-1100 Block Plan was introduced to the Common Council for adoption, it became clear that both plans should be revised to reconcile the slight differences in the recommendations.

The Plan Commission and Landmarks Commission addressed the differences between the Williamson Street 600-1100 Block Plan and the East Rail Corridor plan. In essence the final resolution calls for the land use recommendations in the East Rail corridor plan to prevail and the recommendations regarding design guidelines and criteria in the Williamson Street 600-1100 Block Plan to prevail. (Adopting resolution is located on page 49.)

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**Inclusionary Zoning**

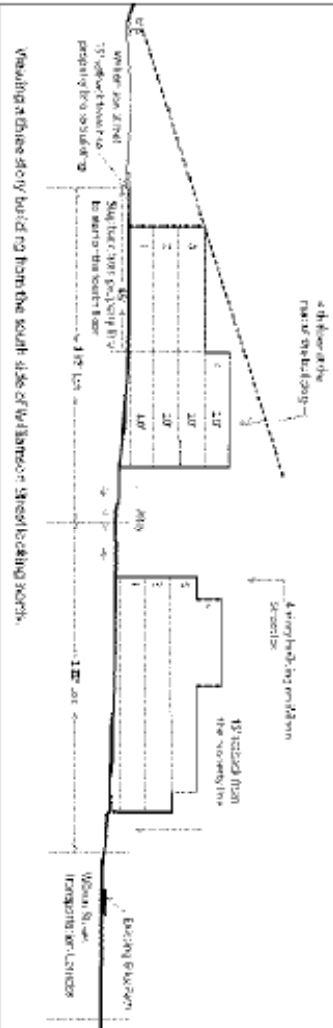
On February 3, 2004 an Inclusionary Zoning Ordinance was adopted by the City establishing how affordable housing is provided with new projects. The plan has an affordable housing bonus that is to complement the inclusionary zoning.

- d. Zone III. The height of a new building shall not exceed 54 feet or five stories, whichever is less.
- e. Zone IV. A new building shall be no higher than 54 feet or five stories, except for the following:
  - In Zone IV a mix of affordable housing, preservation or structured parking bonuses may be used to allow additional floors, but no new

**2. Preservation, affordable housing, and structured parking bonuses.**

- a. **Preservation bonus:** A preservation bonus may be granted on the same parcel or an adjoining parcel or parcels within the visually related area (defined in the ordinance as within 200 feet) in exchange for the substantial rehabilitation and restoration of any existing building in the district constructed prior to 1945. The preservation bonus for buildings up to 3000 square ft. will be an additional useable floor area up to 1-1/2 times the total floor area of the existing historic building. For buildings 3000-5000 square feet, the preservation bonus will be an additional useable floor area up to or equal to the total floor area of the existing historic building. For buildings over 5000 square feet the preservation bonus will be an additional useable floor area equal to the square footage of one level of the historic building. Bonus floor must adhere to maximum height rule.
- Definitions for Preservation Bonus:**  
 The substantial rehabilitation and restoration of a building must result in a marked improvement in the usefulness and attractiveness of a property, while maintaining and restoring the historic qualities and characteristics of the building. The historic qualities and characteristics should be significantly based on the records, documents and structural history of the subject property. Recent additions will not be eligible for inclusion in the floor area calculation.
- b. **Affordable housing bonus.** For residential projects in Zone Ia, Zone II and Zone IV that

**CROSS SECTION TO ILLUSTRATE THE STEP BACK FOR BONUS FLOOR ON THE NORTH SIDE OF WILLIAMSON ST.**



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**WILLIAMSON STREET 600-1100 Blocks**

conform to the minimum affordability targets specified in the Marquette Affordable Housing Plan for Williamson Street, one additional floor above the maximum will be allowed. The affordability targets are based on the existing income distributions for the City of Madison and the Marquette neighborhood, and are computed separately for rental and owner-occupied (condominium) projects. They define the percentage of units of each size that must be affordable to individuals or families in several income ranges. For rental property these ranges extend from zero to 80% of median neighborhood income; for owner-occupied (condominium property they extend from 60% to 120% of median City Census tract 19 data, rather than County data will be used to compute income requirements. (see the Affordable Housing Plan in the BUILD 2 amendments to the neighborhood plan). (Note: All density bonuses are subject to the land use provisions of the City Zoning Ordinance.)

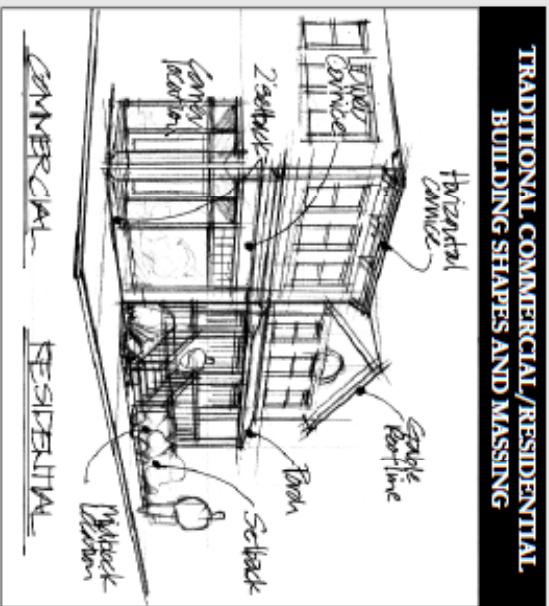
**3. Structured parking bonus.** In Zone II and IV, for non-residential projects, up to one additional story above the listed limits may be permitted if more than one floor of structured parking is provided. (Note: All density bonuses are subject to the land use provisions of the City Zoning Ordinance.)

**4. Massing all zones.** New buildings shall be designed to reflect the patterns and rhythm of masses and spaces within the visually related area. The total mass of a new building shall be compatible with that of surrounding buildings. A building of larger than typical mass may be appropriate if it is broken into elements that are visually compatible with the mass of surrounding buildings.

**a. Massing for residential buildings in Zones I and Ia.** The street facades of residential buildings



**ACCENTUATING THE ENTRANCES AND BREAKS IN FACADE HELP TO REDUCE MASS**



**TRADITIONAL COMMERCIAL/RESIDENTIAL BUILDING SHAPES AND MASSING**



**STEP BACK OF FOURTH STORY**

■ New building in Boulder, Colorado with upper stories set back 24 feet is an example of a step back. The relationship between height, step back and set back can assist in providing sunlight and air circulation for adjacent buildings.



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 WILLIAMSON STREET 600–1100 Blocks

**BLENDING NEW WITH OLD**



■ A new building in Boulder, Colorado with traditional storefront proportions blends new with old.

shall be articulated with dormers, bays, porches, and other architectural details to visually reduce the apparent mass of the new building and to blend with the details of older existing residential buildings within the visually related area. Residential buildings shall have one or more porches and at least one entry door on the main street facade. The main front entrance shall be scaled large enough to be a focal point on the facade.

Larger residential buildings may be permitted, provided that the facade is divided into distinct masses no more than twenty-five (25) feet wide and provided that each distinct mass is off set from the others by at least five (5) feet. A new building shall be no wider than sixty (60) feet. Articulation and breaks in the facade must be sufficient to maintain the patterns and rhythm of masses and spaces of existing buildings in the visually related area.

**b. Massing of commercial, and mixed-use buildings in Zones I and Ia.** Articulation and breaks in the facade of commercial and mixed-use buildings must be sufficient to maintain the rhythm of masses and spaces of existing commercial and mixed-use buildings in the visually related area.

No building shall be wider than 60 feet.

**5. Front yard setbacks in Zone I and Ia.**

**a. Commercial and mixed use buildings in the 600 through 1100 blocks:** The setback of street facades for such buildings shall be two (2) feet from the property line. Setbacks up to eight (8) feet may be allowed to accommodate design for businesses that require outdoor retail space.

**b. Residential developments 600 through 1100**

**blocks:** The front yard setback shall be no less than fifteen (15) feet, except that one-story unenclosed front porches may encroach up to six feet into the minimum setback.

Variation in the above requirements may be allowed in that a new building's setback should be related to the setback pattern established by the adjacent buildings and the existing context. If setbacks in a block are varied, new residential construction can be located at a setback that is the average of the setback distances of the five (5) adjacent residential buildings on either side, but no closer to the property line than six (6) feet regardless of the setback of adjacent buildings.

**6. Side yard setbacks in all zones.** Side yards on non-occure lots less than forty-four (44) feet in width shall be a minimum of four (4) feet in width, with the total of both side yards being no less than ten (10) feet in width. On non-occure lots over forty-four (44) feet in width, side yards shall be no less than six (6) feet in width with the total of both sides yards being no less than sixteen (16) feet in width. For residential side yards on a street face the minimum width shall be eight (8) feet for residential properties and or commercial and mixed use side yards on a street face the width shall be two (2) feet.

**7. Rear yard setbacks.**

**a. Zones I, Ia and II.** The minimum rear yard setback is thirty-five (35) feet or sixteen (16) feet if the building has underground or structured parking.

**b. Rear Yard Setbacks in Zones III and IV.** The minimum rear yard setback is ten (10) feet.

**8. Open space requirements—all zones.** Seventy (70) square feet of open space is required for each bedroom in the new development. Balconies built to a

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WILLIAMSON STREET 600–1100 Blocks

minimum size of four (4) feet by eight (8) feet, common outdoor roof top space and half of any interior community space can be included as part of the open space requirement. Configuration of such are recommended to take on traditional urban forms such as courtyards, gardens, and interior-block passageways.

**9. Parking requirements—all zones.**

**a. Underground or structured parking.** Parking shall be located underground or be placed in structures wherever practical. Structured parking shall not detract from the historic character of the district. Generally, structured parking should be located away from the street-front and be accessed from side streets or alleys. Parking structures facing Williamson Street should be set back from the street and be lined with first floor retail spaces. The architecture of these structures should meet all other design criteria for new construction. Landscaping for parking structures shall include shade trees and three-season vegetation at a minimum. Fencing and/or vegetation shall block the parking structure from view as completely as possible.

**b. Surface parking lots.** Parking lots shall be located at the rear of the building and access shall be shared with adjoining parcel(s) wherever possible. For residential parcels with twelve (12) or fewer parking stalls, it is recommended that the maximum drive access be ten (10) feet. For mixed-use and residential parking lots of thirteen (13) stalls or more, it is recommended that the maximum drive access shall be eighteen (18) feet (All such parking lots are subject to traffic engineering review and approval, and wider drives may be required). Landscaping for parking structures shall include a minimum five (5) foot landscaping screening bed or a wall of the same material on the building façade and

provide shade trees and three-season vegetation at the sidewalk.

**c. Number of stalls required.** For residential developments, there shall be a minimum of .75 vehicle parking stalls per dwelling unit. For commercial use less than 800 square feet there is no minimum parking requirement. For office use over 800 square feet there shall be one stall for each 1000 square feet. Parking reductions may be considered under the City's current "Parking Stall Reduction Request" procedures.

**d. Bike parking requirement.** Bike parking will conform to the City Zoning Ordinance and will meet or exceed the underlying zoning for bike parking. In addition, heated space for bicycle maintenance and cleaning must be provided. The quality of landscaping around outdoor bike parking areas shall be at least equal to the other landscaping on the site. Bike parking racks must be attractive and securely placed; innovative designer bike racks are encouraged. A one-stall minimum of visitor bike parking per unit shall be provided.

**10. First floor elevation in Zone 1 and 1a.** For residential buildings, the finished first floor elevation at the front facade shall be between 18 inches to 48 inches above grade. For mixed use buildings, the first floor commercial level shall be at grade and/or shall meet ADA requirements for entrances. The intent is to have first floor entrances as close to the sidewalk grade as possible.

**11. First floor storefronts on commercial and mixed use buildings in Zone 1, 1a.** First floor storefronts shall be broken up into bays of a similar width to those on existing pre-1945 commercial buildings. The general historic pattern of large storefront windows, low kick

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**WILLIAMSON STREET 600–1100 Blocks**

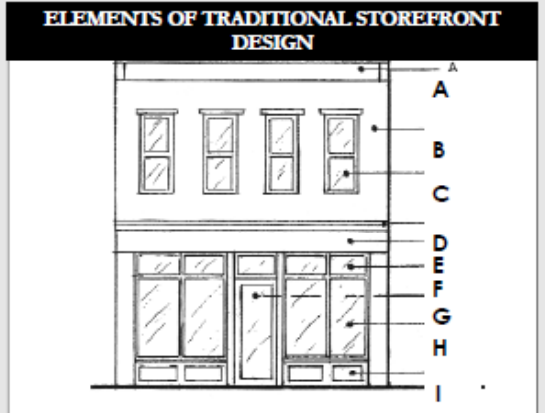
The original designers of most of the older commercial buildings on Williamson Street followed a tried-and-true formula that remained essentially the same from the 1850s through the 1930s. To help create visual continuity and contribute to the historic character of the district, this formula should be respected. Within that formula contemporary or modern design elements are encouraged. Below are a lists of traditional façade elements to consider:

- A. Kick plates
  - B. First floor display windows
  - C. Piers to provide sides and to define multi-tenant store fronts
  - D. Transom and/or a sign band
  - E. Sign band with or without cornices
  - F. Store cornices
  - G. Vertical windows with equal spacing
  - H. Parapet cap or cornice to provide a top for the building
  - I. Recessed central entrance, or angled corner entrance on buildings at the ends of a block
- The 24 foot setback of the third floor of this new building in Boulder, Colorado maintains the two story height of the district.

panels, transom windows, side pilasters and a cornice shall be used in new construction. For corner buildings, angled corner entrances are encouraged. For buildings with multiple commercial tenants, a sign band should be included in the design to maintain consistency in the building design.

**12. Façades on Mixed-Use Buildings.** Facades on mixed-use buildings should incorporate traditional design elements in new structures to help reflect historic patterns and relationships to existing structures in the district. Contemporary interpretations of traditional building elements will be considered. First floor storefronts shall be broken into bays of a similar width to those on existing pre-1945 commercial buildings. The general historic pattern of large storefront windows, low kick panels, transom windows, side pilasters and a cornice shall be used on new construction. For corner buildings, angled corner entrances are encouraged. For buildings with multiple commercial tenants, a sign band should be included in the design to maintain consistency in the building design.

- a. Parapet caps or cornices should be incorporated to terminate the top of façade. Special corner features for such structures at the corner of the block which exceed height limits for the district along Williamson Street may be approved.
- b. **Window patterns.** Upper floor window openings should be vertically oriented and regularly spaced. First floor window patterns should reflect the typical proportions in the district. Glass should be transparent; reflective or non-transparent glass is prohibited. (Decorative spandrel glass or other non-transparent glass for screening purposes may be approved upon special request).



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- c. **Kick panels** High quality materials and special focus on design details is encouraged. It is recommended that this area utilize higher quality materials and design. The first floor window sill height shall be 18" to 36" above grade.
  - d. **Sign band or awning placement.** Sign bands are required for multiple tenant structures and suggested for any mixed-use building. Externally illuminated signs are preferred, internally illuminated signs with only the individual letters illuminated are permitted with light levels appropriately subdued. Awnings are encouraged to be traditional angle shaped with valance. Colors for signage and awnings should complement the building and each other.
  - e. **Façade rhythm and entrances.** Primary entranceways should be easily identifiable as a focal point of the building. Recessed entrances are encouraged.
- 13. Siding materials in Zones 1 and 1a.** All new buildings shall be sided with masonry, such as stone or brick, in sizes and textures to reflect the masonry on existing buildings in the district. Stucco or stucco-like materials, such as EIFS, may also be permitted on new buildings only. Residential buildings may also be sided with wood clapboards of a narrow gauge (5" or less), or artificial materials that closely duplicate the appearance of wood clapboards. Wood shingles or modern materials that duplicate the appearance of original wood shingles may be used on the upper half of residential buildings. Combinations of the above materials may be permitted.
- 14. Roof pitch and type in Zones 1 and 1a.** Residential buildings shall have a moderate to steep pitch, to reflect the pitches of existing residential buildings in

the district, or a flat roof. Pitched roofs may be either gabled or hipped. Commercial/mixed use buildings shall have a flat roof. Other roof pitches and types may be approved provided that the design is compatible with the older buildings in the visually related area (the visually related area is defined in the Landmarks ordinance as within 200 feet).

- 15. Roof materials in Zones 1 and 1a.** Roofing materials shall be asphalt shingles, fiberglass or other composition shingles similar in appearance to multi-layered architectural shingles or 3-in-1 tab or Dutch lap, French method or interlock shingles. Sawn wood shingles may also be approved. Vents shall be located as inconspicuously as possible and shall be similar in color to the color of the roof. Rolled roofing, tar-and-gravel, rubberized membranes and other similar roofing materials are prohibited except that such materials may be used on flat or slightly sloped roofs that are not visible from the ground.

**A NEW CARRIAGE HOUSE DWELLING  
UNIT IN THE 1400 BLOCK OF  
WILLIAMSON ST.**



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**16. Accessory buildings in all zones.** Accessory buildings, as defined in Section 28.03(2) of these ordinances, shall be compatible with the design of the existing building on the zoning lot, shall not exceed fifteen (15) feet in height and shall be as unobtrusive as possible. Accessory buildings shall be located in the rear yard wherever possible. Siding may either match the siding on the building or be narrow-gauge clapboard, vertical board-and-batten or a high quality smooth stucco or stucco-like applied material. The roof shape shall have a pitch and style similar to the roof shape on the building. The roof material shall match as closely as possible or compliment the material on the main building.

**17. Accessory dwelling units.** Accessory dwelling units (ADUs) are apartments of not less than 400 square feet and not greater than 680 square feet. Accessory dwelling units are only a permitted use for parcels along Williamson Street in the Third Lake Historic District. Each parcel may have one principal building and one accessory building. The accessory unit may be a “granny flat” above a garage. The dwelling units must be under the same ownership as stipulated by the zoning ordinance. Rear yard setbacks for ADUs are a minimum of 4-feet or, if an alley is present, a minimum of 10-feet. Side yard requirements are a minimum of 4-feet. If existing structures are being used, the side and rear yards are to be reviewed by the Landmarks Commission to allow existing conditions depending on specific circumstances. The architecture must be reflective of the principal building. Home offices and

art studios are permitted subject to all zoning restrictions and provided they will be used exclusively by the residential occupant and not commercially leased or rented.

# MAXIMUM BUILDING HEIGHTS

- C - Capitol View Preservation Limit
- 12 Stories
- 10 Stories
- 8 Stories
- 6 Stories
- 5 Stories
- 4 Stories
- 3 Stories
- Additional Building Height Areas
- 15' Stepback Above 4 Stories
- Existing and Proposed Park and Open Space

Note: The Edgewater Hotel Development was approved at 9-stories, but this does not mean that 9-story buildings are appropriate throughout the greater area.



