

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

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

1. Requested Actions: ID #04004 – Approval of a request to rezone 203 Wisconsin Avenue from R6 and R6H (General Residence Districts) to C2 (General Commercial District) and approval of a demolition permit to allow razing of a former school building to facilitate an expansion of First United Methodist Church. ID #04005 – Approval of a request to rezone 22 E. Dayton Street and 208 N. Pinckney Street from R6H (General Residence District) and C2 (General Commercial District) to Planned Unit Development, General Development Plan/ Specific Implementation Plan (PUD-GDP-SIP) and approval of a demolition permit to allow relocation of an existing seven-unit apartment building from E. Dayton Street onto N. Pinckney Street, future demolition of a two-flat to allow construction of a 48-unit apartment building.
2. Applicable Regulations: Section 28.07 (6) of the Zoning Ordinance provides the requirements and framework for Planned Unit Developments; Section 28.12 (9) provides the process for zoning map amendments; Section 28.04 (22) provides the guidelines and regulations for the approval of demolition permits.
3. Report Prepared By: Timothy M. Parks, Planner and Michael Waidelich, Principal Planner.

GENERAL INFORMATION

1. Applicants & Property Owners:

04004 – First United Methodist Church; 203 Wisconsin Avenue; Madison; Matt Garrett, Strand Associates, representative.

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

4. Existing Conditions: The western portion of the block adjacent to Wisconsin Avenue is occupied by the First United Methodist Church, which includes a two-story church building located adjacent to the southeast corner of E. Johnson Street and Wisconsin Avenue and a three-story school wing that extends south from the church to front E. Dayton Street. A garden occupies the remainder of the church site adjacent to the corner of Dayton and Wisconsin. The remainder of the area affected by the two rezonings is occupied by a church parking lot accessed from N. Pinckney Street, a seven-unit apartment building at 18 E. Dayton Street and two-unit residences at 24 E. Dayton Street and 206 N. Pinckney Street.
5. Proposed Land Use: The church will raze the three-story school wing and remove the garden area at the corner in favor of a 17-stall surface parking lot, and will construct an expansion along the east wall of the church building. The seven-unit apartment building will be moved from the E. Dayton Street frontage to the site of the church parking access from N. Pinckney Street, while the two-unit dwelling at 24 E. Dayton Street will be demolished to allow a new 48-unit apartment building with 47 underground parking stalls to be built.
6. Surrounding Land Use and Zoning:
 - North: Madison Masonic Center and multi-family residences, zoned HIS PUD-SIP;
 - South: Multi-tenant office buildings and structured parking, zoned C4 (Central Commercial District) and PUD-SIP;
 - East: Multi-family residences, zoned R6 (General Residence District) and C2 (General Commercial District);
 - West: MATC Downtown Campus, zoned C2; Bethel Lutheran Church, zoned R6 & R6H.
7. Adopted Land Use Plan: The Comprehensive Plan includes the eastern portion of the block within the "Mansion Hill Downtown Residential Sub-District" while the western portion of the block is located within the "Downtown Core Mixed-Use Sub-District." The block is also located within the limits of the 1983 Fourth District – Old Marketplace Neighborhood Plan Strategy, which encourages the character of redevelopment activities to be consistent with the historical character of the surrounding neighborhood, in this case, Mansion Hill.
8. Environmental Corridor Status: The property is not located within a mapped environmental corridor.
9. Public Utilities & Services: The property is served by a full range of urban services.

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STANDARDS FOR REVIEW

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

PLAN REVIEW

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

First United Methodist Church

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

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

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

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

Scott Lewis/ CMI properties

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

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

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

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

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

Inclusionary Zoning

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

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

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

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

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

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

ANALYSIS & CONCLUSION

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

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

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

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

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

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

RECOMMENDATIONS

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

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

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

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



Traffic Engineering Division

David C. Dryer, City Traffic Engineer

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

July 13, 2006

TO: Plan Commission

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

SUBJECT: 22 East Dayton Street– Demolish / Rezoning – Demolish / PUD (GDP-SIP)

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

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

1. The applicant shall submit one contiguous site plan showing the impacts on all adjacent sites for the C.S.M., ingress, egress, driveways, approaches, parking spaces, and easements to be approved according to M.G.O.
2. The parking facility shall be modified to provide for adequate internal circulation for vehicles on C.S.M. Lot 2. This can be accommodated by eliminating a parking stall at the dead ends. The eliminated stall shall be modified to provide a turn around area ten (10) to twelve (12) feet in width and signed "No Parking Anytime." In addition, the applicant shall provide for truck service be shown to turn around to ingress/egress in a forward movement of E. Johnson Street.
3. The applicant should show the dimensions for 18 to 24 E. Dayton St., 202 to 206 N. Pinckney St. and 203 Wisconsin Ave. impacted sites proposed and existing parking stalls' items A, B, C, D, E, F, H, and degree angle parking width and backing up, according to Figures II "Medium and Large Vehicles" parking design standards in Section 10.08(6)(b) 2.
4. The applicant is proposing a temporary parking lot on C.S.M. lot 2. The Plan Commission Approval of the temporary parking lot on Lot 2 should be accordance to M.G.O.
5. City of Madison radio systems are microwave directional line of sight to remote towers citywide. The building elevation will need to be review by Traffic Engineer to accommodate the microwave sight and building. The applicant shall submit grade and elevations plans if the building exceeds four stories prior to sign-off to be reviewed and approved by Keith Lippert, (266-4767) Traffic Engineering Shop, 1120 Sayle Street. The applicant shall return one signed approved building

elevation copy to the City of Madison Traffic Engineering office with final plans for sign off.

GENERAL OR STANDARD REVIEW COMMENTS

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

6. When the applicant submits final plans for approval, the applicant shall show the following: items in the terrace as existing (e.g., signs and street light poles), type of surfaces, existing property lines, addresses, one contiguous plan (showing all easements, all pavement markings, building placement, and stalls), adjacent driveway approaches to lots, signage, percent of slope, vehicle routes, dimensions of radii, aisles, driveways, stalls including the two (2) feet overhang, and a scaled drawing at 1" = 20'.
7. When site plans are submitted for approval, the developer shall provide recorded copies of the joint driveway, ingress/egress, and parking easements.
8. The applicant shall prevent encroachment onto adjacent land areas and sidewalk by barriers of some type, which shall be noted on the face of the revised plans.
9. "Stop" and "No Left Turns" signs shall be installed at a height of seven (7) feet to the bottom of the first sign at all approaches to E. Dayton Street & East Johnson Street and a "Stop" sign shall be installed at a height of seven (7) feet at N. Pinckney Street driveway approach to Lot 2. All signs at the approaches shall be installed behind the property line. All directional/regulatory signage and pavement markings on the site shall be shown and noted on the plan.
10. The applicant shall design the underground parking areas for stalls and backing up according to Figures II of the ordinance using the 9' or wider stall for the commercial/retail area. The "One Size Fits All" stall maybe used for the underground parking area only, which is a stall S = 8'-9" in width by L = 17'-0" in length with a E = 23'-0" backup. The applicant shall modify and dimensions for proposed parking stalls' items S = 17 ft., B = 8.75 ft., C = 17 ft., D = 17 ft., E = 23 ft., and F = 20 ft., and for ninety-degree angle parking width and backing up. Stair cases, Elevators shafts, Aisles, ramps, columns, offices or work areas are to be excluded from these rectangular areas, when designing underground parking areas.
11. The intersection shall be so designed so as not to violate the City's sight-triangle preservations requirement which states that on a corner lot no structure, screening, or embankment of any kind shall be erected, placed, maintained or grown between the heights of 30 inches and 10 feet above the curb level or its equivalent within the triangle space formed by the two intersecting street lines or their projections and a line joining points on such street lines located a minimum of 25 feet from the street intersection in order to provide adequate vehicular vision clearance.
12. All existing driveway approaches on which are to be abandoned shall be removed and replaced with curb and gutter and noted on the plan.

13. The applicant shall modify the plan so no part of the driveway approaches shall extend in front of the property belonging to a person other than the permittee unless both property owners sign a joint application for a permit or driveway radii waiver letter prior to submittal of plans for approval.
14. The applicant should provide for adequate pedestrian pathways/linkage from the public sidewalk on E. Dayton Street to all proposed future building entrances.
15. The Developer shall post a deposit and reimburse the City for all costs associated with any modifications to Traffic Signals, Street Lighting, Signing and Pavement Marking, and conduit and handholes, including labor, engineering and materials for both temporary and permanent installations.
16. The developer shall work with the City to resolve construction-related issues prior to submitting final plans for approval. The site has limited areas on and off site for construction-related use. There shall no or very limited impact to Johnson St. There may be a daily fee for any on-street parking or loading zone removal due to this project. The fee is based on the hourly meter rate times (X) nine (9) hours per day. Staff cannot commit to anything until it can perform a detailed review with the applicant.
17. Public signing and marking related to the development may be required by the City Traffic Engineer for which the developer shall be financially responsible.

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

Contact Person: John Sutton
Fax: 608-255-1764
Email: suttonarch@sbcglobal.net

DCD: DJM: dm

22 E. Dayton
Staff Review of the Inclusionary Development Unit Plan:
(July 12, 2006)

Name of Development	22 E. Dayton
Address	22 E. Dayton
Developer/owner	Scott Lewis: CMI
Contact Person	Scott Lewis
Contact Phone	608.256-4200
Fax	608.
Contact-mail	cmiscott@charter.net

SYNOPSIS:

This project involves two phases. In the first phase the developer will relocate a 7 unit building to another residential site on the same block to allow for the expansion of the church site on the same block. 2 existing duplex units will remain. In Phase 2 an existing building will be torn down and a new 48 unit rental building will be constructed with 47 underground parking stalls.

57 total rental housing units are part of this PUD with 9 IZ Units proposed.

The IDUP requests that all the 9 IZ units be placed in the new 48 unit building to be constructed as part of Phase 2 of the PUD.

The developer must submit a full IDUP for Phase 2 of the project that will meet the requirements of the IZ ordinance.

The City will place a LURA on all the parcels of the GDP until the final IZ Plan is approved and the units identified in the SIP for Phase 2 of the development.

CONCLUSION:

The project as proposed, based upon the available information furnished by the developer,		
	Will comply with MGO 28.04 (25)	
X	Will comply with MGO 28.04 (25) if the following conditions or changes are met:	A full IDUP must be submitted with the SIP for Phase 2 including unit placement, # bedrooms and pricing that meets the requirements of the Ordinance.
	Does not comply for the following reasons:	

Reviewed by	Barb Constans, CD Grants Administrator Hickory R. Hurie, CD Grants Supervisor Date: July 12, 2006
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1. PROPOSED ALLOCATION OF AFFORDABLE UNITS

Number of units	At Market	At 80%	At 70%	At 60%	At 50%
for-sale units					
rental units	48			9	

Number of units	Efficiency	1-bedroom	2-bedroom	3-bedroom	4-bedroom
Rental: Market-rate	8	25	12	3	
Rental: Inclusionary units	2	5	2		

3. ISSUES RELATED TO DESIGN, PRICING, OR TERMS OF IZ UNITS

Standards for Inclusionary dwelling units (IDUs)	Complies	Does not comply	Additional comments
Exterior Appearance of IDUs are similar to Market rate	TBD		Developer will need to review again with City staff as plans are developed.
Proportion of attached and detached IDU units is similar to Market rate.	Yes		Assume this is correct although no detail is provided on layout of market unit types
Mix of IDUs by bedroom size is similar to market rate	Yes		Will need to be detailed as project proceeds.
IDUs are dispersed throughout the project	Yes with notes:		Requests exemption the 7 unit building that is being moved . The new IZ ordinance would allow an exemption of up to 12 units so the requested reservation is within 20% of total units allowed by the new ordinance.
IDUs are to be built in phasing similar to market rate	Yes		
Pricing fits within Ordinance standards	Yes		Units will be priced at time marketing starts – which will match the phases of the development
Developer offers security during construction phase in form of deed restriction	Yes		
Developer offers enforcement for for-sale IDUs in form of option to purchase or for rental in form of deed restriction	Yes		Standard terms will apply.
Developer describes marketing plan for IDUs	Yes		Standard terms will apply.
Developer acknowledges need to inform buyers/renters of IDU status, responsibilities for notification	Yes		
Terms of sale or rent	Rent		
Developer has arranged to sell/rent IDUs to non-profit or CDA to meet IDU expectations	No		no arrangements made; developer will handle marketing.
Developer has requested waiver for off-site or cash payment	No		No request for waiver
Developer has requested waiver for reduction of number of units	No		No request for waiver
Other:			

4. INCENTIVES REQUESTED

- A) Density bonus of 10% (except developments of 4 or more stories and >75% of parking is underground, or has 30 or fewer detached units, then density of 20% per point)
- B) Reduction in Park development fees
- C) Reduction in Park Dedication requirements
- D) 25% reduction in parking requirements
- E) Non-city provision of street tree landscaping
- F) Cash subsidy from IZ fund, \$5,000/IZ unit for units designated for families at 60% AMI or less (for owner occupied units) and 40% AMI or less for rental units
- G) Cash subsidy from IZ fund, \$2,500/IZ unit for projects with 49 or fewer detached dwelling units or developments with 4 or more stories and at least 75% of parking is underground.
- H) One additional story in downtown design zones, not to exceed certain height requirements
- I) Eligibility for residential parking permits equal to number of IZ units in PUD
- J) Assistance in obtaining other funds related to housing
- K) Preparation of a neighborhood development plan from non-city sources (if development located in Central Services Area, is contiguous to existing development and no such plan exists.
- L) Other : Release of 7 units from dispersion requirements

5. ISSUES OF PROCESS

Are there issues in any of the following steps that should be identified now for closer attention?

Step	Standard Step Activity	Special Issues
<u>Pre-conference</u> with City Planning Staff	June 5, 2006	
Presentation of <u>Concept</u> to City's Development Review Staff Team		
Submission of Zoning Application and <u>IZ Dwelling Unit Plan</u>	June 7, 2006	
Formal Review by City's Development Review Staff Team	July 13, 2006	
Formal Review by <u>Plan Commission</u>	July 24, 2006	
<u>Appeal</u> Plan Commission Decision to Common Council (optional)		
<u>Compliance</u> with Approved Inclusionary Dwelling Unit Plan	Deed restriction will be recorded for the entire parcel, including the 7 unit building until the requirements of the IDUP for Phase 2 of the development are met.	
<u>Construction</u> of development according to Inclusionary Dwelling Unit Plan	Will be done in phases	
Comply with any continuing requirements	Sample 5% of IDU annually for compliance review.	



Department of Public Works
City Engineering Division

608 266 4751

Larry D. Nelson, P.E.
City Engineer

City-County Building, Room 115
210 Martin Luther King, Jr. Boulevard
Madison, Wisconsin 53703
608 264 9275 FAX
608 267 8677 TDD

Deputy City Engineer
Robert F. Phillips, P.E.

Principal Engineers
Michael R. Dailey, P.E.
Christina M. Bachmann, P.E.
John S. Fahrney, P.E.
David L. Benzschawel, P.E.
Gregory T. Fries, P.E.

Operations Supervisor
Kathleen M. Cryan

Hydrogeologist
Joseph L. DeMorett, P.G.

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

DATE: June 29, 2006
TO: Plan Commission
FROM: *For* Larry D. Nelson, P.E., City Engineer

SUBJECT: 22 E. Dayton Street/208 N. Pinckney Street Inclusionary Zoning, Rezoning, & Demolition

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

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

1. In reference to comment 1.5 below. The relocated house will have an address of 214 N Pinckney St. The individual apartment numbers shall be: basement # 1 & # 2, first floor # 101 & # 102, second floor # 201 & # 202, third floor # 301. 22 E Dayton St is o.k. to use for the new 48 unit apartment. Unit addresses shall be assigned with the PUD or CU reviews. Addresses will be coordinated with the First United Methodist Church Certified Survey Map.
2. Coordinate this project with the First United Methodist Church Certified Survey Map (CSM) application and approval. CSM shall be approved and recorded prior to issuance of building permits for new construction.
3. Applicant shall show how proposed 5-story building will be provided with sanitary sewer service.

GENERAL OR STANDARD REVIEW COMMENTS

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

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

Name: 22 E. Dayton Street/208 N. Pinckney Street Inclusionary Zoning, Rezoning, & Demolition

General

- 1.1 The construction of this building will require removal and replacement of sidewalk, curb and gutter and possibly other parts of the City's infrastructure. The applicant shall enter into a City / Developer agreement for the improvements required for this development. The applicant shall be required to provide deposits to cover City labor and materials and surety to cover the cost of construction. The applicant shall meet with the City Engineer to schedule the development of the plans and the agreement. The City Engineer will not sign off on this project without the agreement executed by the developer. The developer shall sign the Developer's Acknowledgement prior to the City Engineer signing off on this project.
- 1.2 The site plan shall identify lot and block numbers of recorded Certified Survey Map or Plat.
- 1.3 The site plan shall include all lot/ownership lines, existing building locations, proposed building additions,

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demolitions, parking stalls, driveways, sidewalks (public and/or private), existing and proposed signage, existing and proposed utility locations and landscaping.

- 1.4 The site plan shall identify the difference between existing and proposed impervious areas.
- 1.5 The site plan shall reflect a proper street address of the property as reflected by official City of Madison Assessor's and Engineering Division records.
- 1.6 The site plan shall include a full and complete legal description of the site or property being subjected to this application.

Right of Way / Easements

- 2.1 The Applicant shall Dedicate a _____ foot wide strip of Right of Way along _____.
- 2.2 The Applicant shall Dedicate a _____ foot wide strip of Right of Way along _____.
- 2.3 The Applicant shall Dedicate a Permanent Limited Easement for grading and sloping _____ feet wide along _____.
- 2.4 The City Engineer has reviewed the need for pedestrian and bicycle connections through the development and finds that no connections are required.
- 2.5 The Applicant shall Dedicate a Permanent Limited Easement for a pedestrian / bicycle easement _____ feet wide from _____ to _____.
- 2.6 The Developer shall provide a private easement for public pedestrian and bicycle use through the property running from _____ to _____.
- 2.7 The developer shall be responsible for the ongoing construction and maintenance of a path within the easement. The maintenance responsibilities shall include, but not be limited to, paving, repaving, repairing, marking and plowing. The developer shall work with the City of Madison Real Estate Staff to administer this easement. Applicable fees shall apply.

Streets and Sidewalks

- 3.1 The Applicant shall execute a waiver of notice and hearing on the assessments for the improvement of [roadway] _____ in accordance with Section 66.0703(7)(b) Wisconsin Statutes and Section 4.09 of the MGO.
- 3.2 **Value of sidewalk installation over \$5000.** The Applicant shall Construct Sidewalk to a plan approved by the City Engineer along _____.
- 3.3 **Value of sidewalk installation under \$5000.** The Applicant shall install public sidewalk along _____. The Applicant shall obtain a Street Excavation Permit for the sidewalk work, which is available from the City Engineering Division. The applicant shall pay all fees associated with the permit including inspection fees. All work must be completed within six months or the succeeding June 1, whichever is later.
- 3.4 The Applicant shall execute a waiver of their right to notice and hearings on the assessments for the installation of sidewalk along [roadway] _____ in accordance with Section 66.0703(7)(b) Wisconsin Statutes and Section 4.09 of the MGO.
- 3.5 The Applicant shall grade the property line along _____ to a grade established by the City Engineer. The grading shall be suitable to allow the installation of sidewalk in the future without the need to grade beyond the property line. The Applicant shall obtain a Street Excavation permit prior to the City Engineer signing off on this development.
- 3.6 The Applicant shall close all abandoned driveways by replacing the curb in front of the driveways and restoring the terrace with grass.
- 3.7 **Value of the restoration work less than \$5,000. When computing the value, do not include a cost for driveways. Do not include the restoration required to facilitate a utility lateral installation.** The Applicant's project requires the minor restoration of the street and sidewalk. The Applicant shall obtain a Street Excavation Permit for the street restoration work, which is available from the City Engineering Division. The applicant shall pay all fees associated with the permit including inspection fees.
- 3.8 The Applicant shall make improvements to _____ in order to facilitate ingress and egress to the development. The improvement shall include a (Describe what the work involves or strike this part of the comment.) _____.
- 3.9 The Applicant shall make improvements to _____. The improvements shall consist of _____.
- 3.10 The approval of this Conditional Use does not include the approval of the changes to roadways, sidewalks or utilities. The applicant shall obtain separate approval by the Board of Public Works and the Common Council for the restoration of the public right of way including any changes requested by developer. The City Engineer shall complete the final plans for the restoration with input from the developer. The curb location, grades, tree locations,

tree species, lighting modifications and other items required to facilitate the development or restore the right of way shall be reviewed by the City Engineer, City Traffic Engineer, and City Forester.

- 3.11 The Applicant shall provide the City Engineer with a survey indicating the grade of the existing sidewalk and street. The Applicant shall hire a Professional Engineer to set the grade of the building entrances adjacent to the public right of way. The Applicant shall provide the City Engineer the proposed grade of the building entrances. The City Engineer shall approve the grade of the entrances prior to signing off on this development.
- 3.12 The Applicant shall replace all sidewalk and curb and gutter which abuts the property which is damaged by the construction or any sidewalk and curb and gutter which the City Engineer determines needs to be replaced because it is not at a desirable grade regardless of whether the condition existed prior to beginning construction.
- 3.13 The Applicant shall obtain a privilege in streets agreement for any encroachments inside the public right of way. The approval of this development does not constitute or guarantee approval of the encroachments.
- 3.14 The Applicant shall provide the City Engineer with the proposed soil retention system to accommodate the restoration. The soil retention system must be stamped by a Professional Engineer. The City Engineer may reject or require modifications to the retention system.
- 3.15 The Applicant shall complete work on exposed aggregate sidewalk in accordance with specifications provided by the city. The stone used for the exposed aggregate shall be approved by the City. The Construction Engineer shall be notified prior to beginning construction. Any work that does not match the adjacent work or which the City Construction Engineer finds is unacceptable shall be removed and replaced.
- 3.16 All work in the public right-of-way shall be performed by a City licensed contractor.
- 3.17 Installation of "Private" street signage in accordance with 10.34 MGO is required.

Storm Water Management

- 4.1 The site plans shall be revised to show the location of all rain gutter down spout discharges.
- 4.2 Storm sewer to serve this development has been designed and constructed. The site plans shall be revised to identify the location of this storm sewer and to show connection of an internal drainage system to the existing public storm sewer.
- 4.3 The plan set shall be revised to show a proposed private internal drainage system on the site. This information shall include the depths and locations of structures and the type of pipe to be used.
- 4.4 The applicant shall show storm water "overflow" paths that will safely route runoff when the storm sewer is at capacity.
- 4.5 The applicant shall demonstrate compliance with Section 37.07 and 37.08 of the Madison General Ordinances regarding permissible soil loss rates. The erosion control plan shall include Universal Soil Loss Equation (USLE) computations for the construction period. Measures shall be implemented in order to maintain a soil loss rate below 7.5-tons per acre per year.
- 4.6 The City of Madison is an approved agent of the Department of Commerce. This proposal contains a commercial building and as such, the City of Madison is authorized to review infiltration, stormwater management, and erosion control on behalf of the Department of Commerce. No separate submittal to Commerce or the WDNR is required.
- 4.7 This development includes multiple building permits within a single lot. The City Engineer and/or the Director of the Inspection Unit may require individual control plans and measures for each building.
- 4.8 If the lots within this site plan are inter-dependent upon one another for stormwater runoff conveyance, and/or a private drainage system exists for the entire site an agreement shall be provided for the rights and responsibilities of all lot owners. Said agreement shall be reviewed and placed on file by the City Engineer, referenced on the site plan and recorded at the Dane Co Register of Deeds.
- 4.9 Prior to approval, this project shall comply with Chapter 37 of the Madison General Ordinances regarding stormwater management. Specifically, this development is required to:
 - Detain the 2 & 10-year storm events.
 - Detain the 2, 10, & 100-year storm events.
 - Control 40% TSS (20 micron particle).
 - Control 80% TSS (5 micron particle).
 - Provide infiltration in accordance with NR-151.
 - Provide substantial thermal control.
 - Provide oil & grease control from the first 1/2" of runoff from parking areas.

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

- 4.10 The plan set shall be revised to show more information on proposed drainage for the site. This shall be accomplished by using spot elevations and drainage arrows or through the use of proposed contours. It is necessary to show the location of drainage leaving the site to the public right-of-way. It may be necessary to

provide information off the site to fully meet this requirement.

- 4.11 A portion of this project comes under the jurisdiction of the US Army Corp of Engineers and WDNR for wetland or flood plain issues. A permit for those matters shall be required prior to construction on any of the lots currently within the jurisdictional flood plain.
- 4.12 The Applicant shall submit, prior to plan sign-off, digital CAD files to the Engineering Program Specialist in the Engineering Division (Lori Zenchenko). The digital copies shall be to scale and represent final construction.

CAD submittals can be either AutoCAD (dwg) Version 2001 or older, MicroStation (dgn) Version J or older, or Universal (dxf) formats and contain the following data, each on a separate layer name/level number:

- a) Building Footprints
- b) Internal Walkway Areas
- c) Internal Site Parking Areas
- d) Other Miscellaneous Impervious Areas (i.e. gravel, crushed stone, bituminous/asphalt, concrete, etc.)
- e) Right-of-Way lines (public and private)
- f) Lot lines
- g) Lot numbers
- h) Lot/Plat dimensions
- i) Street names

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

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

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

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

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

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

PDF submittals shall contain the following information:

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

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

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

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

Utilities General

- 5.1 The Applicant shall obtain a Street Excavation permit for the installation of utilities required to serve this project. The Applicant shall pay the permit fee, inspection fee and street degradation fee as applicable and shall comply with all the conditions of the permit.
- 5.2 The applicant shall obtain all necessary sewer connection permits and sewer plugging permits prior to any utility work.
- 5.3 All proposed and existing utilities including gas, electric, phone, steam, chilled water, etc shall be shown on the plan.
- 5.4 The applicant's utility contractor shall obtain a connection permit and excavation permit prior to commencing the storm sewer construction.

- 5.5 The site plans shall be revised to show the location of existing utilities, including depth, type, and size in the adjacent right-of-way.
- 5.6 The developer shall provide information on how the Department of Commerce's requirements regarding treatment of storm water runoff, from parking structures, shall satisfied prior to discharge to the public sewer system. Additionally, information shall be provided on which system (storm or sanitary) the pipe shall be connected to.

Sanitary Sewer

- 6.1 Prior to approval of the conditional use application, the owner shall obtain a permit to plug each existing sanitary sewer lateral that serves a building that is proposed for demolition. For each lateral to be plugged the owner shall deposit \$1,000 with the City Engineer in two separate checks in the following amounts: (1). \$100 non-refundable deposit for the cost of inspection of the plugging by City staff; and (2). \$900 for the cost of City crews to perform the plugging. If the owner elects to complete the plugging of a lateral by private contractor and the plugging is inspected and approved by the City Engineer, the \$900 fee shall be refunded to the owner.
- 6.2 All outstanding Madison Metropolitan Sewerage District (MMSD) and City of Madison sanitary sewer connection charges are due and payable prior to connection to the public sewerage system.
- 6.3 Each unit of a duplex building shall be served by a separate and independent sanitary sewer lateral.
- 6.4 The site plan shall be revised to show all existing public sanitary sewer facilities in the project area as well as the size and alignment of the proposed service.



Madison Metro Transit System

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



July 13, 2006

TO: Plan Commission
FROM: Timothy Sobota, Transit Planner, Metro Transit
SUBJECT: 22 East Dayton Street – “22 Dayton”

Metro Transit has reviewed the subject development and has the following comments.

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

1. Metro Transit registered significant concerns with the adjacent project at 203 Wisconsin Avenue, as they related to parking lot access and the lack of internal site circulation between these two plans.
2. The applicant shall coordinate with City Traffic Engineering and Metro Transit to minimize accessibility impacts to the Metro bus stop location on East Dayton Street at Wisconsin Avenue for both transit vehicles and passengers, during those times the bus stop is being used due to closure of the Capitol Square.

GENERAL OR STANDARD REVIEW COMMENTS

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

3. Metro Transit has significant concerns with the proposal to create a new driveway approach along East Dayton Street in the vicinity of the Wisconsin Avenue intersection, as part of the adjacent project at 203 Wisconsin Avenue. This block face of East Dayton Street is currently used as the primary westbound bus stop and layover point for all Metro Transit routes when special events, construction, or other emergency detours require that buses not operate directly around the Capitol Square. This outer ring bus stop will frequently have multiple 40 foot buses parked along the curb of East Dayton Street stretching from Wisconsin Avenue back towards Pinckney Street, as they await their scheduled departure time and permit passengers to transfer between vehicles.

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

Digitally signed
by Tim Sobota
Date: 2006.07.13
13:51:23 -08'00'

CC: Project contact person, John Sutton: suttonarch@sbcglobal.net (email)



CITY OF MADISON FIRE DEPARTMENT

Fire Prevention Division

325 W. Johnson St., Madison, WI 53703-2295
Phone: 608-266-4484 ♦ FAX: 608-267-1153

DATE: 7/13/06
TO: Plan Commission
FROM: Edwin J. Ruckriegel, Fire Marshal
SUBJECT: **22 E. Dayton St./208 N. Pinckney St.**

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

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

1. Provide fire apparatus access as required by Comm 62.0509 and MGO 34.19, as follows:
 - a. Provide a minimum unobstructed width of 26-feet for at least 20-feet on each side of the fire hydrant.

GENERAL OR STANDARD REVIEW COMMENTS

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

2. Provide fire apparatus access as required by Comm 62.0509 and MGO 34.19, as follows:
 - a. The site plans shall clearly identify the location of all fire lanes.
 - b. Provide a completed MFD "Fire Apparatus Access and Fire Hydrant Worksheet" with the site plan submittal.
3. All portions of the exterior walls of newly constructed public buildings and places of employment and open storage of combustible materials shall be within 500-feet of at least TWO fire hydrants. Distances are measured along the path **traveled by the fire truck as the hose lays off the truck**. See MGO 34.20 for additional information.

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

cc: John Lippitt

MINUTES

MADISON LANDMARKS COMMISSION

4:30 p.m., Monday, June 19, 2006
Room LL-130, Madison Municipal Building

1. ROLL CALL

Members present: Ms. Gehrig, Mr. Page, Ald. Olson, Ms. Squitieri (chairperson), Mr. Stephans

Guests: Mr. John Sutton, Mr. Larry Barton, Mr. Steve Gallo, Ms. Tracy Gallo, Ms. Marci Kunene, Mr. Daniel Kunene, Ms. Gina Newell, Mr. Scott Lewis

2. MINUTES

The minutes of the June 5, 2006 meeting were ordered approved as written.

3. PUBLIC HEARING AND CONSIDERATION OF ISSUANCE OF CERTIFICATE OF APPROPRIATENESS

- A. 2113 Kendall Avenue, University Heights historic district - public hearing and consideration of issuance of Certificates of Appropriateness for demolition of old one-car garage and replacement with new one-car garage on approximately the same site

Mr. Kunene, the owner, said that the pitch of the garage will be 4-in-12, not the pitch shown on the drawing. No one else wished to speak at the public hearing. Mr. Stephans moved that the project be approved as presented, seconded by Ald. Olson and passed unanimously.

4. CONSIDERATION OF ISSUANCE OF CERTIFICATE OF APPROPRIATENESS

- A. 916 Jenifer Street, Third Lake Ridge historic district - consideration of issuance of Certificate of Appropriateness for rear addition

Mr. Page told the owners, Mr. and Ms. Gallo, that the design was much improved from the first version they showed the Commission. He said that a consistent look to the railing did much to draw the whole set of later additions together. Ald. Olson asked Mr. Gallo if they had shown the design to the neighbors to which Mr. Gallo replied that the neighbors on each side had no objection to the project. The railing design will match the design of the railing on the front of the house. Ald. Olson moved that the Landmarks Commission approve the design as submitted, seconded by Mr. Page and passed unanimously.

- B. 208 N. Pinckney Street, Mansion Hill historic district - consideration of issuance of Certificate of Appropriateness for moving house from elsewhere on the block to this property, currently used as a parking lot

→ 5. DISCUSSION

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

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

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

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

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

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

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

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

Mr. Stephans seconded the motion which passed unanimously.

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

B. Working session to review projects approved in 2005

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

6. ADJOURNMENT

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

Respectfully submitted,

Katherine H. Rankin
Secretary

AGENDA # 10

City of Madison, Wisconsin

REPORT OF: URBAN DESIGN COMMISSION**PRESENTED:** June 28, 2006**TITLE:** 22 East Dayton Street and 208 North
Pinckney Street – PUD(GDP-SIP), Phase I
Relocation of Existing Building. 4th Ald.
Dist. (04001)**REFERRED:****REREFERRED:****REPORTED BACK:****AUTHOR:** Alan J. Martin, Secretary**ADOPTED:****POF:****DATED:** June 28, 2006**ID NUMBER:**

Members present were: Lou Host-Jablonski, Acting Chair; Ald. Noel Radomski, Lisa Geer, Bruce Woods, Michael Barrett, Todd Barnett, Robert March.

SUMMARY:

At its meeting of June 28, 2006, the Urban Design Commission **REFERRED** consideration of a PUD(GDP-SIP) located at 22 East Dayton Street and 208 North Pinckney Street. Appearing on behalf of the project were John Sutton, architect, TC Lin, and Larry Barton. The project provide for the relocation of a 7-unit apartment building currently located at 18 East Dayton Street to a property containing a portion of an existing surface parking lot at 208 North Pinckney Street as part of a PUD-SIP on portions of Block 91, along with an overall PUD-GDP that will provide for the development of a 48-unit apartment building with 47 underground parking stalls requiring the demolition of a duplex building at 24 East Dayton Street, combined with the proposed restoration of a two-flat at 206 North Pinckney Street. The phased development under the ownership of Scott Lewis is also coincidental to other development in Block 91 by the First United Methodist Church, which plans to demolish an existing church/school addition to expand the church facility as part of a coordinated planning effort with the Lewis properties. The church's development doesn't require a PUD zoning, therefore, the project did not require review by the Urban Design Commission. Details of the church's development were provided for informational purposes since both projects were planned in coordination and shared a common reconfigured surface parking area, in combination with a necessary exchange of ownership of parcels. Following a review of the relocation plan and concept plan for the future residential facility, as well as the church redevelopment, Ald. Mike Verveer noted that it was his intent that the Urban Design Commission provide a review of the project at his request in order to provide recommendations to the Plan Commission on the church's proposal with the pending demolition permit requiring their consideration. Staff noted that the request for review was not appropriately listed on the agenda, therefore, the Commission could not consider an open discussion on this item or make any necessary comments on the church's common redevelopment contingencies that related to the development of the Lewis properties. Following this discussion, both the applicants, Ald. Verveer and the Commission agreed that this item should be referred to provide for appropriate notation on a future agenda and allow for coordinated review of both projects.

ACTION:

On a motion by March, seconded by Barnett, the Urban Design Commission **REFERRED** consideration of this item. The motion was passed on a unanimous vote of (7-0).

After the Commission acts on an application, individual Commissioners rate the overall design on a scale of 1 to 10, including any changes required by the Commission. The ratings are for information only. They are not used to decide whether the project should be approved. The scale is 1 = complete failure; 2 = critically bad; 3 = very poor; 4 = poor; 5 = fair; 6 = good; 7 = very good; 8 = excellent; 9 = superior; and 10 = outstanding. The overall ratings for this project are 5, 6.5 and 7.

URBAN DESIGN COMMISSION PROJECT RATING FOR: 22 East Dayton Street and 208 North Pinckney Street

	Site Plan	Architecture	Landscape Plan	Site Amenities, Lighting, Etc.	Signs	Circulation (Pedestrian, Vehicular)	Urban Context	Overall Rating
Member Ratings	5	-	4	-	-	-	-	5
	5	6.5	-	-	-	-	8	6.5
	-	-	-	-	-	-	-	7

General Comments:

- This entire block must be submitted as a whole project.
- Reuse of existing building being moved for infill is great idea.
- Moving building seems fine; overall site master plan with church parking lot along Wisconsin Avenue is not ideal.
- Like the idea of relocating the residence to infill the lot on Pinckney Street. Don't like the view of adjacent lot with no screening.
- Good ideas. We need to see the whole picture, though.