

PLANNING UNIT REPORT
DEPARTMENT OF PLANNING AND DEVELOPMENT
May 31, 2005

ZONING MAP AMENDMENT, I.D. 00992, LOCATED AT 309-333 WEST WASHINGTON AVENUE AND 306 WEST MAIN STREET (BLOCK 51) (WITH THE EXCEPTION OF 354 WEST MAIN STREET)

1. Requested Action: Approval to rezone property from PUD(GDP)(SIP) to Amended PUD(GDP)(SIP) for a mixed-use, predominantly residential development, to be known as “Capitol West”. This proposal includes the demolition of some of the existing structures on the site.
2. Applicable Regulations: Section 28.07 provides the framework and guidelines for Planned Unit Development Districts. Section 28.01 provides the process for zoning amendments. Section 28.04 outlines the requirements for issuance of demolition permits.
3. Report Drafted By: Bill Roberts, Planner IV; and Bradley J. Murphy, Planning Unit Director.

GENERAL INFORMATION:

1. Applicant: Capitol West, LLC, The Alexander Company, Inc., 145 East Badger Road, Suite 200, Madison, WI 53713.
2. Status of Applicant: Contract to purchase.
3. Development Schedule: Begin 2005.
4. Parcel Location: Southeast side of West Washington Avenue between South Broom Street and South Henry Street, northwest side of West Main Street, Madison Metropolitan School District, Aldermanic District 4.
5. Parcel Size: About 4.5 acres.
6. Existing Zoning: Recently approved PUD(GDP)(SIP).
7. Existing Land Use: Former Meriter Hospital/Physicians Plus/UW Health Clinic complex including hospital site, clinic, office uses, parking ramp, associated driveways and parking areas, etc.
8. Proposed Use: Mixed-Use Development consisting of condominiums, retail/office space, parking, open space, courtyards, etc., as detailed in the attached materials.
9. Surrounding Land Use and Zoning (See map): This site is surrounded by a mix of residential uses, offices uses, and commercial uses along West Washington Avenue, West Main Street, South Henry Street and South Broom Street. The “Meriter Retirement Center” complex is located to the southeast in the next block.

10. Adopted Land Use Plan: The adopted overall Land Use Plan for the City of Madison shows this area as SI Special Institutional District. The adopted Bassett Neighborhood Master Plan, January 1997, indicated that among the redevelopment recommendations for this block:

“Block 51 Redevelopment; Redevelopment of the former Methodist Hospital and Jackson Clinic for mixed-use that may include office, residential, and retail uses. Possible enclosed walkways to connect uses with the former Jackson Clinic parking ramp. Possible walkway to connect Block 51 with the Capital Square and the Meriter Senior Health Center and Retirement Center on Block 50.”

11. Environmental Corridor Status: This property is not located within a mapped environmental corridor.

PUBLIC UTILITIES AND SERVICES:

The full range of urban services are available to the site.

STANDARDS FOR REVIEW:

This project is subject to the Planned Unit Development District Standards.

ANALYSIS AND EVALUATION:

On December 14, 2004, the Common Council conditionally approved a Zoning Map Amendment for this property from PUD(SIP) to Amended PUD(GDP)(SIP). On March 23, 2005, the applicant submitted an application for the next stage in this development proposal. The application before the Plan Commission at this time is for Phase I, now known as “Capitol West”. The Phase I proposal consists of the following elements as shown on the attached drawings.

- Demolish three buildings located at 309, 329 West Washington Avenue and 30 South Henry Street. (The demolition permits were previously approved in December, 2004.)
- New 10 and 7-story retail/residential buildings at 309 West Washington Avenue.
- “Courtyard Town Homes South.”
- “Washington Row Houses.”
- Below grade parking structure.
- Main Street condominiums, adjacent to the southeast side of the existing parking ramp.
- Retention of the existing parking ramp on the site.
- Retention of the former UW Health/Jackson Clinic building/commercial office building on the southwest corner of the block.

At the time the application was submitted in March 2005, the first development phase included 159 dwelling units (including 22 units on the Broom Street site), up to 171 additional parking stalls, 18,000 square feet of new retail space as further outlined below from the applicant’s letter of intent:

Phase I Site Development Statistics:

General

Lot Area: 4.46 Acres
 Dwelling Units: up to 159 units (137 without the Broom Street Lofts)
 Overall Density: up to 90 DU/Acre (see each component for specific density statistics)
 Building Heights: 3-10 stories

Use

Existing Commercial
 Existing Parking to remain
 New Retail
 New Parking
 New Residential

Gross Area

82,520 Square Feet (expandable to +/- 105,000)
 +/- 692 stalls
 18,000 Square Feet
 up to 171 stalls (149 interior/22 surface)
 513,300 Square Feet

<u>Dwelling Unit Mix</u>	<u>No. of Market Units</u>	<u>No. of Affordable</u>	<u>Total Units</u>
One Bedrooms	65	7	72
Two Bedrooms	68	5	73
<u>Three Bedrooms</u>	<u>12</u>	<u>2</u>	<u>14</u>
Total	145	14	159*

*Includes Broom Street Lofts (22 units)

Phase I Project Component Outline

309 West Washington Avenue

(Retail/Residential)

Ten Story Building: 146,773 GSF
 Seven Story Building: 31,476 GSF
 Up to 112 Condominium Units*
 152,100 GSF (Residential)
 12,600 GSF (Retail)
 18,900 GSF (Storage)
 183,600 GSF (Total)
 Site Area: +/- 1.75 ac
 Density: +/- 70 DU/ac

309 West Washington Avenue Unit Mix

One Bedroom	56 MKT	6 IZ
Two Bedroom	32 MKT	4 IZ
<u>Three Bedroom</u>	<u>12 MKT</u>	<u>2 IZ</u>
Total	100 Units + 12 IZ Units = 112	

*Assumes execution of the 7th floor alternate on the Henry Street Addition

Capitol Court Townhomes:

South Townhomes

Gross Square Feet 8,746
 Dimensions 17.5' x 35' per unit
 Stories 3
 Units 5
 Site Area: +/- 0.25 ac
 Density: +/- 20 DU/ac

<u>South Townhomes</u>	<u>Unit Mix</u>	<u>IZ</u>
Two Bedroom	5 MKT	0 IZ
Total	5 Units	0 IZ

North Townhomes

Gross Square Feet 8,746
Dimensions 17.5' x 35' per unit
Stories 3
Units 5
Site Area: +/- 0.25 ac
Density: +/- 20 DU/ac

<u>North Townhomes</u>	<u>Unit Mix</u>	<u>IZ</u>
<u>Two Bedroom</u>	<u>5 MKT</u>	<u>0 IZ</u>
Total	5 Units	0 IZ

Washington Rowhouses

GRSF 9,205
Dimensions 20' x 26' per unit
Stories 4
Units 5
Site Area: +/- .1 ac
Density: +/- 50 DU/ac

<u>Washington Rowhouses</u>	<u>Unit Mix</u>	<u>IZ</u>
<u>Two Bedroom</u>	<u>5 MKT</u>	<u>0 IZ</u>
Total	5 Units	0 IZ

Additional Townhomes:

Main Street Townhomes

GRSF 16,200
Stories 3-4
Units 10
Site Area: +/- 0.15 ac
Density: +/- 75 DU/ac

<u>Main Street</u>	<u>Unit Mix</u>	<u>IZ</u>
<u>Two Bedroom</u>	<u>10 MKT</u>	<u>0 IZ</u>
Total	10 Units	0 IZ

Not part of the current SIP, but part of the GDP

Broom Street Lofts

GRSF 30,400
Stories 4 + mezzanine
Units 22
Site Area +/- 0.32 ac
Density +/- 75 DU/ac

<u>Broom Street</u>	<u>Unit Mix</u>	<u>IZ</u>
<u>One Bedroom</u>	<u>9 MKT</u>	<u>1 IZ</u>
<u>Two Bedroom</u>	<u>11 MKT</u>	<u>1 IZ</u>
Total	20 units	2 units = 22

The application includes a proposed amendment to the approved PUD(GDP)(SIP) to include the Broom Street Lofts as a future development with a setback of 12-feet. However, that component is not part of the Phase I SIP before the Plan Commission at this time. A separate SIP for that element will be provided at some point in the near future. The proposed Broom Street Lofts element (shown as 123 West Broom Street in attached drawings) within the existing building setback line along Broom Street was left as an unresolved issue at the time of the approval of the overall Planned Unit Development. A copy of the December 15, 2004, Common Council approval letter for this project is attached.

The Plan Commission will consider this matter at the start of the June 6, 2005, meeting.

Off-Street Parking Facilities:

This application indicates the total amount of parking includes the existing parking on the site, parking below the building at 345 West Washington Avenue and the existing parking ramp plus additional parking for the new retail and the new residential components. The breakdown of proposed parking is as follows:

<u>Parking Facilities</u>	<u>Number of Stalls</u>
Existing parking residential	330 stalls
Existing parking Meriter	170 stalls
Existing parking 345 West Washington Avenue	192 stalls
New subsurface parking	135 to 147 stalls
New parking Washington Row	<u>22 stalls</u>
Total	849-861 stalls

The proposed parking will result in 3.5 stalls for 1,000 gross square feet of retail space and 1.3 stalls per market rate dwelling units and 1 stall per inclusionary zoning dwelling units.

Demolition of Buildings:

The previous Plan Commission and Common Council action approval of the PUD(SIP) included the demolition of the former Meriter Hospital building at 309 West Washington Avenue, the Meriter “Annex II” building at 30 South Henry Street, and the Meriter “Annex I” building at 329 West Washington Avenue. The applicant has submitted a preliminary recycling and reuse plan that is attached for Plan Commission information.

Consistency with Adopted Plans:

As noted earlier, the redevelopment proposal for this block is consistent with the general recommendations contained in the Bassett Neighborhood Master Plan of 1997. Information was provided to the Plan Commission and the Common Council as part of the Amended PUD(GDP)(SIP) application.

Modifications to Approved General Development Plan (GDP)

The attached letter from the applicant dated May 17, 2005, outlines the primary modifications in the application for the Phase I SIP and Amended GDP since the approval of the original GDP last fall.

The modifications include:

- 333 West Washington has been reduced in height to 13 stories.
- The 6-story buildings along Henry Street have been increased to 7 stories.
- The number of residences at the Main Street Townhomes has been reduced to 10 from 11 to allow for additional landscaping between every other unit.

The applicant’s letter also states that in addition there have been several modifications from the GDP included as part of the Phase I SIP from the “standard refinement of the plans through the rezoning process.” The modifications are as follows:

- “The Washington Row buildings have been re-programmed to five live-work units from the previously identified common area facilities. Details on these units have been included in the Capitol Court component of the application as the Washington Rowhouses.”

- “The total number of units in 309 West Washington Avenue has been modified to 112 from the 120 units estimated in the GDP. This does not modify the total number of units identified in the GDP – it merely redistributes these units to Phase 2.”
- “The common area facilities identified along Washington Row in the GDP have been redistributed throughout the project. The Fitness Center will be provided in Phase I in the lower level of 309 West Washington between the retail and the storage. A Concierge Area and associated facilities will be provided at the first floor lobby of 309 West Washington in Phase I, and a common Meeting Hall will be provided in 306 West Main in Phase 2 of the project. In addition, common exterior spaces such as portions of the Mews, the Grand Stair and Washington Row will be provided in Phase 1 as well.”
- “A trash enclosure and a van loading stall at Washington Row for Main Street Townhome use has been included. This revises the number of parking stalls at Washington Row to 20 stalls.”
- “A request for waivers for 10 of the 24 required IZ units has been submitted as part of this application. We are currently negotiating with IZ and TIF staff the actual number of IZ units and their distribution throughout the project.”

The applicant notes that the GDP plan graphic included with the SIP application did not show the bridge overhead at Washington Row, but this bridge is still a component of the development and will be included in the Phase 3 SIP to be constructed simultaneously with the 333 West Washington Building.

Planned Unit Development Standards:

In addition to compatibility with the recommendations of adopted plans, the review of Planned Unit Development proposals requires consideration of other specific criteria to ensure that the project is consistent with the spirit and intent of the ordinance and has the potential for producing significant community benefit in terms of environmental and aesthetic design.

Character and Intensity of Use:

The Plan Commission, Urban Design Commission and Common Council, in their approval of the Amended PUD(GDP)(SIP) in December 2004, determined that the PUD criteria had been satisfactorily addressed. The SIP includes additional information regarding the design and appearance of the new buildings in Phase I. The Plan Commission directed as part of the PUD-GDP-SIP approval that the maximum height for the buildings at 333 West Washington Avenue shall be reduced from 14 to 13 stories subject to final Urban Design Commission approval. The Plan Commission further directed that in order to compensate for the reduced height of 333 West Washington Avenue buildings along South Henry Street may be increased to 7 stories again subject to final Urban Design Commission approval. The Urban Design Commission, at their meeting of May 4, 2005, recommended approval of this proposal (see attached report). The proposed new buildings for the 333 West Washington Avenue site will be part of a future SIP.

Economic Effects:

Planning Unit staff believes this proposal will have a positive effect on the economic prosperity of the City, especially the downtown. Staff does not anticipate any problems in the provision of municipal services to this development.

Inclusionary Dwelling Unit Plan:

The applicant has been providing information regarding the inclusionary dwelling unit plan to the Community Development Block Grant Office in an on-going fashion for their review and comment as planning for this proposal has gone forward. Some of this material was just provided a week or so prior to the Plan Commission meeting. The Inclusionary Dwelling Unit Plan submitted as part of this application and these additional materials are attached for Plan Commission and Common Council consideration. The floor plans for the new buildings show the location of the inclusionary dwellings. The applicant's original proposal for this phase is that inclusionary dwelling units will be distributed within the 309 West Washington building and the Broom Street lofts but not in the townhouse units, Capital Court, Washington Row Houses, and Main Street Townhomes where waivers have been requested. The Inclusionary Zoning Dwelling Unit Plan submitted with the application includes 159 units that include 22 units in the Broom Street element. The current land use application however, requests that the Broom Street element only be included at this time as a proposed GDP element. The SIP for the Broom Street loft units is expected to be submitted in the near future.

This Phase I application is for 159 dwelling units which results in a requirement of 24 affordable units under the inclusionary zoning ordinance provisions. The applicant believes that the inclusionary zoning units make this project economically infeasible and therefore, is requesting a waiver of some inclusionary zoning units in exchange for making payment to the affordable housing trust fund. The original application requested a waiver for 10 IZ units and proposed a payment be made for the following inclusionary dwelling units:

- 4 dwelling units in the multi-level townhomes at Courtyard Townhomes at Main Street.
- 4 units at 309 West Washington Avenue.
- 2 units in the proposed Broom Street Lofts (not part of this SIP).

The general pricing of the IZ units will be between \$109,100 - \$151,000.

Following the submittal of the original application, discussions have continued with CDBG, Planning and TIF staff. On May 19 the applicant submitted a revised Inclusionary Dwelling Unit Plan that included two additional waiver options. The Community Development Block Grant Office is evaluating this request and their report on the inclusionary dwelling unit plan will be provided to the Plan Commission and Common Council.

This application requests incentives. These incentives are listed in Part 5 of the attached original Inclusionary Dwelling Unit Plan application. The applicant has requested an off-street parking reduction of up to 25%. The applicant has also requested a cash subsidy from the Inclusionary Unit Reserve Fund up to \$10,000 per unit for up to 50% of the affordable units provided. As there is no money in the fund, this incentive cannot be provided. While the applicant is not requesting a density bonus, the number of units being allowed on this property and the ultimate density which has been approved as part of the General Development Plan, is resulting in a significant increase in the number of dwelling units allowed on this property, over and above that which was allowed under the previous zoning. Since the previous zoning did not allow any residential development, there was no base established in the existing zoning from which to calculate a density bonus. So, while technically, no density bonus is available, the project which is being reviewed allows significant densities of up to 90 units per acre.

While the applicant did not submit detailed plans for SIP level approval for the Broom Street lofts, the applicant did include the dwelling units associated with the Broom Street lofts in the inclusionary

dwelling unit plan submittal and in the information provided to the Community Development Block Grant Office associated with the waiver request. The applicant has also included the Broom Street loft units in the discussions regarding the level of Tax Incremental Financing for this project. The applicant has indicated that a Specific Implementation Plan application for these units will be submitted in the near future. Because the inclusionary zoning waiver request and the TIF request is directly linked to these units, the Planning Unit will recommend that the Specific Implementation Plan for other Phase I projects not be signed-off and allowed to be recorded until the Broom Street loft units have been approved by the Common Council.

Broom Street Building Setback:

There was considerable discussion between staff, the applicant, the Plan Commission, and neighborhood representatives about the ultimate setback requirements along the Broom Street right-of-way. This matter was not resolved as part of the initial PUD(GDP) review and approval of December 2004.

City Traffic Engineering staff made a presentation to the Plan Commission at their May 2, 2005, meeting. The applicant has submitted a site plan which shows a building footprint for the Broom Street lofts which is setback 12-feet from the existing right-of-way. Staff have previously suggested that a reasonable compromise between the existing 30-foot setback and the original Alexander proposal of a zero setback would seem to be possible. Traffic Engineering staff have presented cross sections for Broom Street based on varying rights-of-way between the existing 66-foot right-of-way (zero setback) and a 96-foot future right-of-way (30-foot setback). The Planning Unit has previously reviewed the setback issue in its report on the General Development Plan (attached). In that report, the Planning Unit indicated that there are no current plans to use any portion of this setback for street purposes. There is also no current projected need to use the entire 30-foot for right-of-way. It also should be remembered that none of this setback is public property, nor is it included in a transportation plan which indicates that it is needed for transportation purposes. However, the maintenance of some reasonable setback to accommodate a potential long-term future transportation need may be justified. The Planning Unit believes that some middle ground would provide the community with ample flexibility to meet its future transportation needs and at the same time, allow the current development proposal to move forward.

As the Planning Unit pointed out in its previous report, an 80-foot right-of-way (14-foot setback) is very typical of many major collector and minor arterial streets. Eighty-feet also is very comparable to the middle set of street cross-sections provided by the Traffic Engineer, which showed an 81-foot right-of-way. Following the May 2, 2005 presentation to the Plan Commission, there was a neighborhood meeting on May 16. The Alexander Company has submitted a cross-section for a 28 or 29-foot ultimate right-of-way that would require a 12 or 13-foot setback (this cross-section is part of the packet).

The first Bassett Neighborhood Plan approved by the Common Council in 1976 suggested that Broom Street traffic be reversed or be two-way. The Bassett Neighborhood Master Plan approved in 1997 had among its transportation recommendations the recommendation to evaluate the potential to convert Broom Street for two-way traffic flow and also to consider eliminating the 30-foot setback. There appears to be very little interest, at the present time, to expand the Broom Street right-of-way to add additional lanes of traffic. There also does not appear to be a current or projected need. It appears that the primary interest, at the present time, in preserving some or all of the setback relates more to preserving opportunities to enhance the streetscape, provide landscaping, and provide adequate space for alternative modes of transportation. The Planning Unit believes that these objectives and future transportation needs can be accomplished in a right-of-way approximating around 80-feet.

The setback on Broom Street and the number of units the applicant can achieve along the Broom Street frontage is directly related to the inclusionary zoning waiver request and the applicant's request for Tax Incremental Financing assistance. The applicant has asked that the setback on Broom Street be set at 12-feet as part of this application. The Planning Unit supports the reduction of the setback and is comfortable with a setback in the range of about 13-15-feet which would provide flexibility for the City in the future if additional right-of-way is ever needed to approach a total right-of-way width of approximately 80-feet. A 13-foot setback would allow for a future right-of-way of 79-feet, while a 15-foot setback would allow for a future right-of-way of 81-feet. Additional narrative on the history of this setback and its original purpose are included in the October 25, 2004 Planning Unit report on the previously approved PUD-GDP-SIP for this project.

Because the Specific Implementation Plan for the Broom Street lofts has not been submitted, it is very difficult to determine whether the 13-foot setback proposed by the applicant is the minimum amount which can be provided while still maintaining the 22-units being proposed along Broom Street. Although, based on recent floor plans submitted for review, staff believe that there may not be a lot of additional flexibility to move the building. When the SIP is submitted additional detail will be available.

The Plan Commission will have a special item of business at the start of the June 6, 2005 meeting to further discuss the Broom Street setback question.

Open Space:

The overall design for this block features an adequate amount of open space. The site plan incorporates a central Capital Mews between South Henry Street and Washington Row as well as roof gardens, terraces, plazas, walkways, and seating.

CONCLUSION:

The Planning Unit's evaluation of this Planned Unit Amended Planned Unit Development- General Development Plan-Specific Implementation Plan concludes that this is an excellent proposal to replace the former medical center. As noted in the December 2004 staff report, staff feels this project will offer a good mix of dwellings and building types as well as retail office opportunities. The SIP has supplied substantial detail on the building's design and appearance. The Urban Design Commission has approved these elements as part of their review and approval of this proposal. The project is consistent with the City's goals to increase residential densities and homeownership throughout the central area. Planning Unit staff feels that the ordinance standards can be met.

The Planning Unit supports the applicant's proposal for the first phase of the redevelopment of this block. While there are several issues which must be resolved, the Planning Unit believes that it may be sufficient to address these issues as conditions of approval to the project. These conditions relate to the future approval of the Broom Street loft units, approval of the TIF agreement by the Common Council, approval of an appropriate level of inclusionary dwelling units in the development based on the alternatives proposed and the recommendation from the Community Development Block Grant Office.

While there has been discussion about the desire to resolve the Broom Street setback issue for the entire Broom Street corridor, there has been no formal process started to accomplish this. The Planning Unit is concerned about holding up this development proposal for an indefinite period of time pending any protracted discussion of the setback. This issue was first identified as part of the review of the

application for the General Development Plan and Specific Implementation Plan in the fall of 2004. The Planning Unit believes that the Plan Commission has the information which it now needs to make a recommendation on the setback as part of this application. However, the Plan Commission could choose to require the applicant to submit the application for the SIP for the Broom Street loft units and establish the setback at the time the SIP is approved for the Broom Street lofts. There has also been some discussion about the introduction of a Common Council Resolution to address the Broom Street setback issue for the entire corridor. If it is decided that a resolution should be introduced, the resolution could be reviewed concurrent with the review and approval of the SIP for the Broom Street loft units, and may not result in any significant delays in the redevelopment of this block. Because the number and configuration (size) of the Broom Street loft units are tied directly to the level of TIF assistance requested and the IZ waiver request, the approval of the Broom Street loft units is necessary prior to construction commencing.

RECOMMENDATIONS:

Subject to the input at the public hearing and the comments from the reviewing departments as well as the comments from the Urban Design Commission on the building design, appearance, and exterior materials, the Planning Unit recommends that the Plan Commission forward this Amended PUD(GDP)(SIP) to the Common Council with a favorable recommendation subject to the following:

1. All the provisions in the attached December 15, 2004, Common Council approval letter.
2. The SIP shall not be signed-off and recorded until the SIP for the Broom Street lofts are approved by the Common Council.
3. The condominium common area, as shown on the adopted GDP shall be provided as part of the first phase building, unless waived by the Plan Commission.
4. Staff recommends that there be no above grade building encroachments into the West Washington Avenue right-of-way.
5. A specific timeline shall be provided and approved by the Plan Commission for the construction of the pedestrian walkway bridge as shown on the approved GDP over the Washington Row drive and parking area.
6. The Plan Commission will need to recommend the establishment of a setback on Broom Street either as part of this action or as part of a future action. Planning Unit staff supports the placement of the 123 West Broom Street lofts no closer than about 13-15-feet from the northeast right-of-way line of Broom Street. No first floor building elements will be allowed to encroach into the setback.
7. The TIF agreement shall be approved by the Common Council.
8. All street lighting on each of the block faces which have not yet been replaced, shall be modified as part of this project to incorporate the Bassett Neighborhood Pedestrian Streetlight Standards, and the West Washington Streetlight Standard for streetlighting along West Washington.



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: 5/6/05
TO: Plan Commission
FROM: Edwin J. Ruckriegel, Fire Marshal
SUBJECT: **309 W. Washington Ave.**

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

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

- The fire lanes shown on the site plans do not comply with Comm 62.0509, and/or MGO Chapter 34; the owner must revise the plans or apply for and receive approval of a Petition for Variance from the Board of Building Code, Fire Code and Licensing Appeals prior to construction of the project. If the Board does not approve the Petition for Variance, then the owner must submit a new application for approval of revised plans.
- Provide fire apparatus access as required by Comm 62.0509 and MGO 34.19, as follows:
 - Provide an aerial apparatus access fire lane that is at least 26-feet wide, with the near edge of the fire lane within 30-feet of the structure, and parallel to one entire side of the structure, for Washington Row.
 - Provide a fire lane that extends to within 150-feet of all exterior portions of the structure.
- Ensure that construction complies with chs. Comm61-65 for set backs, class of construction, protected openings, and sprinkler fire protection, based on proposed proximity and exposure to adjoining structures.

GENERAL OR STANDARD REVIEW COMMENTS

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

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 lay's off the truck**. See MGO 34.20 for additional information.

The site plans shall clearly identify the location of all fire lanes

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

cc: John Lippitt



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

May 27, 2005

TO: Plan Commission

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

SUBJECT: 309 West Washington Avenue – Rezoning – PUD (GDP) to Amended PUD (GDP-SIP) – Future Mixed Use Development

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 existing zoning of the property includes a 30-foot setback along Broom Street, reserved for future transportation purposes, which does not allow construction of buildings on Lot 1. The disposition, by the Plan Commission, of this 30 foot reservation along Broom Street will need to be resolved as part of the rezoning.

The Plan Commission should recognize that it has been the City's longstanding policy to require a 30 ft setback along Broom Street, and that whatever decision is made it will affect the entire corridor. There are several other properties along Broom Street that have the same 30 ft setback. Any decision with this rezoning will affect those properties in a similar fashion.

At a minimum, the Plan Commission should reserve a 15 ft setback or the equivalent of 81 feet for future public right of way purposes.

2. The City-County radio systems (911, etc.) managed by the City use microwave directional paths to remote towers countywide. If a building's location and height impact these paths, the development may be required to make accommodations for the radio systems. Exact elevation plans will need to be reviewed by the Traffic Engineer to determine any impacts and accommodations. The applicant will need to submit grade and elevations plans prior to sign-off to be so they can be reviewed and approved by Keith Lippert, (266-4767) Traffic Engineering Shop, 1120 Sayle Street. In this case, if the building is 13 floors, with an exact elevation to be determined, the City Communications office will need to relocate the County's microwave dish higher at a cost of about \$15,000. If the building is higher than 13 floors (exact

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elevation still needed), we need to move the City's dish higher and make other associated changes at a cost of about \$197,000. Based on our consultations with the Attorney's office, any costs would be developer related costs.

3. A condition of approval shall be that no residential parking permits will be issued for 309 West Washington Avenue, this would be consistent with projects. In addition, the applicant shall inform all owners and/or tenants of this facility of the requirement in their condominium documentation, apartment leases and zoning text; however, the designated inclusionary dwelling units at 309 West Washington Avenue, shall be eligible for residential parking permits according to the inclusionary zoning. The applicant shall provide addresses and apartment numbers for designated inclusionary dwelling units, eligible for residential parking permits to City Traffic Engineer/Parking Manager. The applicant shall note in the Zoning Text the inclusionary zoning dwelling units.
4. If parking to the general public is approved, provision shall be made to ensure that parking rates in the commercial project are coordinated with those in City facilities.
5. The applicant shall not improve the right of way as proposed unless encroachment is approved by City of Madison Real Estate Division prior to plans being submitted for approval. Contact City Real Estate if you have questions.

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 on either side and across the street, signage, percent of slope, vehicle routes, dimensions of radii, aisles, driveways, stalls including the two (2) feet overhang, and a scaled drawing at 1" = 20'.
7. The applicant shall submit ramp plan sheets complying with M.G.O. The plan sheets shall total number of provided and require parking space.
8. All existing driveway approaches that are to be abandoned shall be removed and replaced with curb and gutter and noted for phase one or two on the plan.
9. The applicant shall show the dimensions for proposed and existing surface, underground, & ramp parking stalls' items A, B, C, D, E, and F, and for ninety-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.

10. The street type approaches shall be a special design "Street Type Entrance." The applicant shall provide a detail 1" = 20' detail drawing of the "Street Type Entrance" with plan sheets showing epoxy lane lines, cross walks, stop bars and pavement markings details to be approved by the City Traffic Engineer. In addition, a note shall be shown on the plan, " ALL PAVEMENT MARKING SHALL BE INSTALLED IN EPOXY AND MAINTIAN BY THE PROPERTY OWNER."
11. "Stop" & "Right Turn Only" signs shall be installed behind the property line for West Washington Avenue and Broom Street approaches. Additional signs as "Do Not Block Sidewalk" shall be required behind the property line for all approaches. "Do Not Enter" and "One Way" signs shall be installed in the facility to secure the traffic operation at access points and traffic flow in site. "Ramp Full" signs shall be installed at the entrances to advise vehicles do not pull in and back onto the street or block street. The applicant shall install mirrors at the exits points where vision is blocked by an obstruction. All guide signage shall be shown on the plans. The applicant shall show all signs and pavement markings on the plan.
12. The driveway from the garage door to the street right-of-way shall be modified to provide for two-way operations at a minimum width of eighteen (18) feet in accordance M.G.O. 10.08(6)(a) 4. Contact City Traffic Engineering if you have questions.
13. The applicant shall submit with the parking lot plans a letter of operation of the type of ingress/egress control to the ramp and load dock area; a detail drawing of the areas showing queuing of at least three vehicles or two vehicles if gates or doors are closed from any approach that cars will not be blocking the sidewalk to the ramp. The applicant shall submit detail drawing of the ingress/egress areas showing signs, control devices, gates, and/or garage doors.
14. The applicant shall execute a waiver of notice and hearing on special assessments for the future traffic signal, st. lights and associated street. The traffic signal waiver may also require a deposit for future area traffic signals and associated intersection changes.
15. The applicant shall remove, replace, and adjust street light poles on Broom St, S. Henry St., Main St. and W. Washington Ave. adjacent to this project. The applicant shall install underground street lighting and communication conduit on Broom St adjacent to this project. The applicant shall pay a deposit for the estimated costs to the City for time and materials associated with the above work.
16. The proposed location of truck loading and trash enclosure should be designed to accommodate truck service on-site that all trucks should be ingressing/egressing in a forward manner. The applicant shall note that Madison General Ordinance 10.08(a) 6 requires all facilities to have adequate internal

circulation in which no backing movement, except that required to leave a parking stall, is allowed. All parking facilities shall be designed so as not to utilize any portion of the public right-of-way except to permit ingress and egress in a forward manner: unless permitted by the Board of Public Works after the Board receives the recommendation of the City Traffic Engineer. This condition shall be approved prior to plans being submitted for approval, contact City Traffic Engineering for detail. Traffic Engineering staff will require a formal letter requesting the right to back off the street, (type of vehicles, reasons, hours of operation of the truck, etc.) and the applicant shall provide a 1"=20' scale drawing and a drawing on a 8" by 11" sheet showing parking, parking stalls, pavement markings, type of truck turning and both sides of the street. If recommended by the City Traffic Engineer, staff will facilitate the approval to the Board of Public Works.

17. The Developer shall post a deposit and reimburse the City for all costs associated with any modifications to Street Lighting, Signing and Pavement Marking including labor and materials for both temporary and permanent installations.

18. 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: Thomas Miller
Fax: 258-5580
Email: tcm@alexandercompany.com

DCD:DJM:dm

**CITY OF MADISON
INTERDEPARTMENTAL
CORRESPONDENCE**

Date: May 28, 2005

To: Bill Roberts, Planner III
From: Kathy Voeck, Assistant Zoning Administrator
Subject: 309 W Washington Ave., Rezoning

Present Zoning District: PUD(GDP)

Proposed Use: Approx. 400 residential dwelling units, 18,000 sq. ft. retail and 05,000 sq. ft. of commercial office development (of which 82,520 sq. ft. is existing), and approx. 946 parking spaces, of which 692 are existing.

Requested Zoning District: PUD(GDP-SIP)

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

GENERAL OR STANDARD REVIEW COMMENTS

1. In the zoning text, letter of intent and plans shall be consistent. The text, and plans shall identify the number of dwelling units which will be in each building. Also show gross square footage of retail and residential.
2. In the zoning text, in regard to permitted uses, "those uses that are stated in the residential district" identify which zoning district. and in the "Office zoning", identify which office district.
3. In the zoning text, uses shall be listed in the zoning text, even if in the letter of intent.
4. In the zoning text, "signage will be allowed as per Chapter 31 of the Madison General Ordinances" add "as it relates to the _____ district." (C-2 or C-4? Consult with UDC staff).
5. Meet all applicable State accessible requirements, including but not limited to:
 - a. Provide accessible stalls striped and in the amount as required by the State. A minimum number of the stalls shall be van accessible stalls 8' wide with an 8' striped out area adjacent.
 - b. Show signage at the head of the stalls.
 - c. Show the accessible path from the stalls to the building or elevator, if in a parking garage.
 - d. Show dimensions on the stalls and drive aisles.
 - e. Show curbs/wheel stops, and/or ramps where required.

309 W Washington Avenue

May 28, 2005

Page 2

6. Section 28.04(24) provides that Inclusionary Zoning requirements shall be complied with as part of the approval process. Submit to Zoning, a copy of the approved plan for recording prior to zoning sign off of the plat.
7. Show the maximum height on the elevation of the building elevation per City Datum. The buildings shall not exceed 187.2 City Datum.
8. Provide 85 bike stalls for the 112 units and 4 stalls for the commercial portion of the building at 309 W Washington Ave. Provide one stall for each unit in a residential building up to 50 stalls and half a stall for the number of stalls over 50 for the remaining residential buildings or portions of buildings. Provide one bike parking stall for each 10 car stalls that would be required for any commercial or office spaces. (Note: car parking requirements would be one stall per each 300 square feet of gross floor area. Even though car parking is not required, bike parking is required per the amount that would be required if it were.) The bike parking stalls shall be in a safe and convenient location on an impervious surface to be shown on the final plans. The lockable enclosed lockers or racks or equivalent structures in or upon which the bicycle may be locked by the user shall be securely anchored to the ground or building to prevent the lockers or racks from being removed from the location. NOTE: A bike-parking stall is two feet by six feet with a five-foot access area. Structures that require a user-supplied locking device shall be designed to accommodate U-shaped locking devices. Note: the bike rack shown in the 141 W. Washington Row parking level does not meet the stall and access dimensions adequately.
9. Provide 3 (10' x 35') loading areas with 14' vertical clearance to be shown on the plan for 309 W Washington Ave. The loading areas shall be exclusive of drive aisle and maneuvering space. (Two for residential portion of the building and one for the commercial portion of the building.
10. Provide a detailed landscape plan. Show species and sizes of landscape elements. Provide a landscape worksheet with the final plans that shows that the landscaping provided meets the point and required tree ordinances.
11. Lighting is required for this project. Provide a plan showing at least .25 footcandle on any surface of the lot and an average of .75 footcandles. (See City of Madison lighting ordinance)

ZONING CRITERIA

Bulk Requirements	Required	Proposed
Lot Area		as shown
Lot width		as shown
Usable open space		as shown
Front yard		as shown
Side yards		as shown
Rear yard		as shown
Floor area ratio		as shown
Building height	187.2' City Datum max. height	(7)

Site Design	Required	Proposed
Number parking stalls	0 (Central business district)	946
Accessible stalls	Per state code	(5)
Loading	2 (10' x 35') Res. 1 (10' x 35') Commercial for 309 W Washington ave.	(9)
Number bike parking stalls	Yes	(8)
Landscaping	Yes	(10)
Lighting	Yes	(11)

Other Critical Zoning Items	
Urban Design	
Historic District	
Landmark building	
Flood plain	
Utility easements	
Water front development	
Adjacent to park	
Barrier free (ILHR 69)	

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

* Since this project is being rezoned to the **PUD** district, there are no predetermined bulk requirements.

AGENDA # V.F.

City of Madison, Wisconsin

REPORT OF: URBAN DESIGN COMMISSION

PRESENTED: May 4, 2005

TITLE: Block 51 - Amended PUD(GDP), First
Phase PUD(SIP)/Mixed-Use Development

REFERRED:

REREFERRED:

REPORTED BACK:

AUTHOR: Alan J. Martin, Secretary

ADOPTED:

POF:

DATED: May 4, 2005

ID NUMBER:

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

SUMMARY:

At its meeting of May 4, 2005, the Urban Design Commission **GRANTED FINAL APPROVAL** of a PUD(GDP) for Block 51 excluding the Broom Street townhouses, and **GRANTED INITIAL APPROVAL** of the PUD(SIP) for Block 51 excluding the Broom Street townhouses. Appearing on behalf of the project was Thomas Miller, Douglas Kozel, John Vetter, Natalie Bock, Nathan Novak, and Ed Freer. Appearing in opposition was Peter Ostlind of the Bassett Neighborhood Association. Ledell Zellers was registered to speak but was not available. Prior to the presentation of the plans, staff noted to the Commission that the project's original PUD(GDP) component had never received final approval by the Urban Design Commission following its conditional approval by both the Plan Commission and Common Council in fall of 2004. Under this situation, an amended PUD(GDP) is required and as a result of changes to the overall General Development Plan as previously proposed. The project also involves the development of the First Phase PUD(SIP) for the project. The plans as presented request final approval of an amended PUD(GDP) covering all elements of the redevelopment block, except for the resolution of the Broom Street setback in combination with the development of the lofts at 123 South Broom Street. The First Phase PUD(SIP) provides for the demolitions of the existing structures at 309 and 329 West Washington Avenue, in addition to 30 South Henry Street. The overall PUD(SIP) also submitted with the request for initial approval of the development of the 320-330 West Main Street, four-story townhouses, the 309 West Washington Avenue ten-story retail/residential building, the maintenance and exterior improvements around the building at 345 West Washington Avenue to be maintained for commercial office use, the maintenance and exterior improvements around the existing parking ramp at 180 Washington Row, the construction of Washington Row, along with the development of the three-story townhouse buildings at 300-340 and 305-345 Capitol Court in addition to the Washington Row townhomes, located at 111-131 and 151-161 Washington Row. The applicants also requested initial approval of an amended PUD(GDP) that supports development of the lofts along West Broom Street, pending the resolve of the thirty foot setback issue. Following a detailed review of the plans, Peter Ostlind, representing the Bassett Neighborhood Association, spoke at length relevant to a memo within the Commission's packet dated April 29, 2005 detailing several issues yet to be resolved with the redevelopment proposal. Ostlind, citing that the neighborhood process was not yet complete, emphasized that the Broom Street setback issues were yet to be resolved. The area's alderperson, Ald. Michael Verveer, spoke on the non-resolve of the Broom Street setback neighborhood issues and the pending process relevant to resolution of these issues, which is at least a month away.

Following the presentation, the Commissioners expressed concerns on the following:

RELEVANT TO THE AMENDED PUD(GDP)

- The façade of the 323-340 West Main Street four-story townhouses south elevation was noted as “blank” with the acknowledgement that windows were limited per the IBC code; provide alternatives if the adjacent Justice Building can be removed. The solar orientation of the prismatic roof should be examined in regards to taking advantage of solar gain.
- Provide additional details on the screening of the blank façade of the existing parking structure as proposed, with a “vertical screening system” to be fully addressed within the landscape plan.

RELEVANT TO FIRST PHASE PUD(SIP)

- As a point of discussion, the architecture of the building at 309 West Washington Avenue was discussed in length in regards to its compatibility with other buildings along the West Washington Avenue streetscape. The Commission generally noted that a mix of architecture already exists within the corridor, and will continue with additional development within the area, and that it was comfortable with the direction that the architecture provides. It was also stated that the projecting/bronze elements on the building at 309 West Washington Avenue didn’t tie back into the building and appeared stuck-on.
- The Commission questioned the reduction from a previously proposed three water elements to two proposed with the redevelopment of the block and the necessity to provide specific design details.
- Provide details and studies on how the bridge over Washington Row connects the two halves of the block relative to its design, detailing, lighting, and architecture, in addition to providing features in coordination with future Phase Two.
- The Commission expressed some concern with the issue of the weakening of providing public connection, the most between Broom and Henry Streets through the middle of the site with the proposed interlinking of courtyards and pedestrian bridge, in regards to providing public access.
- Firm up the potential for maintaining Washington Row as a two-way private street.
- Examine placing a tree in a proposed island adjacent to the surface parking area at 333 West Washington Avenue, in addition to investigating providing additional canopy tree elements in front of the Washington Row townhouses.
- On Washington Row, examine mechanisms to maintain traffic calming.
- Continue to pursue providing green roof structures on all buildings with details to be provided for review and approval.
- Provide for a overall distribution of bike parking throughout the whole block redevelopment.
- Concern with parking ratios being suburban, not urban.

ACTION:

On a motion by Host-Jablonski, seconded by March, the Urban Design Commission **GRANTED FINAL APPROVAL** of an amended PUD(GDP) for Block 51 without any initial or final approvals for the component for the Broom Street townhouses at 123 South Broom Street. The motion was passed on a unanimous vote of (9-0).

On a motion by Geer, seconded by March, the Urban Design Commission **GRANTED INITIAL APPROVAL** of the PUD(SIP) for Block 51 excluding the Broom Street townhouses and setback issues. The motion was passed on a unanimous vote of (9-0). The motion also required the providing trees in the islands and other locations as noted within the report.

(continued next page)

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

URBAN DESIGN COMMISSION PROJECT RATING FOR: Block 51

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

General Comments:

- Nice! Washington Row should be a two-way.
- Address the blank façade of the townhome/parking structure. Add trees along the Washington Row streetscape and consider more in the Washington Square plaza. Two-way street for Washington Row.
- Very complex project, and the design team has worked very hard to reconcile neighborhood concerns, and come up with a high quality, urbane design.
- Well-conceived, developed project. Will be a great addition to West Washington corridor.
- More vegetation needed.
- A very imaginative project.
- Creative. Nice individual signatures with unifying elements.



Department of Public Works
Parks Division

Madison Municipal Building, Room 120
215 Martin Luther King, Jr. Boulevard
P.O. Box 2987
Madison, Wisconsin 53701-2987
PH: 608 266 4711
TDD: 608 267 4980
FAX: 608 267 1162

May 11, 2005

TO: Plan Commission

FROM: Simon Widstrand, Parks Development Manager

S.W.

SUBJECT: **309 West Washington Avenue**

1. The developer shall pay \$263,321.49 for park dedication and development fees.
2. Park Fees shall be paid prior to SIP signoff, or the developer may pay half the fees and provide a letter of credit for the other half.

Calculation of fees in lieu of dedication plus park development fees:

Park dedication = (159 multifamily @ 700 square feet/unit) = 111,300 square feet. The developer shall pay a fee in lieu of dedication based on the land value of the square footage of parkland required (up to a maximum of \$1.65 / square foot). Fee is **\$183,645.00**
Park Development Fees = (159 @ \$501.11) = **\$79,676.49**
TOTAL PARK FEES = \$263,321.49

Approval of plans for this project does not include any approval to prune, remove or plant trees in the public right-of-way. Permission for such activities must be obtained from the City Forester, 266-4816.

Please contact Simon Widstrand at 266-4714 or awidstrand@cityofmadison.com if you have questions regarding the above items.





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. Dalley, 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: May 4, 2005
TO: Plan Commission
FROM: Larry D. Nelson, P.E., City Engineer
SUBJECT: 309 West Washington Avenue PUD (GDP/SIP)

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. Street names and addresses need approval - Capitol Court - Capitol Court Mews - Washington ROW - all are unacceptable names. Capitol Court Exists, Mews & ROW are invalid suffixes.
2. Upon securing ownership of all lands included in this development, Alexander Company shall submit for City approval, and record, a certified survey map which subdivides the land consistent with this plan.
3. Prior to approval, provide calculations of sanitary sewerage flow projections to the City Engineer. Approval shall be withheld until it is determined that capacity is available or the development agrees (Developer Agreement) to increase the capacity were needed.

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: 309 West Washington Avenue PUD (GDP/SIP)

General

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

7



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

7

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.

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.
- 4.5 The applicant shall show storm water "overflow" paths that will safely route runoff when the storm sewer is at capacity.
- 4.6 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.
- 4.7 This site is greater than one (1) acre and the applicant is required by State Statute to obtain a Notice of Intent Permit (NOI) from the Wisconsin Department of Natural Resources. Contact Jim Bertolacini of the WDNR at 275-3201 to discuss this requirement.
- 4.8 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.
- 4.9 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.
- 4.10 Prior to approval, this project shall comply with Chapter 37 of the Madison General Ordinances regarding stormwater management. Please contact Greg Fries at 267-1199 to discuss this requirement.
- 4.11 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.
- 4.12 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.
- 4.13 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.)

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

- 4.14 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 dedicate 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.

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 be 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.

7

City of Madison, Wisconsin

REPORT OF: Downtown Coordinating Committee	
TITLE:	Miscellaneous
AUTHOR:	James Weinstock, Parks Operations Manager
DATED:	May 26, 2005

PRESENTED: June 6, 2005**ADOPTED:****ID#** _____**TO THE CITY OF MADISON PLAN COMMISSION**

At a meeting on Thursday, May 19, 2005 of the Downtown Coordinating Committee the following motion was made and seconded that the Downtown Coordinating Committee recognizes the transportation importance of the Broom Street corridor, the decades long effort to establish a 30-foot setback on the north side of the street, and the ongoing city process to determine the best future use of the setback. The Downtown Coordinating Committee encourages the Plan Commission to maintain any existing portions of the 30-foot setback on the north side of Broom Street until the city formalizes a plan for that corridor.

This motion was carried on a 4 to 2 vote.

NEED

June 1, 2005

Mr. Brad Murphy
City of Madison
Planning & Development
215 Martin Luther King Jr. Blvd.
Madison, WI 53703

Re: Capitol West – Block 51 SIP
Recommendation of Conditions of Approval for the Plan Commission

Dear Brad,

The Steering Committee established by the Neighborhood recommends that each of the following items be included as Conditions of Approval when the Plan Commission considers the Phase I SIP proposal for this project.

1. The proposed Broom St. Townhome element of the project within the existing setback limit shall be referred until the ongoing City/Neighborhood review process for the Broom St. setback has been completed.
2. Construction of at grade building elements shall not be allowed to infringe within the public right of way. In particular the proposed building at 309 W. Washington shall be modified such that no portion of the structure extends beyond the property line.
3. Projections from the buildings shall not be allowed to extend outward above the public right of way. In particular the balconies of the proposed building at 309 W. Washington shall be modified such that no portion of the building extends outward above the public right of way.
4. The highest elevation of any portion of the building at 309 W. Washington shall not extend above the City Capitol View Preservation limit of 187.2' above city datum. This would include any mechanical or elevator penthouse or other building component.
5. Curb cuts into the street terrace along W. Washington Ave. shall be limited to driveways only. The terrace shall not be allowed to be used for parking or loading of vehicles. In coordination with City Departments loading zones may be established at points along the curb in conjunction with building entrances.

6. Any modification to the pedestrian passageway extending from S. Henry St. through the Capitol Court Mews and between 345 W. Washington and the existing parking garage to S. Broom St. which would restrict public access shall be considered a major alteration to the PUD/SIP. Such modification shall require approval by the Plan Commission at a public hearing.

7. All trash & recycling containers shall be located within building structures, not on Washington Row or any other pedestrian or traffic corridor.

8. As part of the Phase I construction the drive access from W. Main St. to the new parking garage shall be wide enough to allow for parking large delivery vehicles and tractor trailer type moving vans without blocking the sidewalk or the street. As part of a future Phase which constructs the building at 306 W. Main St. provisions shall be made to accommodate this same delivery parking area within the building structure.

9. The air conditioner condensers for the Main St. townhomes shall be located inside the parking structure adjacent to the townhomes.

10. The Applicant shall provide a temporary common space to be used by the condo community for meetings, etc., until a permanent space is constructed in Phase II.

12. The pole lighting at the top level of the existing parking ramp shall be replaced with light fixtures which minimize impact on the night sky as approved by the Urban Design Commission.

13. Cut-through traffic by construction vehicles and equipment shall be prohibited in the residential streets of the Bassett neighborhood to the west of Broom St. (specifically, W. Main, W. Doty and W. Wilson Sts.) for the duration of Phase I. Construction vehicles should access the site via W. Washington Ave. or Broom St. from the John Nolen Parkway.

The Applicant has committed to the following items which are not specifically noted in the SIP documents. The Steering Committee recommends that these also be included as Conditions of Approval.

14. RP3 residential parking permits shall be available only to residents of specified IZ residential units. RP3 residential parking permits shall not be available to residents of market rate dwelling units.

15. Madison Environmental Group's Preliminary Recycling Reuse Plan, submitted as part of the Phase I SIP shall be a condition of approval

16. Prior to issuance of any building permits the Applicant shall provide a detailed diagram showing location & quantity of bicycle parking for residents within parking

structures and/or storage spaces. The total quantity of bicycle parking spaces for residents shall be equal to the number of bedrooms in the dwelling units to be constructed.

17. Prior to issuance of any building permits the Applicant shall provide details of the rain catchment system for all components of Phase I.

18. A bicycle ramp shall be provided as part of the Grand Stairs from Washington Row to the Capitol Mews.

19. All roof top mechanicals shall be screened in a method acceptable to the Urban Design Commission.

20. The landscaping plans shall be modified to include provision of additional trees in the street terrace. As part of the plan submittal for a building permit a plan for protection of existing trees within the street terrace shall be provided.

21. Installation of the pedestrian scale street lighting which has been installed elsewhere in the neighborhood shall be included as part of each phase of construction as it is completed.

With regards to the IZ units the Steering Committee would prefer that no waivers be given. When considering the two most recent options presented by the Applicant our preference would be Option A with 8 IZ units and a payment of \$245,000.

Please forward these recommendations to the members of the Plan Commission for their consideration.

Sincerely,

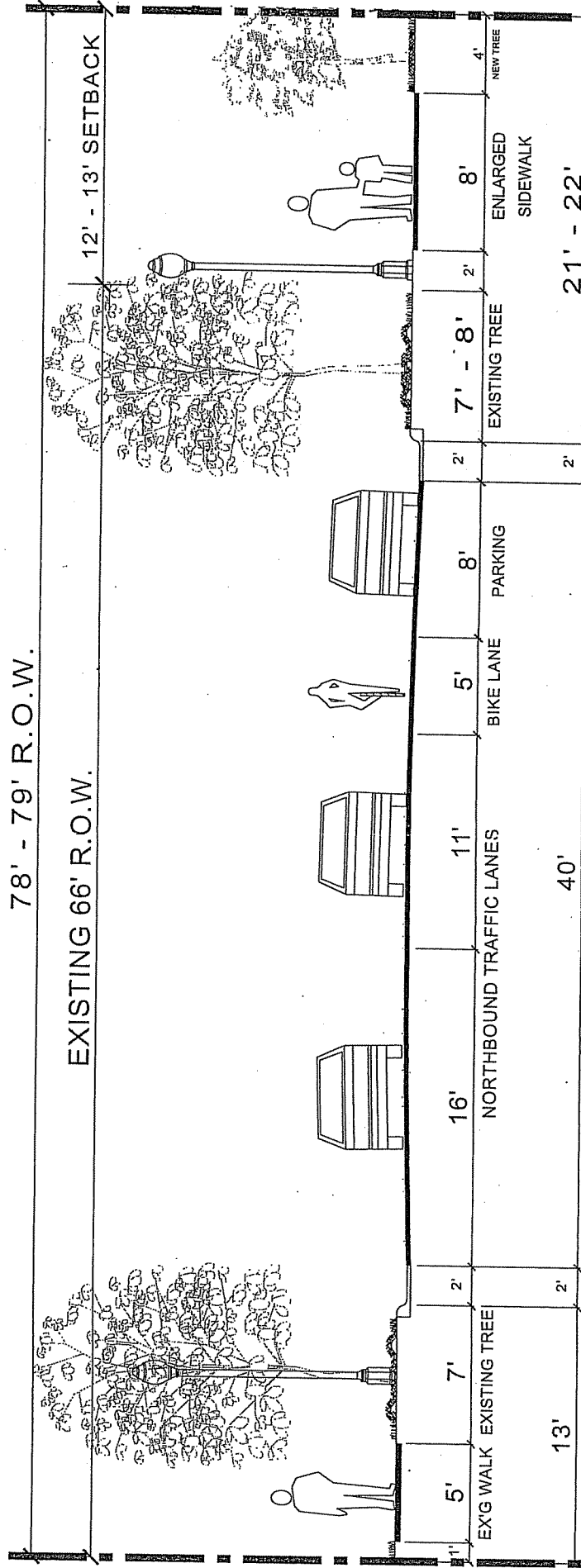
Peter Ostlind
Chair Bassett District of Capitol Neighborhoods

BROOM STREET REMARK EXISTING W/BIKE LANES

78' - 79' R.O.W.

EXISTING 66' R.O.W.

12' - 13' SETBACK



BROOM STREET EASEMENT STUDY

SCALE: 3/16" = 1' - 0"

PL

Company
 45 E. SACRED ROAD, SUITE 200,
 WILSON, WISCONSIN 53190
 TEL: 414.254.3333
 FAX: 414.254.3333

PL

MAY 1 - COPY PROVIDED TO
HICKORY, DAN MCC.
KATHY V. ALM.
PLEASE COMMENT
ON POINTS LISTED
IN YOUR STAFF
REPORTS
TIMMCC

April 29, 2005

Mr. Brad Murphy
City of Madison
Planning & Development
215 Martin Luther King Jr. Blvd.
Madison, WI 53703

Re: Capitol West - Block 51 SIP Neighborhood Review

Bill

Dear Brad,

The Bassett Neighborhood established a Steering Committee to work with the Alexander Co. in development and review of the Capitol West proposal. Subsequent to the Council approval of the GDP, the committee has met with Alexander three times at their request (1-27-05, 2-8-05, 4-5-05). At each of these meetings, Alexander brought in members of their design team to discuss various components of the Phase I SIP.

When the Alexander Co. contacted me to schedule the April meeting, they indicated that the Phase I SIP would be formally filed with the City the following day. I suggested that this preemption of the neighborhood review process did not speak well to Alexander's commitment to allow for neighborhood input. The process, with which Alder Verveer concurred, was that the developer and Steering Committee would have a series of meetings, the committee would provide input to the developer, and ultimately there would be a neighborhood-wide presentation of the SIP proposal along with the Committee's review comments. Unfortunately, Alexander has chosen to bypass this process.

The Steering Committee has reviewed the Phase I SIP document. Attached you will find a copy of our comments both in summary and expanded form. There is also a list of questions directed to the developer. The comments represent a consensus opinion of the committee with the exception of the discussion of the architecture of 309 W. Washington, which represents the view of a majority of the members.

Please forward these comments to Bill Roberts, and to the members of the Urban Design Commission and the Plan Commission for their consideration.

Sincerely,

Peter Ostlind
Bassett Neighborhood Chair

Cc: Mike Verveer
Natalie Bock, Alexander Co.

Summary of Comments

Inclusionary Zoning

The number of inclusionary zoning units in the project has been significantly reduced, from 24 to 14. The number of waivers requested by the developer is excessive and runs counter to the express purpose of the ordinance. The number of waivers should be reduced, and we understand that there are ongoing discussions between the City and the developer to increase the number of affordable units built.

The current IZ plans exclude the Main St. Townhomes, the Capitol Court Townhomes and the Washington Row Townhomes from the affordable housing mix which is counter to the intent of the ordinance. The mix should be restored to that presented in the GDP.

Landscape, Site Plan, Lighting

These plans indicate that work in the street terraces would be part of a future phase. Protection and planting of trees in the terrace must be part of each phase of construction.

Installation of the pedestrian scale street lighting which is being installed elsewhere in the neighborhood should be included for each phase of construction as it is completed.

The water features shown in the GDP are an important amenity. The SIP drawings are inconsistent in their presentation and appear to be eliminating some water features. The commitments of the GDP need to be realized and clearly defined in the SIP.

The lighting plan needs to minimize the impact on the night sky. We believe the uplighting of the 309 W. Washington building has been abandoned by the developer. The SIP should make this clear.

GDP Modifications – the following are changes in the GDP not specifically requested as part of the SIP:

Washington Row Townhouses – this is a change from community space to additional residential units.

Washington Row – this has changed from a two-way to a one-way street. The preliminary traffic study was based on a two-way design.

306 W. Main St. – the retail space at the corner of W. Main & S. Henry is now noted as a “possibility” – the presence of retail was rational for building out to the lot line. If the retail space is to be abandoned then the building setback should be reconsidered.

Pedestrian Passageway

Public access through the courtyard pedestrian spaces from S. Henry St. to S. Broom St. needs to be assured. This courtyard space has been a key amenity of the project in

generating neighborhood support. The SIP approval should state that any change to this access must be treated as a major alteration and subject to a full review process.

Provisions should be included for walking bicycles from the Capitol Townhouses to Washington Row. The committee and the developer agreed on this idea and jointly felt a narrow ramp as part of the north stairway would fulfill this need. The plans should be modified to include this bicycle access.

Community Space

The PUD included common community space along Washington Row. The SIP has deleted this community space. This type of space is vital for large condominium developments and should be required as part of the SIP approval.

309 W. Washington infringement on public right of way.

The SIP plans indicate that portions of the building at ground level will extend into the public terrace along W. Washington Ave. an unspecified distance. Preservation of the grass terraces and tree canopy is a major component of the adopted neighborhood plan. This infringement should not be allowed.

Decks at all floors of the building along W. Washington and S. Henry Sts. extend out past the property line an unspecified distance. Maintaining the Capitol view corridor along W. Washington Ave. is a key element in the adopted neighborhood plan. Except for entry canopies, such as at the Loraine condominiums, an infringement into this public view corridor should not be allowed.

Bicycle Parking

The bicycle parking shown in the parking garage is inadequate. At a minimum, one bike parking/storage space should be provided per condominium unit.

Bicycle parking is poorly identified in public areas. The quantity of stalls has not been identified.

Traffic

Consistent with City policy established for other developments in the neighborhood, no street parking permits should be issued for residents of market-rate units.

Condition #4 of PUD Staff comments adopted by Council – final transportation demand management plan and traffic impact analysis shall be submitted with SIP. These plans were not included in the SIP, therefore approval of the SIP should be referred until receipt and review of these plans.

Deliveries

There is inadequate accommodation for access by delivery, service or moving vehicles. This concern was discussed with the developer and the committee was told that delivery trucks would be able to pull into the garage since the height would be 14'. The current layout will not allow for truck access and the floor to floor height is only 11'-6". If

Washington Row is designated a fire lane it will not be available for delivery vehicles. The SIP needs to be revised to address these deficiencies.

Broom St. Townhomes

Any consideration of the Capitol West use of land within the setback prior to resolution of the entire setback issue is premature. The committee strongly recommends that the proposed change to the GDP be referred until the process described above has been concluded.

Green Building Items

The developer has been promoting this project with various references to green building systems. Neighborhood acceptance has been based in part on this representation. The SIP refers to all green building items as "potential" and the recycling plan as preliminary. The time has come for commitment and specifics. The SIP approval should be contingent upon inclusion of these items: rain catchment, green roofs, construction recycling.

Mechanicals on Rooftops

Mechanical equipment on rooftops of both the shorter and taller buildings should be screened. This is important to maintain an attractive appearance of the buildings which will be viewed from many different locations and elevations.

309 W. Washington Architecture

The formula for design along W. Washington Ave. leaves much to be desired. Capitol West's theme is not bad architecture, but it produces a building (#309) that could be found in Milwaukee, St. Louis, or even San Jose. What has been presented at the SIP stage is a generic glass-metallic box design with limited evidence of emotion, grace, or uniqueness. Along W. Washington we need a vision that is far more unique and vivid, a design worthy of this special location. (the represents a majority viewpoint rather than the consensus of the Committee as expressed in all other items)

Questions for the Developer

Letter of Intent

309 W. Washington, page 5 of Letter of Intent, 7-story building same GSF as 6-story GDP building. GDP 120 condos, SIP 112.

The overall number of housing units seems to remain at 400. 309 W. Washington has been reduced by 8. Main St. Townhomes reduced by 1, and 5 were added at the Washington Row Townhomes. If the community spaces replaced by the Washington Row Townhomes are moved to other areas within the project will there be further reductions in the number of units?

Page 5 – Capitol Court North Townhouses were 2.5 stories in the GDP—now 3?

Page 5—Main St. Townhomes were 3 stories in the GDP, now 3-4 ? Which are 3?

Preliminary Recycling and Reuse Plan for Capitol West

What are you actually committed to providing?

Main St. Townhomes:

How will trash & recycling be handled?

Concerns on maintenance of clear wood siding

Where are AC condensers located?

West elevation is very blank . If the Broom St. setback is developed in any form this will be especially troubling. Can enhancements be made to improve the architecture of this façade?

What are the provisions for bike parking, both for residents and visitors?

Capitol Court

What is the roofing material?

Where are the AC condensers located?

Grand Stair elevation – what is the material of the Townhouse wall along these stairs?

The elevation shows a blank wall which would not be conducive for this pedestrian area.

We have a similar question at south stairs.

What are the materials for the wall/screen at the rear private courtyards? How tall?

Washington Row Townhomes

CC-10 shows bike parking inside overhead door. PKG-3 shows trash & recycling.

Which is correct?

7

Parking Garage

Committee was told that delivery trucks would be able to pull into garage, height would be 14'. The layout will not allow for truck access and the floor to floor height is only 11'-6".

When is decision on lap pool to be made?

How much bike parking is provided?

309 W. Washington

How will deliveries and move-ins be handled? Will Washington Row be a fire lane with no parking along the east side?

309-15 elevation

What is size of penthouse?

Is there a roof-top terrace? No plan is provided. What would be the access?

What is the actual Capitol view limit elevation? Does any portion of the building exceed this elevation? (end projections or the penthouses?)

Decks along W. Washington & S. Henry appear to project out past the property line over the public right of way—is this so and how far?

Pedestrian Bridge

The pedestrian bridge across Washington Row is a key element of the overall development. The SIP does not seem to include this bridge. We understand that the bridge will likely be constructed in a later Phase. Please confirm that this is correct.

Traffic

Condition #4 of PUD Staff comments adopted by Council – final transportation demand management plan and traffic impact analysis shall be submitted with SIP. Have these final documents been prepared? We have not seen them in the information provided to date.

Green Building Items

The project has been represented to the Neighborhood as including green building components. This has been a part of the discussions at several meetings. The SIP only refers to "potential" items. What are you committed to providing?

Letter of Intent, p. 6: *potential* rain catchment & other green building systems

309 W. Washington Ave. Program Statement #7: *potential* green roof; #11: *potential* rain catchment

Detailed Comments

Inclusionary Zoning

The number of inclusionary zoning units that would actually be built in Phase I has been substantially reduced since the GDP was approved. As the IZ plan now stands, only 14 (9%) out of 159 total units would be for affordable housing. The developer has requested 10 waivers (42% of the affordable housing units required by the ordinance). The committee feels that the number of waiver requests is excessive, and runs counter to the express purpose of the ordinance which is to "include" individuals and families of differing economic levels in all areas of our city, including the increasingly pricey downtown area.

MAY I
TO HICKORY

In addition, the developer's current IZ plans exclude the Main St. Townhomes, the Capitol Court Townhomes and the Washington Row Townhomes from the affordable housing mix. This runs contrary to ordinance 28.04(25)(g)6 which states, "The inclusionary dwelling units shall be dispersed throughout the development." The developer has stated that these townhomes will be marketed as "live-work" units, all the more reason for some of them to be offered as affordable housing, we think.

The committee realizes that the developer's waiver request meets the 15% IZ requirement. But we also realize that Capitol West, because of its size and scope, will represent a benchmark for future downtown condo developments. Any concessions granted to this project will only encourage future waiver requests and ultimately dilute the intent and effect of the inclusionary zoning ordinance. At the very least, we request that the IZ units in both the Main St. townhomes and the Capitol Court townhomes be re-instated, and we hope that the number of affordable housing units built in Phase I will be closer to the 24 promised in the GDP application.

In one final comment regarding inclusionary zoning, the committee noted that the developer's Program Statement for the 309 W. Washington building calls for sub-standard finishes in the affordable housing units (less expensive hollow core interior doors, "apartment-grade" finishes, and no fireplaces as in the market-rate units). Perhaps this is standard practice, but it negatively differentiates one owner's unit from another's and we think that is an undesirable outcome.

Landscape, Site Plan, Lighting

JJR has developed an innovative landscaping design that will bring color, texture, and hopefully wildlife to Capitol West. Features such as the arbor over the pedestrian walkway at Capitol Mews help give the project a human scale—very important in an environment marked by height and high density. The vine trellises are an interesting sculptural element that complements the contemporary urban architecture. Overall, there is a good mix of perennials and shrubbery that should fill in the green spaces fairly quickly and continue to improve with the passage of time. We strongly urge the developer to invest in larger, rather than smaller, shade and ornamental trees at the outset. All landscaping should be done as soon as practically possible for the benefit of the residents.

JJR has indicated that they would attempt to develop an innovative storm-water plan to capture water that will be needed to sustain the vines and other greenery in the early years of the project, and that they would work with Madison Environmental on sustainability and storm-water issues. We would like to see some documented assurance that this collaboration will, in fact, occur during Phase I.

The committee notes the lack of a landscaping plan for the terraces which surround the project. It is our understanding that it is the developer's responsibility to plant trees at appropriate intervals where needed, along W. Washington, S. Henry, W. Main and S. Broom St. terraces. At discussions with the committee the developer committed to the preservation of the trees in the terrace along Main St. The pedestrian scale lighting which has been installed along other blocks in the neighborhood should be included in this project as part of each phase. This oversight should be corrected immediately, and a terrace tree planting and lighting plan incorporated into the Phase I SIP.

The committee feels that water features have not been adequately dealt with in the SIP. The GDP called for three water features (drawing SK-2b), but locations have shifted, been eliminated, and are not consistent from drawing to drawing in the SIP. The master Site Plan drawing for Phase I now shows one large water feature along the pedestrian walkway, adjacent to the existing parking garage. On other drawings (C101, C102, and C104 through C108) the large water feature is missing, but there is a smaller feature located in the Capitol Court Mews. It is not clear what is currently being proposed. We feel that water features will have very desirable effects in this dense urban environment: to capture rainwater, mask noise, and add a softening visual element. The developer needs to decide what these features will look like, where they will be located, and commit to providing them in Phase I.

In our discussions with the landscape architect and the developer, we feel fairly confident that project lighting will be handled in a way that is sensitive to light pollution, safety issues and residential privacy. We have expressed our desire not to have the Capitol view on West Washington compromised by excessive use of lighting, and have been assured that no uplighting will be used on the 309 West Washington building facade (although it is called for in the Program Statement for this building). We request that the uplighting be formally withdrawn from the SIP.

GDP Modifications

Washington Row

MAY 1
DMW Mo

The PUD indicates that Washington Row is a two-way street. The SIP documents (C-101) changes this to one-way from W. Main St. to W. Washington Ave. The developer has not advised the committee of this change nor of any rationale for the change. The Traffic Impact Study that was prepared as part of the PUD is based on a two-way street. The impact of this change on Main St. and circulation on adjacent streets should be considered.

Washington Row Townhomes

The inclusion of the Washington Row Townhomes is a change from the approved GDP. In the GDP these spaces are noted as "Condo Common Area" and "Res/Comm Flex Space". The SIP does not request an amendment to the GDP for this change. Community space for the residents of a project of this size is vital for the community to develop and function. The SIP does not indicate that this community space has been incorporated elsewhere within the project.

Pedestrian Passageway

AA1
DAW
Mc

The Capitol Court Mews, which creates a pedestrian pathway from Henry St. to Broom St., is a major positive feature of the proposal. At neighborhood meetings and within the Steering Committee, maintaining this passage as open public space has been a key component for acceptance of this proposal. We note that both the PUD and SIP documents maintain this area as an open public thoroughfare. The committee and the developer realize that the privacy and security of residents at the Capitol Court Townhomes and other residences directly on the Mews needs to be effectively maintained to insure compatibility with the public access. The Committee feels that the SIP proposal adequately addresses these issues for the new residents.

A key component of this pedestrian passageway is the bridge over Washington Row. The bridge is not shown on any of the SIP documents. The committee would like assurances that the pedestrian bridge remains part of the overall project as shown in the PUD documents. The expectation is that the bridge is part of a later phase of the project.

Bicycle access and movement thru the Capitol Court Mews has been discussed at several meetings with the developer. The access is intended mainly for the residents of the project, not as a riding route through the project. This discussion included a ramp at one of the stairways from Washington Row to the Capitol Mews. The developer and their consultants agreed that this was a sound idea which would be incorporated. The SIP documents do not indicate this ramp.

Community Space

The GDP identified two areas dedicated to community space: the "2-story Res/Comm Flex Space" and "Condo Common Area". These spaces have been eliminated in the SIP in favor of the Washington Row Townhomes. The PUD /SIP mentioned that the developers were proposing a plan that would promote opportunities for a healthy living system. An important part of a plan of this size and complexity is providing opportunities and space for people to gather, meet each other, hold meetings, and socialize. The space needs to allow this to happen both in formal and informal ways. It is very important for the future success of the condominium/town house lifestyle for owners to have common space where the above activities can occur. It helps to build ownership in their "home" surroundings as well as community involvement. If the space is not designated for this in the SIP, it will not occur.

309 W. Washington infringement on public right-of-way.

The developer has chosen to expand the footprint of the existing building 8' towards the W. Washington Ave. property line. They have now indicated that the stairs and ramps along this side of the building will extend past the property line. The SIP plans do not provide details which identify the infringement or the extent of the infringement.

COMMITTEE OF
NO
EXEMPTIONS

The committee does not believe that it is appropriate for private buildings to be extended onto the public terrace. This construction is more than simply a sidewalk to the building entrance. A wall over eight feet tall plus the height of the railing will be constructed in the terrace directly abutting the sidewalk. The adopted Bassett Neighborhood Plan lists as a specific recommendation the preservation of the grass terraces and tree canopy along W. Washington Ave.

The developer has noted that two portions of the existing structure extend past the property line. The survey on sheet C-100 of the SIP notes this infringement as 1'-3". These portions of the existing structure are slated to be demolished which would remove the infringement. The developer chose to expand the existing structure and then realized that access to the building could not be provided within the property line. This should not become an excuse to use the public terrace.

Decks at all floors of the building along W. Washington and S. Henry Sts. extend out past the property line an unspecified distance. Maintaining the Capitol view corridor along W. Washington Ave. is a key element in the adopted neighborhood plan. Except for items such as entrance canopies, infringements into this public view corridor should not be allowed.

Bicycle Parking

MMI
JAW/ML
KAP/TV

Living in the inner city offers people the opportunity to use alternative forms of transportation other than the automobile. The preliminary transportation plan emphasized the use of bikes for both residents and the public. The report mentioned a variety of ways to make the area transportation friendly. Bikes were a big part of this plan. During our meetings with the Alexander Group, planning for the use of bikes by residents was also discussed several times. In reviewing the drawings, there is a concern over the lack of secured residential bike parking. The documents mentioned only planning for one bike per bedroom. It is questionable as to whether this will be enough space. From experience, if specific bike parking is not planned for in safe secure areas, owners will come up with their own way of storing them. It also could raise the possibility of bikes being taken in and out of buildings in order to store them in a secured storage area or in an owner's unit. These alternative solutions may not support the living environment desired by all residents and the management company. It becomes difficult after the fact to find an appropriate area for bikes since racks take up considerable space. Bike parking was poorly identified in public areas. Again, if the transportation plan and the developers believe in what they are saying, bike racks need to be shown on the drawings in key public areas and in sufficient numbers. We don't want to see a lack of planning lead to destruction of the landscaping.

Traffic

Consistent with other developments in the neighborhood, no street parking permits should be issued for residents of non-IZ (market-rate) units. This has been a standard policy for new developments in the Neighborhood and should be continued.

MAY 1
DAN M

Condition #4 of PUD Staff comments adopted by Council – final transportation demand management plan and traffic impact analysis shall be submitted with SIP. These plans were not submitted with the SIP and have not been available for review or comment.

Deliveries

The committee was told that delivery trucks would be able to pull into the garage and that the entrance height would be 14'. The current layout will not allow for truck access, and the floor to floor height is only 11'-6". If Washington Row is designated a fire lane it will not be available for delivery vehicles. As the PUD/SIP documents were reviewed, it was unclear as to how large service trucks, moving vans, UPS type trucks, and a variety of delivery trucks would be able to accommodate their customers in delivery of goods in a safe and easy fashion. It was unclear where in the planning of 309 W. Washington these types of vehicles would be allowed. Not only is location of where they could park without blocking a thoroughfare an issue, but where will they be able to park to complete their business? Is there sufficient space for a moving van to be parked for the length of time necessary to move a family in or out of the residence? What about multiple moving vans at the same time? It is not clear how the developers have planned for accommodating businesses who will be contracted to do service work in units. There also needs to be an area in which businesses can remove debris. It appears that in some of the buildings, especially 309 W. Washington, Washington Row, and Capitol Court, the height may not accommodate entry by large trucks. In a project of this size, trucks will need access off the main streets for extended periods of time without disrupting the normal daily traffic of the residents and public using the streets, doors, driveways etc.

MAY 1
DAN M

Broom St. Townhomes

The Neighborhood and the Steering Committee have consistently maintained that consideration of the setback along the entire length of Broom St. should be considered independently of any specific development proposal. There have been several neighborhood-wide meetings on this topic and the Neighborhood is currently working with city staff and the district Alder to identify a variety of scenarios for the setback. This process anticipates the introduction of a resolution to the Common Council to update the thirty-year-old position on the setback.

pc.

Any consideration of the Capitol West use of land within the setback prior to resolution of the entire setback issue is premature. The committee strongly recommends that the proposed change to the GDP be referred until the process described above has been

concluded. The committee has focused its efforts on other aspects of the SIP proposal, but has these general comments on the Broom St. proposal:

The SIP proposal is for a 12' setback from the property line to the face of the new building. Any enhancement of Broom St. as an entrance to the downtown or provision of pedestrian and bicycle improvements would result in the building being immediately adjacent to the sidewalk. This would essentially become a zero lot line development which is contradictory to the goals of the Neighborhood Plan and the expressed desires of the Neighborhood and Steering Committee.

Green Building Items

The developer has promoted this project with various references to green building systems. Neighborhood acceptance has been based in part on this representation. The SIP refers to all green building items as "potential" and the recycling plan as preliminary. The time has come for commitment and specifics. The SIP approval should be contingent upon inclusion of these items: rain catchment, green roofs, construction recycling.

Mechanicals on Rooftops

During the initial conversations that Alexander Co. representatives had with the neighborhood residents regarding the project, they stressed their commitment to beautifying and improving the appearance of the overall site. Specifically, one item they mentioned several times was the plan to have rooftop gardens, especially in the taller buildings being planned. They indicated that residents living or working across the street from the 309 West Washington building would no longer have a view of the ugly mechanicals present on the existing building.

SCREEN
YES

The SIP plans do not indicate where mechanical equipment, including individual air conditioning condensers will be located. Mechanical equipment on rooftops of both the shorter and taller buildings should be screened. This is important to maintain an attractive appearance of the buildings which will be viewed from many different locations and elevations.

309 W. Washington Architecture

The formula for design along W. Washington Ave. leaves much to be desired. Capitol West's theme is not bad architecture, but it produces a building (#309) that could be found in Milwaukee, St. Louis, or even San Jose. The building would be "acceptable" anywhere, because it is representative of **nowhere**. However, downtown Madison is not nowhere, at least not yet. #309 sits at the gateway to our most significant civic space, and at the emotional hub of the community for most Madisonians. Yet the design team has deliberately chosen to avoid any connection to the site, the community, the Capitol, Wisconsin, or the fabric of landmark architecture elsewhere nearby. Please note that no one is asking for a "reproduction" of classical themes, or an investment in granite or gargoyles.

7

What has been presented at the SIP stage is a generic glass-metallic box design with limited evidence of emotion, grace, or uniqueness. The Miller/Hull team has shown the creativity to produce far better work at other locales. But here in Madison the courage to create a "signature complex" on Block 51 seems to be lacking. Perhaps the developer's chosen theme should be allowed in the core of the block (Capitol Court Mews), and even along W. Main St. since these areas are not in the "gateway window" to the Capitol. However, along W. Washington we need a vision that is far more unique and vivid; a design worthy of this special location. Capitol West will set the design standard for downtown development for many years to come. Miller/Hull can, and must, set the bar far higher than they have so far in the design for Block 51. (the represents a majority viewpoint rather than the consensus of the Committee as expressed in all other items)

7



Department of Planning & Development
Planning Unit

Madison Municipal Building
215 Martin Luther King, Jr. Boulevard
P.O. Box 2985
Madison, Wisconsin 53701-2985
TDD: 608 266 4747
FAX: 608 267 8739
PH: 608 266 4635

December 15, 2004

Thomas Miller
The Alexander Company, Inc.
145 East Badger Road, Suite 200
Madison, WI 53713

SUBJECT: 309-333 West Washington Avenue – “Capitol West”

Dear Mr. Miller:

The Common Council, at its December 14, 2004 meeting, conditionally approved your application for rezoning from PUD(SIP) to Amended PUD(GDP-SIP) for property located at 309-333 West Washington Avenue.

The conditions of approval are:

PLEASE CONTACT JOHN LEACH, CITY TRAFFIC ENGINEERING, AT 266-4761 IF YOU HAVE QUESTIONS REGARDING THE FOLLOWING FIVE ITEMS:

1. The existing zoning of the property includes a 30-foot setback along Broom Street, reserved for future transportation purposes, which does not allow construction of buildings on Lot 1. The disposition of the 30-foot reservation along Broom Street will need to be resolved as part of the SIP application per the Plan Commission.

The Plan Commission, at the SIP stage, will have to decide what to do with the 30-foot setback along Broom Street, recognizing that it has been the City's longstanding policy to require a 30-foot setback along Broom Street, and that whatever decision is made that it affect the entire corridor. There are several other properties along Broom Street that have the same 30-foot setback. Any decision with this rezoning will affect those properties in a similar fashion.

2. When the applicant submits final PUD(SIP) plans for review, the applicant shall comply with City of Madison M.G.O. 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). Class 3 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" = 40'.

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), MicroStation(dgn) 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.)

Note: Email file transmissions preferred: lzenchenko@cityofmadison.com

PLEASE CONTACT KATHY VOECK, THE ASSISTANT ZONING ADMINISTRATOR, AT 266-4551 IF YOU HAVE QUESTIONS REGARDING THE FOLLOWING TWO ITEMS:

13. Inclusionary Zoning approval is required.
14. Future development of the phases will require rezoning to Amended PUD(GDP)(SIP) and Inclusionary Zoning approval prior to building permit issuance.

PLEASE CONTACT BILL ROBERTS OR BRAD MURPHY OF THE PLANNING UNIT STAFF AT 266-4635 IF YOU HAVE QUESTIONS REGARDING THE FOLLOWING EIGHT ITEMS:

15. As required by City Ordinance, a recycling/reuse plan shall be submitted to and approved by the City's Recycling Coordinator prior to any demolition permits occurring on this site.
16. The Planned Unit Development-Specific Implementation Plans for new buildings shall be reviewed, approved and recorded prior to the issuance of any demolition permits for this site.
17. Final detailed Inclusionary Dwelling Unit Plans (IDUP) shall be submitted along with each PUD-SIP proposal. The applicant's requests for incentives related to residential parking permits for the inclusionary units are granted. The level of tax incremental financing support for this project has yet to be determined and will require separate approvals by the Common Council. The IDUP shall be revised to provide inclusionary units at two income levels for all elements of the project that are less than four stories. This document shall be recorded with the GDP.
18. If not already submitted, a final transportation demand management plan and traffic impact analysis shall be prepared and submitted with the SIP proposals.
19. The buildings shall not encroach into the Capital View Height Preservation Limits.
20. The proposed Broom Street townhouse element within the existing building setback along Broom Street shall be permitted only if supported by the Plan Commission and Common

**PLEASE CONTACT JOHN LIPPITT, MADISON FIRE DEPARTMENT,
AT 261-9655 IF YOU HAVE QUESTIONS REGARDING THE
FOLLOWING FIVE ITEMS:**

27. The fire lanes shown on the proposed site plan do not comply with s. Comm 62.0500, Wis. Admin. Code, and MGO 34.19; the owner must receive approval of a Petition for Variance from the City of Madison Board of Building Code, Fire Code and Licensing Appeals prior to construction of this project. If the Board does not approve the Petition for Variance, the owner must submit revised code compliant site plans for MFD approval. The MFD will provide a favorable position statement for the variance, as the owner has committed to provide complete sprinkler fire protection in all buildings within the development to provide for an equivalency.
28. The site plan shows new buildings located between the existing building or structure and the street; the owner must ensure the new construction does not create a violation of the building code, which was in effect at the time the existing building was constructed. This issue should be researched by the design team and reviewed with the Building Inspection Unit prior to further development of the project.
29. Fire alarm system, standpipe systems and automatic fire sprinkler systems are required for this project. Ensure contractors submit applications for work permits along with construction documents for all fire protection and/or life safety systems as specified in MGO 34.34, to the MFD for approval prior to installation.
30. The MFD does not object to this proposal provided the project complies with all applicable building codes, fire codes and ordinances.
31. Provide a completed MFD "Fire Apparatus Access and Fire Hydrant Worksheet" and a copy of the approved variance with the site plan submittal.

**PLEASE CONTACT TIM SOBOTA, MADISON METRO TRANSIT AT
261-4289 IF YOU HAVE QUESTIONS REGARDING THE FOLLOWING
FIVE ITEMS:**

32. The applicant shall install a concrete passenger boarding pad on the east side of South Broom Street, approximately five-feet south of the sidewalk and curb ramp on West Washington Avenue (#0965). The concrete pad shall occupy the full distance of the terrace, measure a minimum of 6-feet in width parallel to the street, and lie flush between the sidewalk and the top of curb.
33. The applicant shall install and maintain a passenger waiting shelter with bench seating and a trash receptacle on top of a concrete pad or other suitable surface on the east side of Broom Street south of West Washington Avenue, in an area adjacent the concrete passenger boarding pad described above. Metro Transit initiated this comment during a pre-submission meeting with the applicant. The landscape plan submitted by the applicant shows a passenger waiting shelter on City right-of-way between the curb and sidewalk. Placement of privately installed and maintained property on public right-of-way would require separate review and approval of additional City agencies, including City Real Estate and City Engineering. Such passenger amenity requests are typically fulfilled with the applicant installing the items on private property behind the sidewalk. It is Metro Transit's recommendation that the applicant

Mr. T. Miller
12/15/04
Page 7

If this plan is not recorded within one year of the date of approval by the Common Council, the approval shall be null and void.

No construction or alteration of the property included in this application shall be permitted until a Specific Implementation Plan (SIP) has been approved and recorded.

Within thirty (30) months of Common Council approval of the General Development Plan or within eighteen (18) months of the recording of the Specific Implementation Plan, whichever is less, the basis right of use for the areas, when in conformity with the approved Specific Implementation Plan, shall lapse and be null and void unless the project, as approved, is commenced by the issuance of a building permit. If a new building permit is required pursuant to Sec. 28.06(4), Madison General Ordinances, a new petition and approval process shall be required to obtain Specific Implementation Plan approval.

If you have any questions regarding recording this plan or obtaining permits, please call George Carran, Zoning Administrator, at 266-4551.

Sincerely,



Bill Roberts
Planner IV

Traffic Engineering
City Engineering
Water Utility
Zoning
Planning (BR)
Urban Design Commission (AM)
Metro Transit

c: Zoning Administrator
City Engineering
Traffic Engineering

PLANNING UNIT REPORT
DEPARTMENT OF PLANNING AND DEVELOPMENT
October 25, 2004

ZONING MAP AMENDMENT, I.D. 36837:

Located at 309-333 West Washington Avenue/306 West Main Street (Block 51, Madison WI with the exception of 354 West Main Street).

1. Requested Action: Approval to rezone property from PUD(SIP) to amended PUD(GDP-SIP) for a mixed-use, predominately residential development – to be known as “Capitol West”. This proposal includes the demolition of some of the existing structures on this site, and the maintenance of the existing SIP to reflect the current uses on the block which will remain in place until they are replaced by new SIPs.
2. Applicable Regulations: Section 28.07 provides the framework and guidelines for Planned Unit Development districts. Section 28.01 provides the process for zoning amendments. Section 28.04 outlines the requirements for issuance of demolition permits.
3. Report Drafted By: Bill Roberts, Planner IV.

GENERAL INFORMATION:

1. Applicant: Capitol West, LLC – The Alexander Company, Inc., 145 East Badger Road, Suite 200, Madison Wisconsin 53713.
2. Status of Applicant: Contract to purchase.
3. Development Schedule: Begin 2005.
4. Parcel Location: Southeast side of West Washington Avenue, between South Broom Street and South Henry Street, northwest side of West Main Street. Madison Metropolitan School District. 4th Aldermanic District.
5. Parcel Size: About 4.5 acres.
6. Existing Zoning: PUD(SIP).
7. Existing Land Use: Former Meriter Hospital/Physicians Plus/UW Health Clinic complex, including hospital site, clinic, office uses, parking ramp, associated driveways and parking areas.
8. Proposed Use: Mixed-use development consisting of condominiums, retail-office space, parking, open space, courtyards, etc., as detailed in the attached General Development Plan letter of intent, dated September 8, 2004.

S-3

SHEET NO.

03-547

PROJECT NO.

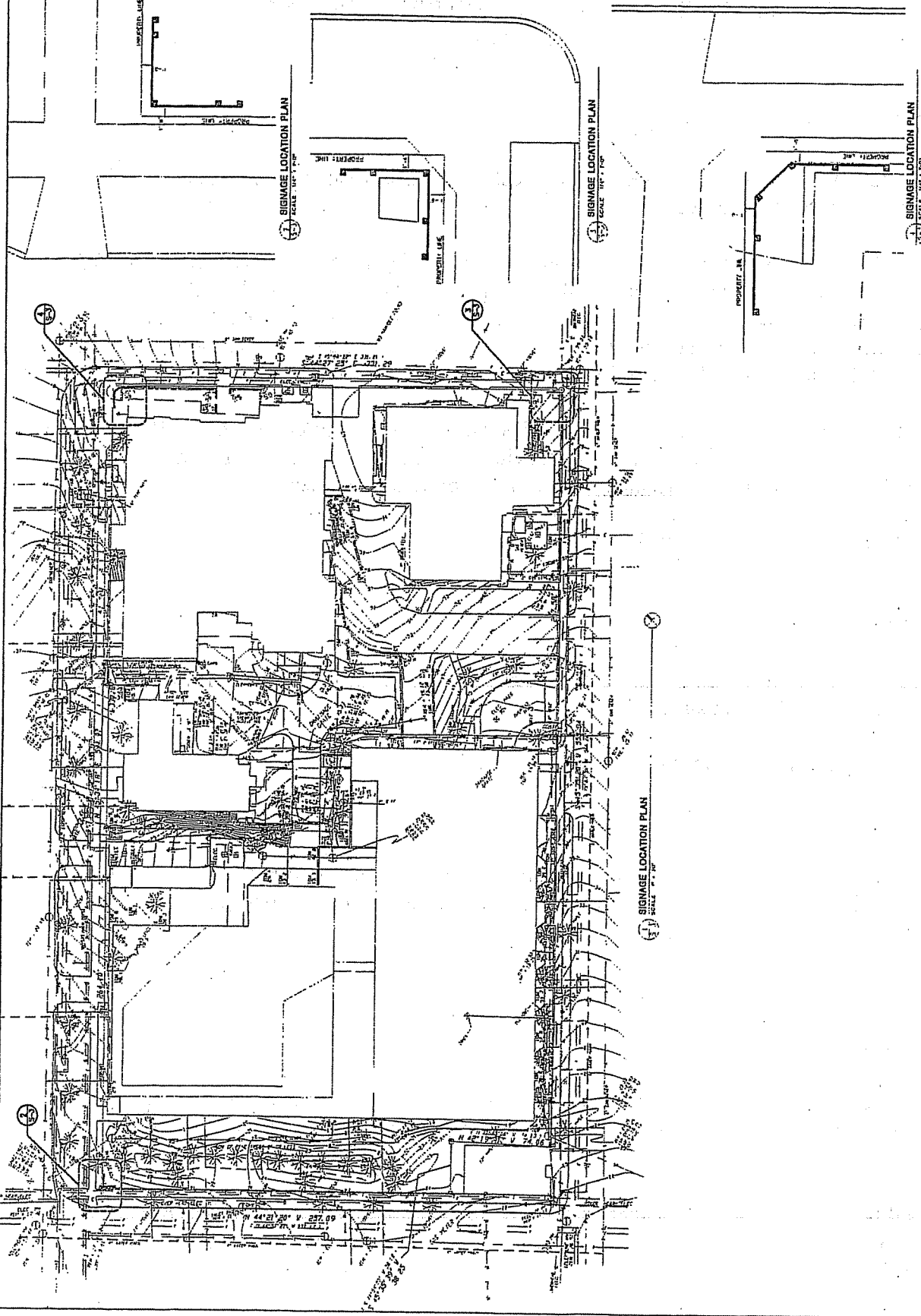
SIGNAGE LOCATIONS

DRAWN BY: [blank] DATE: 8-10-02 15CAFL: AS SHOWN

CAPITOL WEST
BLOCK 51
MADISON, WISCONSIN

PRELIMINARY
FOR INFORMATION
NOT FOR CONSTRUCTION

URS
URBAN RESOURCES
15 E BADGER ROAD, SUITE 200
MADISON, WISCONSIN 53703
TEL: 608-425-5591
FAX: 608-258-5599



9. Surrounding Land Use and Zoning (see map): The site is surrounded by a mix of predominately residential uses, office uses and commercial uses along West Washington Avenue, West Main Street, South Henry Street, and South Broom Street. The "Meriter-Retirement Center" complex is located to the southeast in the next block.
10. Adopted Land Use Plan: The adopted overall Land Use Plan for the City of Madison shows this area as SIP Special-Institutional) district. The adopted Bassett Neighborhood Master Plan, January 1997, indicated that among the redevelopment recommendations for this block:

"Block 51 Redevelopment: Redevelopment of the former Methodist Hospital and Jackson Clinic for mixed-use that may include office, residential and retail uses. Possible enclosed walkways to connect uses with the former Jackson Clinic parking ramp. Possible skywalk to connect Block 51 with the Capitol Square and the Meriter Senior Health Care and Retirement Center on Block 50."

11. Environmental Corridor Status: This property is not located within a mapped environmental corridor.

PUBLIC UTILITIES AND SERVICES:

The full range of urban services is available to the site.

STANDARDS FOR REVIEW:

This project is subject to the Planned Unit Development district standards and the demolition permit standards.

EVALUATION AND ANALYSIS:

This is an application for a Planned Unit Development-General Development Plan to demolish the former Meriter Hospital Medical Center and replace it with a mixed-use development consisting of residential, commercial office, neighborhood retail uses and parking.

The General Development Plan outlines the complete project to create 400 owner-occupied units (60 being affordable to families making 80% of the area median income), 18,000 square feet of retail space and up to 105,000 square feet of office space and parking.

Existing Site Characteristics:

This block contains the former Methodist Hospital/Meriter Hospital – Jackson Clinic/UW Health/Physicians Plus medical facility. The site has been developed over the last century for the use of Methodist Hospital and Jackson Clinic that included a replacement for the Jackson Clinic building and a parking ramp on West Main Street in this block. This parcel slopes down from the northeast to the southwest toward Broom Street. [The main Methodist Hospital building, while being older, is not of historic value.]

Proposed Development:

The application is for Plan Commission and Common Council approval of an amended PUD(GDP-SIP). The medical facility on the site was zoned PUD(GDP-SIP) in the 1970s-1980s. This current PUD proposal is classified for zoning purposes as an amended PUD(GDP-SIP). The SIP portion of this rezoning is to recognize the continuance of existing uses on the property until future SIPs are approved and new construction replaces these uses. Once the amended PUD(GDP) for this block is approved by the Common Council, Specific Implementation Plans (SIP) for each element will be submitted for City approvals. The approval of the amended PUD(GDP) also includes approval to demolish the existing structures on the site.

At the time of the September application, the proposal consisted of the following elements:

- Approximately 400 units owner-occupied flats, lofts, condominium/town homes (60 units being affordable to families making 80% of the area median income).
- Approximately 1,800 square feet of retail space.
- Up to 105,000 square feet of office space and parking.

In addition to the three proposed residential and mixed-use buildings at 309 West Washington, 333 West Washington and 306 West Main Street, the project will include three townhouse components, as shown on the attached site plan.

This proposal also includes the acquisition and potential expansion of the former clinic-office building located at 345 West Washington Avenue and approximately 500 parking spaces in the existing parking structure on Main Street. The attached letter of intent and plan map outlines the potential locations of neighborhood retail uses, pedestrian access and common areas throughout the proposed development. Additional detailed information will be required at the time of each Specific Implementation Plan stage.

Project Phasing:

Phase I:

- 309 West Washington Avenue building demolition. New ten-story retail/residential.
- "Courtyard town homes" roughly in the location of the old hospital building.
- "Courtyard town homes" roughly in the location of the old "Jackson Clinic" building.
- Common areas.
- Below-grade under buildings parking structure.
- Broom Street town homes along the northeast side of Broom Street.
- Main Street condominiums along the southeast face of the existing parking ramp, along West Main Street.
- Site improvements and landscaping.

- Retention of the existing parking ramp.

Phase II:

- Eleven-story retail and residential structure located on the corner of South Henry Street and 306 West Main Street.
- Additional site improvements and landscaping.

Phase III:

- 333 West Washington Avenue: new 14-story residential building, roughly in the location of an existing residential (former nursing student dormitory) apartment building.
- Potential expansion of the commercial office building, located at 345 West Washington Avenue, formerly Physicians Plus/UW Health Clinic, on the corner of West Washington Avenue and Broom Street.
- Additional site improvements and landscaping.

The breakdown of the project elements is contained in the attached letter of intent for each phase and is incorporated at the end of this staff report. The specific plan components for each phase as well as the landscape plan, site plan and architectural design will be refined with the Specific Implementation Plan submittals.

Off-Street Parking Facilities:

The proposal maintains the existing parking ramp along West Main Street. The letter of intent states that there are approximately 692 parking stalls on the site that will remain, and that up to an additional approximately 534 parking stalls will be provided by the subsurface parking structures. The letter of intent also identifies the possibility providing an additional 400 stalls for neighborhood uses. It is our understanding that, because of financial considerations, this "neighborhood parking" is no longer being seriously considered. Additional detail regarding the parking options will be provided by the applicant at the Plan Commission meeting.

Demolition of Buildings:

The plan includes the demolition of the existing multi-story hospital building, the adjacent former nurse's residential apartment building and the original "Jackson Clinic" building on this site. All of these buildings are in good condition. The buildings are not historic. A recycling and reuse plan will be required.

Consistency of Adopted Plans:

The reuse of this block for the elements noted is consistent with the recommendations contained in the Bassett Neighborhood Master Plan of 1997. Earlier land use plans and neighborhood plans anticipated the continued use of this block as a medical facility. Most of the medical, office, clinic and hospital occupancies of these buildings have long since moved to Meriter's main complex on

South Park Street, or to other locations. While the Bassett Neighborhood Plan does not provide detailed design recommendations for the site, the mix of proposed uses is in keeping with the plan.

PLANNED UNIT DEVELOPMENT STANDARDS:

The Zoning Code Section 28.07(6) includes the following provisions regarding Planned Unit Developments:

1. Statement of Purpose. The Planned Unit Development District is established to provide a voluntary regulatory framework designed to encourage and promote improved environmental and aesthetic design in the City of Madison by allowing for greater freedom, imagination and flexibility in the development of land while insuring substantial compliance to the basic intent of the zoning code and the general plan for community development. To this intent, it allows diversification and variation in the bulk and relationship of uses, structures and spaces in developments conceived as comprehensive and cohesive unified plans and projects. It is further intended to encourage developments consistent with coordinated area site planning.
2. Criteria for Approval. As a basis for determining the acceptability of a Planned Unit Development District application, the following criteria shall be applied with specific consideration as to whether or not it is consistent with the spirit and intent of this ordinance and has the potential for producing significant community benefits in terms of environmental and aesthetic design. For Planned Unit Development Districts with Residential Components in Downtown Design Zones, the Design Criteria adopted by the Common Council shall be used as guidelines for determining whether the following criteria are met.
 - A. Character and Intensity of Land Use. In a Planned Unit Development District, the uses and their intensity, appearance and arrangement shall be of a visual and operational character which:
 - a) Are compatible with the physical nature of the site or area.
 - b) Would produce an attractive environment of sustained aesthetic desirability, economic stability and functional practicality.
 - c) Would not adversely affect the anticipated provision for school or other municipal service unless jointly resolved.
 - d) Would not create a traffic or parking demand incompatible with the existing or proposed facilities to serve it unless jointly resolved. A traffic demand management plan and participation in a transportation management association may provide a basis for addressing traffic and parking demand concerns.
 - B. Economic Impact. Planned Unit Development District shall not adversely affect the economic prosperity of the City or the area of the City where the Planned Unit Development is proposed including the cost of providing municipal services.

- C. Preservation and Maintenance of Open Space. In a Planned Unit Development District, adequate provision for the improvement and continuing preservation and maintenance of attractive open space shall be made.
 - D. Implementation Schedule. A Planned Unit Development District Shall include suitable assurances that each phase could be completed in a manner which would not result in an adverse effect upon the community as a result of termination at that point.
3. In addition to compatibility to the recommendations of the adopted plan, the standards for review of a Planned Unit Development proposal require considerations of this criteria to ensure that the project is consistent with the spirit and intent of the ordinance and the potential for producing significant community benefits in terms of environmental aesthetic design.

Character and Intensity of Land Use:

The preliminary design of buildings and the site plan provide a level of detail expected for a Planned Unit Development-General Development Plan. The plans propose a project that can be physically compatible with the nature of this downtown urban site. Buildings of this size and intensity of use are common in the downtown. It is critical however, for a project of this magnitude to provide sufficient information on the scale and massing of structures and their arrangement on the site to provide the basis to develop future SIPs that are in keeping with this zoning framework.

At a PUD-GDP stage of any development proposal it is common to not have a significant amount of detail available on building design and aesthetics. The preliminary general design of the proposed buildings show a mix of structures with larger and smaller building footprints ranging in height from two to fourteen stories. Staff feels that the preliminary design will produce an attractive, aesthetically desirable environment.

The applicant has reviewed the proposed project against the PUD standards. In their application they have indicated that the proposed PUD has been designed specifically with the existing neighborhood in mind. The less dense townhouse development will be located along Broom Street and along West Main Street to provide a transition between the more intense / higher density development along West Washington Avenue and South Henry Street, and the core of the Bassett neighborhood. The developer has indicated that they have gone to great lengths to design an aesthetically pleasing urban environment with a mix of uses. The design incorporates a mix of uses, a mix of residential densities, and adequate open space for an urban environment. The staff agree with the applicant's assessment of the project and its ability to comply with the PUD criteria regarding the character and intensity of land use.

Among the potentially significant challenges of any project of this size relates to traffic, ingress and egress, and parking. The existing building complex, at full use as a regional hospital and clinic, resulted in significant traffic and parking demands. The reuse of this land for this new development proposal will also have significant demands. The applicant has indicated that they will be preparing a transportation demand management plan as part of the development of specific implementation plans. The application also refers to a traffic impact analysis which presumably would be prepared as part of the specific implementation plans. The City Traffic Engineers are evaluating this application

and will provide their comments and conditions of approval regarding traffic and parking management.

Economic Impact:

Planning Unit staff does not anticipate this proposal having an adverse affect on the economic prosperity of the City or create problems in the costs of providing municipal services to this development. The applicant is requesting TIF assistance for this project.

Inclusionary Dwelling Unit Plan:

The applicant has provided preliminary information regarding the Inclusionary Dwelling Unit Plan that is attached for Plan Commission and Common Council consideration. The Inclusionary Dwelling Unit Plan submitted as part of this application in mid-September states that up to 60-units will be affordable housing inclusionary dwelling units, 30 one-bedroom units, 24 two-bedroom units, 6 three-bedroom units with general price between \$109,000 to \$151,000. The locations and floor plans for these units will be part of each future Specific Implementation Plan applications. Community Development Block Grant office comments are attached. Planning Unit staff have reviewed the plan and feel it is adequate for a GDP level review subject to several conditions.

For all elements of the project that are less than four stories in height, the applicant will need to provide inclusionary units at two income levels rather than all units at 80% of AMI.

The applicant has requested several incentives. These incentives are listed in Part V. of the Inclusionary Dwelling Unit Plan Application. The applicant has requested an off-street parking reduction of up to 25%. Staff has no problem with this request, but should note that there is no specific parking requirement within the downtown and therefore, there is really no ordinance basis for the granting of such a reduction. Planning staff, however, support the level of parking proposed. The applicant also requests a cash subsidy. In pre-application discussions, staff noted to the applicant that funding was not currently available through the special revenue fund. The applicant has requested RP3 residential parking permits. Staff recommend that residential parking permits be available for the affordable units (IZ units). The applicant has noted that the density of the development and parking will be defined through the PUD process. While a density bonus is technically not available because the existing planned unit development zoning does not allow any residential dwelling units, the staff have no problem with the density being requested. Finally, the applicant has requested tax incremental financing assistance and is currently negotiating a possible agreement with the City's TIF Team.

Broom Street Building Setback

The plan shows a three story row of townhouses along South Broom Street in an open, landscaped building setback area adjacent to the office building (former clinic) at 345 West Washington Avenue and the existing parking ramp. The setback along Broom Street in this block was established between the City of Madison and Methodist Hospital as part of their master planning efforts and overall first PUD-GDP for their holdings in 1974. The setback on this block was established with their first PUD-GDP, and has been continued through each PUD-SIP development approved on other blocks with frontage on Broom Street for the last 30 years.

This setback was established because of the potential future widening of the Broom Street corridor from John Nolen Drive, across the Isthmus, to the Gorham/Johnson Street corridors. In the 1960s and 1970s there was a desire to have two-way traffic into and out of Madison's downtown via John Nolen Drive. Broom Street was identified as a primary corridor to link to downtown because of its direct connection to John Nolen Drive. The idea was to have two lanes of traffic in each direction. From a way-finding perspective, directing visitors into the downtown via Broom Street is less confusing than taking the route that most of us familiar with the downtown would take.

The nearby Meriter Retirement Community buildings in the adjacent block were also setback at the City's request. The setback along Broom Street was also provided when the "Capitol Centre" development was built several years ago along Broom Street at Mifflin, Dayton and Johnson Streets. The Capitol Centre PUD-SIP review stated that the 30-foot building setback area was for pedestrian use and to "provide the interface with the surrounding residential neighborhood and pedestrian scale streets". More recent development proposals such as Metropolitan Place-Phase II also respected this setback. The recently approved condominium development located at the corner of Broom Street and West Wilson Street provides a somewhat smaller setback.

The first Bassett Neighborhood Plan approved by the Common Council in 1976 suggested that Broom Street traffic be reversed or be two-way. The Bassett Neighborhood Master Plan – 1997 had among its transportation recommendations the recommendation to evaluate the potential to convert Broom Street for two-way traffic flow and to consider eliminating the 30-foot setback.

The Plan Commission and Common Council are now being asked to approve a zoning map amendment which would eliminate the 30-foot setback/reservation. Because of the presence of the reservation on other blocks, and the long-standing practice of preserving this setback or requiring it wherever possible, the elimination of the setback should not be taken lightly as it has future transportation implications for the downtown and City, and will set a precedent for future projects in the corridor. Broom Street is nine blocks long. Seven of the nine blocks have a right-of-way of about 66-feet in width. The two blocks between Doty Street and John Nolen Drive vary in width from approximately 72-feet to 82-feet in width. The 30-foot setback or right-of-way reservation could result in a potential total right-of-way width of approximately 96-feet through most of the corridor. Typically, an 80-foot right-of-way could accommodate four lanes of traffic or two lanes of traffic plus lanes for additional modes. Adjacent to the subject property, the right-of-way is currently 66-feet. The existing setback between the right-of-way line and the Jackson Clinic office building is approximately 45-50 feet. While the development plans show the townhouse units set up to the existing right-of-way line, these units could be set well back from the right-of-way line and maintain a significant portion of the existing setback.

City Transportation staff are also reviewing this issue and will be providing comments as well. The Plan Commission and Common Council will need to decide if reserving the setback within this block is still warranted, or if reserving some portion of it is warranted. It is our understanding that the developer has met with representatives of the Bassett Neighborhood and Capitol Centre Neighborhood on a couple of occasions. The neighborhood meeting of October 20, 2004 focused specifically on the future of the 30-foot Broom Street setback.

Open Space:

The proposed site plan features a significant amount of open space. The site plan incorporates a central capitol meadow between South Henry Street and Washington Row as well as roof gardens, terraces, plazas, other walkways, and seating areas.

The applicant proposes to utilize the 30-foot setback along Broom Street for a series of three-story townhouses. The townhouses would replace a series of Austrian pines planted on a berm within the 30-foot setback. Staff also are not opposed to the elimination of the Austrian pines within the setback area. The pines did an extremely effective job providing screening of the office building from Broom Street and the neighborhood to the west. However, the use of berms and conifer screening is typical of a suburban landscaping solution intended to allow an acceptable transition between a large-scale office building and finer grained small-scale residential uses west of Broom Street. This solution is typically utilized when it is difficult to design the building to actually integrate the building with the neighborhood. The transition proposed by the developer which would provide smaller scale three-story townhouses between residential buildings west of Broom Street and the office building to the east of the townhouses. Given the significant amount of open space proposed elsewhere on this block, staff believe that the townhouses can provide an acceptable transition either as proposed or with an acceptable setback from Broom Street.

CONCLUSION:

The Planning Unit's evaluation of this Planned Unit Development-General Development Plan application concludes that this is an excellent proposal to replace the former medical center. The project will offer a balanced mix of dwelling and building types, as well as retail/office opportunities. The preliminary information with the General Development Plan regarding building mass and placement shows a project that will relate well to the larger buildings in this portion of the downtown, but also transitions well into the residential neighborhood to the southwest. The retention of the Broom Street building setback or the construction of the Broom Street townhouses will soften the impact of intense, higher density use of development in this block on the residential neighborhood located to the southwest.

The Urban Design Commission has given the General Development Plan positive reviews (see attached report). The Planning Unit considers the primary residential development, along with the mixed-uses, to be an appropriate use on this property. The buildings are compatible with the surrounding neighborhood. This project is consistent with the City's goals to increase residential densities and home ownership throughout the central area. Staff feels the ordinance standards can be met.

RECOMMENDATION:

Subject to any the input at the public hearing and the comments from the reviewing departments, the Planning Unit recommends that the Plan Commission forward this zoning map amendment for an amended PUD-GDP-SIP (SIP to maintain existing uses until redeveloped) to the Common Council with a favorable recommendation subject to the following:

1. A recycling/reuse plan shall be submitted to and approved by the City's Recycling Coordinator prior to any demolition permits occurring on this site.

2. The Planned Unit Development-Specific Implementation Plans shall be reviewed, approved and recorded prior to the issuance of any demolition permits for this site.
3. Final detailed Inclusionary Dwelling Unit Plans (IDUP) shall be submitted along with each PUD-SIP proposal. The applicant's requests for incentives related to residential parking permits for the inclusionary units are granted. The level of tax incremental financing support for this project has yet to be determined and will require separate approvals by the Common Council. The IDUP shall be revised to provide inclusionary units at two income levels for all elements of the project that are less than four stories.
4. If not already submitted, a final transportation demand management plan and traffic impact analysis shall be prepared and submitted with the SIP proposals.
5. The buildings shall not encroach into the Capital View Height Preservation Limits.
6. The proposed Broom Street townhouse element within the existing building setback along Broom Street shall be permitted only if supported by the Plan Commission and Common Council.

Inclusionary Zoning: Staff Review for the Plan Commission: Capitol West (October 22, 2004)

Name of Development	Capitol West
Address	Block 51
Developer/owner	Alexander Company
Contact Person	Thomas Miller, The Alexander Company
Contact Phone	145 East Badger Road, Madison 53713
Contact-mail	

This project includes a total of 400 units, with 400 planned owner (for-sale) condos, of which 60 are proposed to be inclusionary dwelling units.

CONCLUSION:

The project as proposed, based upon the available information furnished by the developer:	
	Will comply with MGO 28.04 (25)
X	<p>Will comply with MGO 28.04 (25) if the following conditions or changes are met:</p> <ol style="list-style-type: none"> 1. The developer must submit detailed and complete Inclusionary Dwelling Unit Plans for City approval at each stage of succeeding SIP applications, and will need to comply with provisions of the IZ ordinance at each phase. The proposed IDUP complies with the requirement for dispersion of inclusionary units across the horizontal plane of the development, but developer will need to present specific plan for vertical dispersion as specific building plans are developed. 2. The developer has asked to establish the prices for all of the inclusionary units at 80% of the area median income, since the development as a whole includes buildings of 4 or more stories and 75% of the parking is provided underground. Since this is a multi-stage development, and portions of the phases propose buildings of less than 4 stories, 5% of the units within the buildings of less than 4 stories should be reserved as inclusionary units at a price affordable to households at 70% of the area median income, unless the Plan Commission and Council determine that the different phases should be treated as a single development. Inclusionary units with portions of the development with buildings of 4 or more stories and 75% parking underground could be set at 80% of the median.
	Does not comply for the following reasons:
Reviewed by	Hickory R. Hurie, CD Grants Supervisor Date: October 22, 2004

SUMMARY FOR PLANNING UNIT REPORT TO PLAN COMMISSION:

The Alexander Company proposes to develop a three-phase, mixed-used development on Block 51 bounded by West Washington Avenue, South Henry Street, West Main Street and South Broom Street in downtown Madison.

The developer proposes to include retail, office, condos and town-homes in the square block development. The developer proposes to build 60 units that meet the affordability levels at 80% of area median income.

1. PROPOSED ALLOCATION OF AFFORDABLE UNITS

Number of units	At Market	At 80%	At 70%	At 60%	At 50%
400 owner units	340	60			

2. TABLE TO CALCULATE POINTS

For-sale: Per cent of dwelling units	At Market	At 80% of AMI	70%	60%	50%
Ord. points					
5%		0	1	2	3
10%		1	2	3	4
15%		2	3	4	5
20%		3	4	5	6

Rental: Per cent of dwelling units	At Market	At 60% of AMI	50%	40%	30%
Ord. points					
5%		0	1	2	3
10%		1	2	3	4
15%		2	3	4	5
20%		3	4	5	6

Project points					
5%					
10%					
15%		1			
20%					
TOTAL for project					1

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	Yes		
Proportion of attached and detached IDU units is similar to Market rate.	Yes		All units are attached.
Mix of IDUs by bedroom size is similar to market rate	Yes		
IDUs are dispersed throughout the project	Yes		Project would appear to meet goal of horizontal dispersion of IZ units. Developer will need to present specific plan for vertical dispersion as specific building plans are developed.
IDUs are to be built in phasing similar to market rate	Yes		Three -phase plan is presented.
Pricing fits within Ordinance standards	Yes, if Plan Comms. approves condition.		
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		
Developer describes marketing plan for IDUs	Yes		Described in cover letter
Developer acknowledges need to inform	Yes		

buyers/renters of IDU status, responsibilities for notification			
Terms of sale or rent	Yes		
Additional areas of interest	Area of interest		Additional Comment
Developer has arranged to sell/rent IDUs to non-profit or CDA to meet IDU expectations	No		Developer in discussion with non-profits regarding marketing and other roles.
Developer has requested waiver for off-site or cash payment	No		NA
Developer has requested waiver for reduction of number of units	No		NA
Other:	None identified		

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 du, then density of 20% per point) (limited to 3 points)

B) Reduction in Park development fees (limit of 1 point)

C) Reduction in Park Dedication requirements (limit of 1 point)

D) 25% reduction in parking requirements (limit of 1 point)

E) Non-city provision of street tree landscaping

F) Cash subsidy from IZ fund, \$10,000/IZ-unit for up to 50% of the on-site IZ units (Limit of 2 points)

G) Cash subsidy from IZ fund, \$5,000/IZ unit for lower range column of households, up to 50% of on-site IZ units with 49 or fewer detached du or developments with 4 or more stories and at least 75% of parking is underground. (Limit of 2 points)

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) Expedited review

M) Other benefits requested: Developer has requested TIF assistance on this project.

NOTE: The IZ Reserve Fund does not contain any funds at this time, and the developer should elect to request a different incentive.

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
Pre-conference with City Planning Staff	Held during June 2004	None identified
Presentation of <u>Concept</u> to City's Development Review Staff Team	Presented July 22, 2004	None identified
Submission of Zoning Application and <u>IZ Dwelling Unit Plan</u>	IDUP submitted September 8, 2004.	None identified
<u>Formal Review</u> by City's Development Review Staff Team	Reviewed	None identified
Formal Review by <u>Plan Commission</u>	Pending	None identified
<u>Appeal</u> Plan Commission Decision to Common Council (optional)	Developer has not requested waiver.	None identified

AGENDA # VLC

City of Madison, Wisconsin

REPORT OF: URBAN DESIGN COMMISSION

PRESENTED: October 20, 2004

TITLE: Block 51, 300 Block of West Washington Avenue – PUD(GDP-SIP)

REFERRED:

REREFERRED:

REPORTED BACK:

AUTHOR: Alan J. Martin, Secretary

ADOPTED:

POF:

DATED: October 20, 2004

ID NUMBER:

Members present were: Paul Wagner, Chair; Michael Barrett, Todd Barnett, Ald. Steve Holtzman, Lou Host-Jablonski, Robert March, Lisa Geer and Bruce Woods.

SUMMARY:

At its meeting of October 20, 2004, the Urban Design Commission **GRANTED INITIAL APPROVAL** of a PUD(GDP-SIP) for the redevelopment of the 300 Block of West Washington Avenue (Block 51). The PUD(SIP) component allows for the continued function maintenance and use of existing structures within the block until their phased demolition and redevelopment under a future amended PUD(GDP-SIP). Appearing on behalf of the project was Thomas Miller, architect, Atty. Bill White and R. Bruce Allison (Allison Tree Care). Speaking in support was Ald. Michael Verveer, District 4. Registered to speak in support was Peter Ostlind, representing the Bassett Neighborhood. Appearing in opposition was Michael S. Miller, Beverly and Guy Shilts, Julie Mitchell and James Barnett. The plans as presented provided details on the redevelopment of the block utilizing typical cross-sections of block faces, which detailed the relationship between existing and proposed structures' elevations from the property's West Washington Avenue/West Main Street/South Henry Street and South Broom Street frontages. Massing studies for proposed structures within the redevelopment were provided. Features of the proposed townhouses along the property's Broom Street frontage were presented, including the maintenance and expansion of the existing commercial office building at 345 West Washington Avenue, a 12-14 story residential structure at 333 West Washington Avenue, a 10 story retail and residential structure at 309 West Washington Avenue, a range of 2, 3 and 6 story townhouse structures on the South Henry Street frontage of the property, along with an 11 story retail and residential building at 306 West Main Street, that also features two 3-6 story projections abutting the street right-of-way.

Ald. Michael Verveer expressed support for the project. Julie Mitchell, speaking on behalf of Metropolitan Place residents emphasized the obstruction of views of the lake with the proposed 12-14 story structure at 333 West Washington Avenue, and distributed a letter of protest from residents citing other relevant issues with elements of the redevelopment of the block. Peter Ostlind, representing the Bassett Neighborhood Association distributed a detailed list of issues on various elements of the project voiced at a neighborhood meeting held on September 15, 2004. Ald. Verveer felt that the view issue is important, and the design needs to resolve the Broom Street setback with proposed townhouses in that location. Following the testimony, the Commission expressed concerns on the following:

- The project provides too much parking. Residents of this area utilize alternative means of transportation other than automobiles for commuting purposes.
- The location of townhomes at the front of the existing multi-level parking garage are an issue.
- The setbacks at both Broom and Main Streets are important.
- The Commission will consider the City Traffic Engineer's and neighborhood position on issues regarding

<u>Compliance</u> with Approved Inclusionary Dwelling Unit Plan	Deed restriction to recorded for construction phase; Marketing Plan implemented	None identified
<u>Construction</u> of development according to Inclusionary Dwelling Unit PI	Developer is ready to begin upon approval	None identified
Comply with any continuing requirements	City will retain option to purchase on initial sales of IZ units.	None identified