

PLANNING UNIT REPORT
DEPARTMENT OF PLANNING AND DEVELOPMENT
of November 14, 2006

RE: I.D. # 04674: Zoning Map Amendment I.D. 3230 To Rezone 301 S. Ingersoll Street from M1 (Limited Manufacturing District) to PUD-GDP-SIP

1. Requested Actions: Approval of a request to rezone 301 S. Ingersoll Street from M1 (Limited Manufacturing District) to Planned Unit Development, General Development Plan/ Specific Implementation Plan (PUD-GDP-SIP) to allow demolition of a former taxi garage and the construction of a new 76-unit rental apartment project.
2. Applicable Regulations: Section 28.07 (6) of the Zoning Ordinance provides the requirements and framework for Planned Unit Developments; Section 28.12 (9) provides the process for zoning map amendments; Section 28.04 (22) provides the guidelines and regulations for the approval of demolition permits.
3. Report Prepared By: Timothy M. Parks, Planner.

GENERAL INFORMATION

1. Applicant & Property owner: Rich Arnesen, 301 S. Ingersoll, LLC; 321 E. Main Street; Madison.

Agent: J. Randy Bruce, Knothe & Bruce Architects, LLC; 7601 University Avenue, Suite 201; Middleton.
2. Development Schedule: The applicants wish to commence construction in spring 2007, with completion scheduled for one year later.
3. Location: Approximately 1.06 acres located at the southeast corner of E. Wilson and S. Ingersoll streets, Aldermanic District 6; Madison Metropolitan School District.
4. Existing Conditions: Four warehouse-style automotive buildings, an aboveground fuel storage tank, shed and surface parking, zoned M1 (Limited Manufacturing District).
5. Proposed Land Use: A three-story, 24-unit apartment building and a four-story, 52-unit apartment building located above a shared underground parking facility.
6. Surrounding Land Use and Zoning:
North: Union Pacific Railroad right of way, future Central Park, Madison Metro Transit facilities and Research Products, all zoned M1 (Limited Manufacturing District);

South: One and two-family residences, zoned C2 (General Commercial District) and PUD-SIP; BP Amoco Station, zoned C2;

East: RP's Pasta, zoned M1;

West: One and two-family residences, zoned M1; Luke House, zoned C2.

7. **Adopted Land Use Plan:** The Comprehensive Plan identifies this site and most of the 1000- and 1100-blocks of E. Wilson and Williamson streets for high-density residential uses. The site is also within the limits of the East Rail Corridor Plan, which identifies the site as part of a residential redevelopment area recommended for E. Wilson Street between Paterson Street and Few Street (900-1100 blocks). The plan calls for projects in the E. Wilson Street residential district to generally be three stories, with the ability for a fourth story to be allowed if affordable housing is included in the project. Building coverage may be relatively high, with underground parking encouraged. Densities in the residentially recommended areas of the East Rail Corridor Plan are intended to range between 25 and 60 units per acre. The site is also located within the boundaries of the Design Guidelines & Criteria for Preservation for Williamson Street 600-1100 Blocks (BUILD), which establishes demolition and design standards that govern new developments and rehabilitations along that corridor.
8. **Environmental Corridor Status:** The property is not located within a mapped environmental corridor.
9. **Public Utilities & Services:** The property is served by a full range of urban services.

STANDARDS FOR REVIEW

This application is subject to the demolition standards of Section 28.04 (22) and the Planned Unit Development District standards.

PLAN REVIEW

The applicant is requesting approval of a planned unit development zoning to allow construction of a two-building, 76-unit rental apartment project to be located on 1.06-acres of land located at the southeastern corner of E. Wilson and S. Ingersoll streets. The site is developed with four one-story buildings and an aboveground fuel storage tank and was previously occupied by the Badger Cab Company. All existing improvements on the property will be demolished to accommodate the proposed residential building.

The site on the south frontage of E. Wilson Street is currently surrounded by a variety of land uses. The property is adjoined on the east by RP's Pasta Company and to the south and west by a number of one and two-family residences located on Williamson and S. Ingersoll streets. A BP Amoco station located at 1130 Williamson Street borders the southeastern corner of the site. The property is across E. Wilson Street from the Union Pacific Railroad right of way and the future site of Central Park, with the Madison Metro Transit bus garage and office located further to the north heading toward E. Washington Avenue. An on-street section of the Capital City Trail bike path currently exists in the travel lanes of this section of E. Wilson Street.

The proposed apartment project will consist of a three-story, 24-unit building that will occupy the western third of the site adjacent to the intersection of E. Wilson and S. Ingersoll streets, and a four-story, 52-unit building oriented to the eastern portion of the site. The project will include a variety of unit types, including seven studios, 25 one-bedroom apartments, 34 two-bedroom apartments and ten three-bedroom townhouses. The two residential buildings will be located above a partially exposed under-building parking garage that will include a trash room and parking for 76 automobiles and 29 bicycles, with access to be provided from a driveway from E. Wilson Street that will extend along the eastern wall of the building. Additional bicycle parking will be provided in a courtyard to be located between the two buildings.

The façade of the two buildings along E. Wilson Street is designed to evoke a townhouse motif, with individual unit entrances provided for north-facing units on the first floors of both buildings. The public entrance for the remaining units in the western, 24-unit building will face S. Ingersoll Street, while the public entrance for the eastern, 52-unit building will include a prominent covered entrance facing E. Wilson Street. A leasing office and small exercise room for the complex will be located on the first floor off the entrance foyer for the 52-unit building. The street facades of both buildings will feature vertical division of sections to create the outward appearance of many buildings joined by common walls, with variations in the type, treatment and banding of windows, different porch and stoop designs, and the vertical division of building materials, particularly in the western building. Most of the units on upper floors will be provided balconies or French patio doors. A fourth-floor roof garden and community room will be located in the 52-unit building for use by tenants of the entire project.

The E. Wilson Street façade of both buildings will be setback ten feet from the street property line, with an approximately five-foot setback proposed between the northern property line and the stoops and entry porches for the ground floor units. A five-foot setback will be observed for most of the building from S. Ingersoll Street. A landscaping plan for the street sides of the two buildings proposes the planting of a variety of grasses and perennials between the building and sidewalks. A 16-foot rear setback is proposed backing onto the residences and gas station fronting Williamson Street, with much of that area to be a sloped lawn extending from a raised decorative concrete terrace and courtyard sitting above the basement parking facility. The

ID #04674:
301 S. Ingersoll St.
November 14, 2006
Page 4

planting of crabapple trees in the rear lawn area will augment existing box elder and walnut trees along the southern property line.

Note: This project was submitted for consideration after the State Court of Appeals decision voiding the rental component of the Inclusionary Zoning Ordinance and as such is exempted from its provisions. The project has also made application for Federal Housing Tax Credits and WEHDA financing, which would likely have exempted it from the Inclusionary Zoning provisions. The developer envisions that between 80 and 100% of the units within the project will be affordable under the income criteria for the two housing programs noted above, though the final number will be determined during a separate approval process.

ANALYSIS

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

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

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

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

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

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

The Urban Design Commission reviewed this proposed planned unit development on October 4, 2006 and recommended initial approval (see attached report).

CONCLUSION

The applicant is requesting approval of a planned unit development to allow demolition of four

buildings and an aboveground storage tank, and construction of a 76-unit rental apartment project comprised of a three-story 24-unit building and a four-story 52-unit building with shared below-ground parking. The project will be located across E. Wilson Street from the proposed Central Park on land that is identified in both the Williamson Street Design Guidelines and East Rail Corridor Plan for high-density residential redevelopment. The proposal appears to hew to the design recommendations contained in the two plans and in general, represents the kind of redevelopment anticipated for this site as part of the neighborhood planning that has occurred in this area of the City over the last five years. The Planning Unit believes the project is well designed, with appropriate scale, massing and articulation that will begin to form an attractive urban residential street presence opposite Central Park.

RECOMMENDATION

The Planning Unit recommends that the Plan Commission forward Zoning Map Amendment 3230, rezoning 301 S. Ingersoll Street from M1 (Limited Manufacturing District) to Planned Unit Development, General Development Plan/ Specific Implementation Plan (PUD-GDP-SIP) to the Common Council with a recommendation of **approval**, subject to input at the public hearing and the following conditions:

1. Comments from reviewing agencies.
2. The zoning text and plan set be revised per Planning Unit approval to clarify whether off-street loading will be provided for this project. The zoning text indicates that loading will not be provided, but the site plans show a 10 by 35-foot loading area adjacent to the driveway from E. Wilson Street.
3. The developer shall submit full building elevations for both the three and four-story buildings (including building materials) for Planning Unit approval prior to recording.

AGENDA # 2

City of Madison, Wisconsin

REPORT OF: URBAN DESIGN COMMISSION	PRESENTED: October 4, 2006	
TITLE: 301 South Ingersoll Street – PUD(GDP-SIP), Two Buildings/51-Units. 2 nd Ald. Dist. (04091)	REFERRED:	
	REREFERRED:	
	REPORTED BACK:	
AUTHOR: Alan J. Martin, Secretary	ADOPTED:	POF:
DATED: October 4, 2006	ID NUMBER:	

Members present were: Paul Wagner, Chair; Todd Barnett, Bruce Woods, Cathleen Feland, and Ald. Noel Radomski.

SUMMARY:

At its meeting of October 4, 2006, the Urban Design Commission **GRANTED INITIAL APPROVAL** of a PUD(GDP-SIP) for two buildings with a total of 76-units located at Ingersoll and East Wilson Streets. Appearing on behalf of the project were Randy Bruce, architect, Rich Arnesen and Helen Bradbury of Stone House Development, and Ald. Judy K. Olson. Prior to the presentation, Bruce noted to the Commission that the project had been modified following its previous initial approval by the Commission; therefore, initial approval of the modified proposal was now requested. Bruce noted that the modifications were the outcome of substantial discussions with the Marquette Neighborhood Association relevant to elements of the previously proposed project, provided for a departure from the previously proposed three interconnected buildings with a total of 72 units. The proposal now consists of two interconnected buildings, one 4-stories in height containing 52-units, with the other 3-stories in height containing 24-units. The modifications also involve the elimination of a northerly surface parking lot, combined with the creation of additional lower level structured parking beneath both buildings under shared open space/rooftop deck of the structured parking, along with the elimination of pitched roofs in favor of flat roofs. A major feature of the units facing both street sides of the buildings; provide that they are all 3-story townhouses with porches and stoops connected to the street. Following the presentation, the Commission noted the following:

- Consider flattening out the rear open space to make it more usable, in addition to consideration for terracing.
- Like scale and density, as well as architecture, orientation of the building to the street; the flat roof is much more appropriate. Also stoops to the street. Place more of an emphasis on color of the fourth story; currently too light and transparent.
- The fourth floor needs to be integrated into the overall structures; appears to separate it.

ACTION:

On a motion by Feland, seconded by March, the Urban Design Commission **GRANTED INITIAL APPROVAL**. The motion was passed on a unanimous vote of (7-0). The motion required address of the above stated comments.

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 7, 7, 8, 8 and 8.

URBAN DESIGN COMMISSION PROJECT RATING FOR: Ingersoll & East Wilson Streets

	Site Plan	Architecture	Landscape Plan	Site Amenities, Lighting, Etc.	Signs	Circulation (Pedestrian, Vehicular)	Urban Context	Overall Rating
Member Ratings	7	7	7	7	-	8	7	7
	7	7	6	-	-	7	7	7
	6	7	7	-	-	6	7	7
	9	7	7	6.5	-	8	8	8
	7	7	7	-	-	8	8	8
	8	8	8	-	-	-	8	8

General Comments:

- Nice fit into existing neighborhood and good precedent for new building along Wilson Street.
- Need more usable open space. Fourth floor façade needs to better relate to floors below.
- Level play area at rear? Retail would be nice?
- Appropriate massing and style. Fourth floor needs some accenting.



Department of Public Works
City Engineering Division

608 266 4751

Larry D. Nelson, P.E.
City Engineer

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

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

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

Operations Supervisor
Kathleen M. Cryan

Hydrogeologist
Joseph L. DeMorett, P.G.

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

DATE: November 3, 2006
TO: Plan Commission
FROM: Larry D. Nelson, P.E., City Engineer
SUBJECT: 301 South Ingersoll Street Rezoning

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

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

1. Any damage to the East Wilson Street pavement will require restoration in accordance with the City Engineering Patching Criteria.
2. A storm sewer pumping plan for the sump at the entrance to the underground parking shall be provided to the City and stamped by a Professional Engineer. The plan shall show adequate capacity to handle a 100-year storm event.
3. Proposed retaining walls shall create drainage problems for adjacent lots to the southwest. Revise plan to provide a solution.
4. Eliminate any openings in the proposed retaining wall along the southeast property line.
5. Replacement of curb along Wilson Street shall include relocation of existing inlets, such that they are not located within the driveways.
6. No sanitary sewer exists along Wilson Street. All connections must be to Ingersoll or provide for main extension along Wilson.
7. The Developer may need to replace the sidewalk and curb along Ingersoll. Prior to proceeding, the Developer shall coordinate City replacement of existing sanitary main, if the City deems necessary.

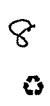
GENERAL OR STANDARD REVIEW COMMENTS

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: 301 South Ingersoll Street Rezoning

General



- 1.1 The construction of this building will require removal and replacement of sidewalk, curb and gutter and possibly other parts of the City's infrastructure. The applicant shall enter into a City / Developer agreement for the improvements required for this development. The applicant shall be required to provide deposits to cover City labor and materials and surety to cover the cost of construction. The applicant shall meet with the City Engineer to schedule the development of the plans and the agreement. The City Engineer will not sign off on this project without the agreement executed by the developer. The developer shall sign the Developer's Acknowledgement prior to the City Engineer signing off on this project.
- 1.2 The site plan shall identify lot and block numbers of recorded Certified Survey Map or Plat.
- 1.3 The site plan shall include all lot/ownership lines, existing building locations, proposed building additions, demolitions, parking stalls, driveways, sidewalks (public and/or private), existing and proposed signage, existing and proposed utility locations and landscaping.
- 1.4 The site plan shall identify the difference between existing and proposed impervious areas.
- 1.5 The site plan shall reflect a proper street address of the property as reflected by official City of Madison Assessor's and Engineering Division records.
- 1.6 The site plan shall include a full and complete legal description of the site or property being subjected to this application.

Right of Way / Easements

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

Streets and Sidewalks

- 3.1 The Applicant shall execute a waiver of notice and hearing on the assessments for the improvement of [roadway] _____ in accordance with Section 66.0703(7)(b) Wisconsin Statutes and Section 4.09 of the MGO.
- 3.2 **Value of sidewalk installation over \$5000.** The Applicant shall Construct Sidewalk to a plan approved by the City Engineer along _____.
- 3.3 **Value of sidewalk installation under \$5000.** The Applicant shall install public sidewalk along _____. The Applicant shall obtain a Street Excavation Permit for the sidewalk work, which is available from the City Engineering Division. The applicant shall pay all fees associated with the permit including inspection fees. All work must be completed within six months or the succeeding June 1, whichever is later.
- 3.4 The Applicant shall execute a waiver of their right to notice and hearings on the assessments for the installation of sidewalk along [roadway] _____ in accordance with Section 66.0703(7)(b) Wisconsin Statutes and Section 4.09 of the MGO.
- 3.5 The Applicant shall grade the property line along _____ to a grade established by the City Engineer. The grading shall be suitable to allow the installation of sidewalk in the future without the need to grade beyond the property line. The Applicant shall obtain a Street Excavation permit prior to the City Engineer signing off on this development.
- 3.6 The Applicant shall close all abandoned driveways by replacing the curb in front of the driveways and restoring the terrace with grass.
- 3.7 **Value of the restoration work less than \$5,000. When computing the value, do not include a cost for driveways. Do not include the restoration required to facilitate a utility lateral installation.** The Applicant's project requires the minor restoration of the street and sidewalk. The Applicant shall obtain a Street Excavation Permit for the street restoration work, which is available from the City Engineering Division. The applicant shall pay all fees associated with the permit including inspection fees.

- 3.8 The Applicant shall make improvements to _____ in order to facilitate ingress and egress to the development. The improvement shall include a (Describe what the work involves or strike this part of the comment.) _____.
- 3.9 The Applicant shall make improvements to _____. The improvements shall consist of _____.
- 3.10 The approval of this Conditional Use does not include the approval of the changes to roadways, sidewalks or utilities. The applicant shall obtain separate approval by the Board of Public Works and the Common Council for the restoration of the public right of way including any changes requested by developer. The City Engineer shall complete the final plans for the restoration with input from the developer. The curb location, grades, tree locations, tree species, lighting modifications and other items required to facilitate the development or restore the right of way shall be reviewed by the City Engineer, City Traffic Engineer, and City Forester.
- 3.11 The Applicant shall provide the City Engineer with a survey indicating the grade of the existing sidewalk and street. The Applicant shall hire a Professional Engineer to set the grade of the building entrances adjacent to the public right of way. The Applicant shall provide the City Engineer the proposed grade of the building entrances. The City Engineer shall approve the grade of the entrances prior to signing off on this development.
- 3.12 The Applicant shall replace all sidewalk and curb and gutter which abuts the property which is damaged by the construction or any sidewalk and curb and gutter which the City Engineer determines needs to be replaced because it is not at a desirable grade regardless of whether the condition existed prior to beginning construction.
- 3.13 The Applicant shall obtain a privilege in streets agreement for any encroachments inside the public right of way. The approval of this development does not constitute or guarantee approval of the encroachments.
- 3.14 The Applicant shall provide the City Engineer with the proposed soil retention system to accommodate the restoration. The soil retention system must be stamped by a Professional Engineer. The City Engineer may reject or require modifications to the retention system.
- 3.15 The Applicant shall complete work on exposed aggregate sidewalk in accordance with specifications provided by the city. The stone used for the exposed aggregate shall be approved by the City. The Construction Engineer shall be notified prior to beginning construction. Any work that does not match the adjacent work or which the City Construction Engineer finds is unacceptable shall be removed and replaced.
- 3.16 All work in the public right-of-way shall be performed by a City licensed contractor.
- 3.17 Installation of "Private" street signage in accordance with 10.34 MGO is required.

Storm Water Management

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

- Control 40% TSS (20 micron particle).
- Control 80% TSS (5 micron particle).
- Provide infiltration in accordance with NR-151.
- Provide substantial thermal control.
- Provide oil & grease control from the first 1/2" of runoff from parking areas.

Stormwater management plans shall be submitted and approved by City Engineering prior to sign-off.

- 4.10 The plan set shall be revised to show more information on proposed drainage for the site. This shall be accomplished by using spot elevations and drainage arrows or through the use of proposed contours. It is necessary to show the location of drainage leaving the site to the public right-of-way. It may be necessary to provide information off the site to fully meet this requirement.
- 4.11 A portion of this project comes under the jurisdiction of the US Army Corp of Engineers and WDNR for wetland or flood plain issues. A permit for those matters shall be required prior to construction on any of the lots currently within the jurisdictional flood plain.
- 4.12 The Applicant shall submit, prior to plan sign-off, digital CAD files to the Engineering Program Specialist in the Engineering Division (Lori Zenchenko). The digital copies shall be to scale and represent final construction.

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

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

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

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

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

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

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

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

PDF submittals shall contain the following information:

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

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

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

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

Utilities General

- 5.1 The Applicant shall obtain a Street Excavation permit for the installation of utilities required to serve this project. The Applicant shall pay the permit fee, inspection fee and street degradation fee as applicable and shall comply with all the conditions of the permit.
- 5.2 The applicant shall obtain all necessary sewer connection permits and sewer plugging permits prior to any utility work.
- 5.3 All proposed and existing utilities including gas, electric, phone, steam, chilled water, etc shall be shown on the plan.
- 5.4 The applicant's utility contractor shall obtain a connection permit and excavation permit prior to commencing the storm sewer construction.
- 5.5 The site plans shall be revised to show the location of existing utilities, including depth, type, and size in the adjacent right-of-way.
- 5.6 The developer shall provide information on how the Department of Commerce's requirements regarding treatment of storm water runoff, from parking structures, shall satisfied prior to discharge to the public sewer system. Additionally, information shall be provided on which system (storm or sanitary) the pipe shall be connected to.

Sanitary Sewer

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



Traffic Engineering and Parking Divisions

David C. Dryer, P.E., City Traffic Engineer and Parking Manager

Suite 100
215 Martin Luther King, Jr. Boulevard
P.O. Box 2986
Madison, Wisconsin 53701-2986
PH 608 266 4761
TTY 866-704-2315
FAX 608 267 1158

November 9, 2006

TO: Plan Commission

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

SUBJECT: **301 South Ingersoll Street – Rezoning – M1 to PUD (GDP-SIP) – Build 76 Unit Apartment Building**

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. None

PEDESTRIAN AND BICYCLE TRANSPORTATION REVIEW COMMENTS

2. Direct, safe and reasonable pedestrian and bike pathways with ramps and crosswalks shall be provide from the buildings entrance to the public walkway from/to logical directions of approach. The applicant shall revise the sidewalk running along the driveway and loading zone in the driveway, that the sidewalk shall be separated with curb from both the loading area and driveway. M.G.O. states no ramps or crosswalks shall end in a driveway approach.

GENERAL OR STANDARD REVIEW COMMENTS

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

3. 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 of the property, signage, percent of slope, vehicle routes, dimensions of radii, aisles, driveways, approaches, stalls including the two (2) feet overhang, and a scaled drawing at 1" = 20'.
4. All existing driveway approaches on which are to be abandoned shall be removed and

replaced with curb and gutter and noted on the plan.

5. The plan sheets C-1.1 and C-1.2 show a driveway on S. Ingersoll St. to be removed from proposal.
6. The applicant shall modify the driveway approach according to M.G.O. 10.08(3)(b), No entrance shall be closer than five (5) ft. to an adjacent property line.
7. All signs at the approaches shall be installed behind the property line. All directional/regulatory signage and pavement markings on the site shall be shown and noted on the plan.
8. The Developer shall post a deposit and reimburse the City for all costs associated with any modifications to Traffic Signals, Street Lighting, Signing and Pavement Marking, and conduit and handholes, including labor, engineering and materials for both temporary and permanent installations.
9. 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: J. Randy Bruce
Fax: 608-836-6934
Email: rbruce@knothebruce

DCD: DJM: dm

**CITY OF MADISON
INTERDEPARTMENTAL
CORRESPONDENCE**

Date: November 14, 2006

To: Plan Commission
From: Kathy Voeck, Assistant Zoning Administrator
Subject: 301 S Ingersoll St, Rezoning

Present Zoning District: M-1

Proposed Use: Demolish existing structures and build a 76 unit apartment bldg.

Requested Zoning District: PUD(GDP-SIP)

Conditional Use: 28.04(22) Demolition of principal buildings requires Plan Com app.

MAJOR OR NON-STANDARD REVIEW COMMENTS (Comments which are special to the project and/or may require additional work beyond a standard, more routine project). **NONE.**

GENERAL OR STANDARD REVIEW COMMENTS

1. Meet all applicable State accessible requirements, including but not limited to:
 - a. Provide a minimum of two accessible stalls striped per State requirements. A minimum of one of the stalls shall be a van accessible stall 8' wide with an 8' striped out area adjacent.
 - b. Show signage at the head of the stalls. Accessible signs shall be a minimum of 60" between the bottom of the sign and the ground.
 - c. The stalls shall be as near the accessible entrance (elevators) as possible.

2. Provide **63** bike parking stalls in a safe and convenient location on an impervious surface to be shown on the final plan. The lockable enclosed lockers or racks or equivalent structures in or upon which the bicycle may be locked by the user shall be securely anchored to the ground or building to prevent the lockers or racks from being removed from the location. NOTE: A bike-parking stall is two feet by six feet with a five-foot access area. Structures that require a user-supplied locking device shall be designed to accommodate U-shaped locking devices.

3. In the zoning text, under parking and loading, eliminate the statement “no off-street loading will be provided.” In the zoning text, under signage, “signage will be allowed as per the R-6 zoning district as approved by the Urban Design Commission.”

ZONING CRITERIA

Bulk Requirements	Required	Proposed
Lot Area	90,100 sq. ft.	41,464 sq. ft. *
Lot width	50'	adequate
Usable open space	20,800 (130 bdrms)	8,080 sq. ft. + balconies
Front yard	20'	5' *
Side yards	11' each side + penalties	4' & 16' *
Rear yard	30'	35'
Building height	--	3 and 4 stories

Site Design	Required	Proposed
Number parking stalls	105	76 garage *
Accessible stalls	2	(1)
Loading	1 (10' x 35') area	provided
Number bike parking stalls	63	61 (2)
Landscaping	as shown	adequate
Lighting	n/a	n/a

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

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

* Since this project is being rezoned to the **(PUD)** district, and there are no predetermined bulk requirements, we are reviewing it based on the criteria for the **R-5** district, because of the surrounding land uses.



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: 11/7/06
TO: Plan Commission
FROM: Edwin J. Ruckriegel, Fire Marshal
SUBJECT: 301 S. Ingersoll St.

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

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

1. Provide fire apparatus access as required by Comm 62.0509 and MGO 34.19, as follows:
 - a. Provide 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 24-unit Section A building.

GENERAL OR STANDARD REVIEW COMMENTS

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

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

Please contact Scott Strassburg, Fire Code Enforcement Officer at 608-261-9843 if you have questions regarding the above items.



Department of Planning & Development
 Planning/Inspection/Real Estate/Community & Economic Development
 Mark A. Olinger, Director

Bradley J. Murphy
 Planning Unit
 215 Martin Luther King, Jr. Boulevard
 P.O. Box 2985
 Madison, WI 53701-2985
 (608) 266-4635

REVIEW REQUEST FOR:

- PRELIMINARY PLAT
- FINAL PLAT
- LOT DIVISION/CSM
- CONDITIONAL USE
- DEMOLITION
- REZONING
- INCLUSIONARY ZONING
- OTHER

301 SOUTH INGERSOLL STREET
 RZ: M1 → PUD (GDP-SIP)
 DEMOLISH EXISTING STRUCTURES & BUILD 76 UNIT
 APARTMENT BUILDING
 RICH ARNESEN - 301 S INGERSOLL, LLC/
 J RANDY BRUCE - KNOTHE & BRUCE ARCHITECTS

11

PLANNING UNIT CONTACT: TIM PARKS

RETURN COMMENTS BY: 09 NOVEMBER 2006

PLEASE ALSO EMAIL OR FAX ANY COMMENTS TO THE APPLICANT:

Applicant E-mail: rbruce@knothebruce.com Fax: 836-6984

Date Submitted: 20 SEPTEMBER 2006 Plan Commission: 20 NOVEMBER 2006

Date Circulated: 25 SEPTEMBER 2006 Common Council: 05 DECEMBER 2006

CIRCULATED TO:

- ZONING
- FIRE DEPARTMENT
- PARKS DIVISION
- TRAFFIC ENG.
- CITY ENG. - GEBERT
- CITY ENG. - PEDERSON
- WATER UTILITY
- CDBG - CONSTANS
- REAL ESTATE - EKOLA

DISABILITY RIGHTS
 POLICE DEPT. - THURBER
 CITY ASSESSOR - SEIFERT

- MADISON METRO - SOBOTA
- BOARD OF EDUCATION C/O SUPT.
- PUBLIC HEALTH - SCHLENKER

NEIGHBORHOOD ORGANIZATION

- ALD. _____ DIST. _____
- MADISON GAS & ELECTRIC
- ALLIANT ENERGY
- AT & T
- T D S
- MT. VERNON TELE

Review the above as per time schedule set in Chapter 16.23(5)(b)2; 16.23(5)(3)3; or Chapter 28, City of Madison Ordinance; OR your agency's comments cannot be considered prior to action.

One copy for your files; one copy for file of appropriate telephone company; PLEASE RETURN one copy with joint comments.

The above is located in your district. A copy is on file in the Planning & Development Office for review. If you have any questions or comments, contact our office at 266-4635.

The above is located within or near the limits of your neighborhood organization. A copy is on file in the Planning & Development Office for review. If you have any questions or comments, contact our office at 266-4635.

RETURN COMMENTS TO: PLANNING UNIT, DEPARTMENT OF PLANNING & DEVELOPMENT

NO COMMENTS

- support overall

- need more secure bicycle and moped parking so as to keep these off-street and away from building (more secure area means less theft)

- support 2hr parking on E Wilson.