

**PLANNING DIVISION REPORT
DEPARTMENT OF PLANNING AND COMMUNITY
AND ECONOMIC DEVELOPMENT
May 19, 2008**

RE: LD. # 09981: Zoning Map Amendment LD. 3347, Rezoning of 301/303 N. Hamilton Street from PUD-GDP to PUD-SIP

1. Requested Actions: Approval to rezone the property from PUD-GDP (Planned Unit Development Plan-General Development Plan) to PUD-SIP (Planned Unit Development Plan-Specific Implementation Plan) to allow for the construction of a 71 apartment units (68 in new building, three in existing building)
2. Applicable Regulations: Section 28.12 (9) provides the process for zoning map amendments. Section 28.07 (6) of the Zoning Ordinance provides the requirements and framework for Planned Unit Developments.
3. Report Prepared By: Kevin Firchow, AICP, Planner

GENERAL INFORMATION

1. Applicant: Phillip K. Hees; The McBride Companies; 139 W Wilson Street; Madison, WI; 53703

Agent: Thomas C. Miller; The Alexander Company, Inc; 145 E Badger Road, Suite 200; Madison, WI 53713
2. Development Schedule: The applicant estimates construction would be complete during the Summer 2009.
3. Location: Approximately ½ acre of land surrounding the Pinkus McBride Grocery Store and mixed use building in a triangular block bounded by East Johnson, North Hancock, and North Hamilton Streets; Aldermanic District 2; Madison Metropolitan School District.
4. Existing Conditions: The subject site is “Block 258” which includes six multi-unit residential structures that were approved for demolition in January 2008. The block also includes the two-story Pinkus McBride building, which is not included in the applicant’s demolition plans. Three apartment units in the upper floor of that building will remain.
5. Proposed Land Use: The applicant proposes to construct a four-story, 68-unit apartment building with underground parking. Three apartment units in the Pinkus building will remain.

6. Surrounding Land Use and Zoning: Current zoning and land use are summarized as follows:
 - 300 E Johnson St. Block: Two and three unit residential buildings, zoned R6 or PUD-SIP. The block also contains one mixed-use building and one 22-unit apartment building, both zoned R6.
 - 300 N Hancock St. Block: Three-story Nichols Station Condominiums, zoned PCD-SIP
 - 300 N Hamilton Block: Single-family, two and three unit residential buildings zoned R6. This includes a converted church that is now a two-family residence.
7. Adopted Land Use Plan: The Comprehensive Plan includes the subject properties within the "First Settlement/ Old Market Place Downtown Sub-District". The recommended uses include "residential development of 16 to 60 units per net acre with densities and dwelling unit types defined in City-adopted detailed neighborhood development plans and/or special area plans". Also recommended are historic preservation areas and neighborhood conservation areas in strategic locations as defined in City-adopted detailed neighborhood or special area plans. The area's current neighborhood plan, the Fourth District-Old Market Place Neighborhood Plan Strategy, was adopted in 1983 does not identify the subject property as part of a historic district.
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 standards for zoning map amendments and planned unit development districts.

PLAN REVIEW

The applicant requests approval to rezone the property from PUD-GDP (Planned Unit Development-General Development Plan) to PUD-SIP (Planned Unit Development Plan-Specific Implementation Plan) to allow for the construction of a 68-unit apartment building. The new building would be just over 78,000 square feet in addition to the 4,200 square foot Pinkus McBride building.

Previous Approvals

The Plan Commission approved the demolition of six residences on the subject block on January 28, 2008. The corresponding rezoning of the property from R6 (General Residence District) and C1 (Limited Commercial District) to PUD-SIP was approved by the Common Council on February 5, 2008. The Urban Design Commission granted initial approval of the SIP drawings on April 9, 2008 and final approval on April 23, 2008.

Existing Conditions and Surrounding Context

The subject site is Block 258, a triangular-shaped block bounded by East Johnson, North Hancock, and North Hamilton Streets. The subject block includes the Pinkus McBride Grocery and Deli building at the southwestern corner of this "triangle". This two-story Queen Anne-style building was not included in the previous demolition approval. The remainder of the block currently includes 48 dwelling units housed within six multi-unit residential structures, for which demolitions have been approved.

There is a significant range of building types in the surrounding blocks. Buildings vary by size, age, and overall character. The 300 block of East Johnson Street includes a mixed-use commercial building and a series of two and three flat residential buildings. One larger, 22-unit apartment building is also found in the middle of this block. The 300 block of North Hamilton Street includes single-family, two-flat, and three-flat residences, with most structures dating back to the 1880s and 1890s. This block also includes a brick church building that has been converted into a two-unit residential property. The 300 block of North Hancock Street includes the Nichols Station Condominium development. This structure was completed in 1986 and is three stories in height in the block facing the proposed development.

Proposed Building Mass and Bulk

Much of the proposed building is four-stories tall, measuring 54.5 feet in height. A small portion of the building transitions down to three stories, roughly matching the height of the two-story, 46-foot tall Pinkus building along Johnson Street. Along Hamilton Street, the proposed building does not step down but is setback from the face of the Pinkus building. The lake-facing side of the building along Gorham Street is three stories. Mechanical penthouses are proposed above the fourth floor but are not shown on the elevation drawings. Staff recommend that these are shown on the final elevations and are adequately screened.

The building provides a consistent mass along the East Johnson and Hancock Street frontages, as shown in the attached plans. The North Hamilton Street frontage includes an irregular pattern of building mass and an elevated green space area above the entrance to the underground parking structure. A sidewalk-facing street wall is adjacent to this area and due changes in grade, the wall height gradually increases from 1.5 to 4.5 feet in height as one moves towards Gorham Street.

General Building Layout

The building has an “L” shaped layout consisting of two primary hallways. The submitted plans indicate that most units will take access from these internal hallways, but several units appear to have direct street entrances. A variety of different floor plans are shown in the building. The applicant has provided the following breakdown of unit types.

- 3 studio apartments
- 59 one-bedroom flats
- 5 two-bedroom flats
- 1 three-bedroom flats
- 3 one-bedroom units existing units in the Pinkus McBride Building

Building Design

The materials and design of the proposed building are contemporary in nature. The building’s mass is divided into several different building bays, defined primarily through variations in materials. Primary materials include EIFS, painted fiber cement board, glass, and aluminum panel accents. Masonry is limited to concrete masonry units proposed along the stair tower elements.

Landscape Plan

The landscape plan includes several small planting areas spaced around the building’s perimeter. Ornamental grasses are proposed between the building edge and sidewalk along Hancock Street. Slightly larger perennial planting areas are found adjacent to the building entries on both Hancock and Johnson Streets. Larger planting areas are found in the saw-tooth setbacks on Hamilton and Gorham Streets. The rooftop garden includes a series of regularly spaced aspen trees, surrounded by pavers and perennials.

Parking

The applicant proposes to provide 44 underground parking spaces, accessed via a driveway on North Hamilton Street. No on-site surface parking is included. Traffic engineering included a condition on the General Development Plan approval that no on-street permits would be made available for this development. The building’s basement plan shows 68 bike parking stalls underneath the building, with an additional four spaces near the Hamilton Street entry.

ANALYSIS

Density and Unit Mix

The current proposal is consistent with use and density approved with the General Development Plan. Compared to the GDP, the current submittal includes one fewer two-bedroom unit and an additional one-bedroom unit. A total of 71 units are proposed with 62 of the 71 units proposed as one-bedroom apartments. The unit mix also includes three studio, five two-bedroom, and one three-bedroom apartment units.

Conformance with Comprehensive Plan

The Comprehensive Plan includes the subject block within the "First Settlement / Old Market Place Downtown Sub-District". Recommended uses include "residential development of 16 to 60 units per net acre with densities and dwelling unit types defined in City-adopted detailed neighborhood development plans and/or special area plans". Staff previously noted that there is not currently a more-specific neighborhood planning recommendation for this area and that compatibility with the surrounding neighborhood was a key consideration. The density exceeded that recommended in the Comprehensive Plan but the number of bedrooms per acre was similar to the adjacent Nichols Station Condominium development. The staff reports of December 17, 2007 and January 28, 2008 provide further discussion on density considerations. The proposed density matches the density approved with the General Development Plan.

Design Considerations

The applicant has received initial and final approval from the Urban Design Commission and their reports are attached. In making the initial approval, the UDC requested the applicant address corner building treatments and massing as well as revising architectural details in some areas. The revised plans were granted final approval by the UDC.

The building design and materials reflect a "contemporary" aesthetic. Primary building materials include fiber cement board siding, concrete masonry units, EIFS, and metal panels. Staff has met with the applicant to discuss whether the proposed materials could be made more complementary to the masonry Pinkus building. Staff also expressed concerns about the use of concrete masonry units on the vertical elements on the building. The drawings graphically indicate that CMUs are proposed for the stair tower features, however this is not clearly labeled in the material legend. Other design questions included the treatment of the building along the lake-facing corner of Gorham and Hancock Streets and the exposed concrete base of the building.

The applicant has confirmed that the base of the building will be poured concrete, not concrete masonry units as identified on the Plan Commission submittal. Staff noted concerns with the height of the concrete base in the January 28, 2008 GDP staff report. The applicant notes that the visible building base is cast in place concrete with a specified architectural finish. The finish will

incorporate some relief through the use of reveals and an expression of recessed small circles at the location of the concrete form ties. Additionally, the applicant notes the incorporation of perennial flowers and grasses in a narrow planter between the building and the sidewalk, wherever physically possible. Staff request that additional detail be provided along with final sign-off plans on this treatment.

The remaining palette of materials is largely the same, however some adjustment to the arrangement of these materials has been provided as the project moved through the Urban Design Commission process.

Zoning Text

Staff believe that the SIP zoning text should be revised to reflect previously established conditions and to provide additional specificity. In the approved GDP submittal, the applicant agreed to limit commercial uses to those in the C1 district, and specified that limited office uses would be allowed as an option in the upper floor of the Pinkus McBride Building. The permitted uses included in the current text is considerably broader in scope and includes a general statement permitting "other uses listed herein and in attached Letter of Intent and in future SIP applications". Such language should be removed. The text should also include the specific number of dwelling units and eliminate the qualifying language such as "approximate" in describing them. The applicant should eliminate similar vague language in the floor area ratio description. Specific changes are noted in the recommendation section of this report.

Inclusionary Zoning

The proposed building included in this proposed planned unit development will consist entirely of rental units, so the project is not subject to inclusionary zoning regulations.

CONCLUSION

Staff believe the proposed project is consistent with the approved General Development Plan and can meet the applicable review standards. The project has received final approval from the Urban Design Commission and staff request supplemental information is included prior to final plan sign off. Planning staff also recommend that further specificity is added to the zoning text as a condition of approval to ensure the use and density remains consistent with the approved General Development Plan.

RECOMMENDATION

The Planning Division recommends that the Plan Commission forward Zoning Map Amendment 3347, rezoning 303 North Hamilton Street from PUD-GDP to PUD-SIP, to the Common Council with recommendation of **approval**, subject to input at the public hearing and the following conditions.

1. Comments from reviewing agencies
2. That the applicant revises the zoning text, subject to the approval of the Zoning Administrator and Planning Division. Revised text shall reflect the following:
 - a. *Statement of Purpose*: Eliminate qualifying language, such as the word “approximately”, in any description of dwelling units, square footage, parking stalls, and related items. These considerations shall be consistent with those shown on approved plans.
 - b. *Permitted Uses*: The permitted uses shall be consistent with those uses previously approved by the Plan Commission. Eliminate proposed “Permitted Use 3” that includes “other uses listed herein and in attached Letter of Intent and in future SIP applications”. Revise the list of other permitted uses to those approved as part of the GDP. GDP approval conditions specifically included:
 - Residential Uses as shown on approved plans,
 - Uses permitted in the C1 district only for the ground floor of the “Pinkus McBride Building”, and
 - Office uses permitted in the O1 zoning district only in the upper floor of the “Pinkus McBride Building” as a permitted alternative to the residential units approved on plans.
 - c. *Floor Area Ratio*: Eliminate all qualifying language such as “generally align” and “contemplates” in describing the FAR. Floor area ratio shall be consistent with that shown on approved plans.
 - d. *Accessory Off-Street Parking and Loading*. Eliminate references to the letter of intent. Include all relevant operational information in the zoning text. Note that approval of this specific implementation plan does not include approval for an on-street loading zone.
3. That the applicant revises the final elevation drawings, per staff approval, adding the following supplemental information:
 - a. Show rooftop mechanical penthouses and associated screening,
 - b. Clarify the location of building materials including location of concrete masonry units, which are not clearly labeled on plan set.
 - c. Correct title block on elevation drawings to indicate “SIP” not “GDP” submittal.
4. That the applicant includes supplemental detail on the concrete base treatment of the building.

AGENDA # 8

City of Madison, Wisconsin

REPORT OF: URBAN DESIGN COMMISSION

PRESENTED: April 23, 2008

TITLE: 303 North Hamilton Street - PUD-SIP for
69 Units in a New Building with 3-Units in
an Existing Structure to Remain. 2nd Ald.
Dist. (09653)

REFERRED:

REREFERRED:

REPORTED BACK:

AUTHOR: Alan J. Martin, Secretary

ADOPTED:

POF:

DATED: April 23, 2008

ID NUMBER:

Members present were: Marsha Rummel, Todd Barnett, Richard Slayton, John Harrington, Bonnie Cosgrove, Richard Wagner and Lou Host-Jablonski.

SUMMARY:

At its meeting of April 23, 2008, the Urban Design Commission **GRANTED FINAL APPROVAL** of a PUD-SIP located at 303 North Hamilton Street. Appearing on behalf of the project were Rosemary Lee, David Kaul and Ed Freer, both representing McBride Companies, and Phil Hees. A presentation by Freer and Kaul noted the following as detailed within a memo within the application packet:

- The driveway alignment was moved minimally to avoid conflict with additional trees, street lights and a fire hydrant.
- A request to consider alternate use of shrubs instead of perennials at street level apartment entry stoops provides an option for the use of perennials and more formal evergreen plantings such as yew and boxwoods. Harrington noted concern with care and maintenance of perennials but was OK with alternative proposal.
- Details on the stoop entries corner and detailing issues were presented.
- A review of entrance treatment and stair tower alternatives was provided.
- Review of Gorham Street corner options were emphasized with various versions.
- Bike parking has been adjusted to satisfy issues with its location.

Following discussion by the Commission it was noted that the applicant has gone through every comment and addressed all issues with details that rationalize the project as approved.

ACTION:

On a motion by Barnett, seconded by Cosgrove, the Urban Design Commission **GRANTED FINAL APPROVAL**. The motion was passed on a unanimous vote of (7-0). The motion cited approval of utilization of the middle option for the entry/stair tower featuring wider window openings, in addition to the revised version of the street corner/balcony treatment.

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, 7, 7.5, 8, 8 and 8.

URBAN DESIGN COMMISSION PROJECT RATING FOR: 303 North Hamilton Street

	Site Plan	Architecture	Landscape Plan	Site Amenities, Lighting, Etc.	Signs	Circulation (Pedestrian, Vehicular)	Urban Context	Overall Rating
Member Ratings	7	7	7	6	-	6	7	7
	-	-	-	-	-	-	-	6
	7	7	-	-	-	-	7	7.5
	-	7.5	-	-	-	-	8	8
	7	7	7	-	-	6	7	7
	-	-	-	-	-	-	-	8
	8	7.5	8	-	-	8	8	8

General Comments:

- Excellent new iteration that addresses UDC issues. Much improved.
- Well considered, body in scope and detail. Nicely done.
- Detailing is nicely thought out.
- Well crafted. Bravo.
- Great responses to comments. Nice project.

AGENDA # 7

City of Madison, Wisconsin

REPORT OF: URBAN DESIGN COMMISSION	PRESENTED: April 9, 2008
TITLE: 303 North Hamilton Street – PUD-SIP for 69 Units in a New Building with 3-Units in an Existing Structure to Remain. 2 nd Ald. Dist. (09653)	REFERRED: REREFERRED: REPORTED BACK:
AUTHOR: Alan J. Martin, Secretary	ADOPTED: POF:
DATED: April 9, 2008	ID NUMBER:

Members present were: Bruce Woods, Marsha Rummel, Todd Barnett, Richard Slayton, John Harrington, Bonnie Cosgrove, Richard Wagner and Jay Ferm.

SUMMARY:

At its meeting of April 9, 2008, the Urban Design Commission **GRANTED INITIAL APPROVAL** of a PUD-SIP located at 303 North Hamilton Street. Appearing on behalf of the project were Ed Freer, Phil Hees and Dave Kaul, representing McBride Companies.

Detailed review of the modified plans noted the following:

- Shorten the wall at Hamilton. The shortening of the retaining wall at the sidewalk's edge along North Hamilton Street in combination with the creation of the space adjacent to the sidewalk area for moped parking a grade. In addition, it's proposed to replace the location of the existing terrace and sidewalk to increase the green buffer around the building perimeter.
- The exit entry to lower level parking has been redone to better minimize grade issues.
- Existing trees are to be maintained within the terrace around the perimeter of the sight, especially with the elimination of existing curb cuts along North Hamilton Street.
- The review of the architecture emphasized the use of burnished concrete masonry units, EIFS, cement board siding and composite aluminum panels.
- The stair tower entry on North Hamilton has been re-oriented to expose part of the previously obscured portions of the Pinkus McBride building.

Following the presentation the Commission noted the following:

- Provide an additional tree on Johnson between the entry stoops.
- Questioned the utilization of perennials as planting adjacent in relationship to door stoops.
- Consider short shrub beds: require less maintenance.
- Issue with bike parking on lower level, again within an enclosed parking structure, stuck in north-westerly corner away from access entry.
- Relative to the East Hancock façade, like stoops provide a prospective rendering on details, return for final approval.

- Concern with the corner treatment of the building as relates to Hancock Street , Johnson Street, especially Gorham Street. Reiterate the area consideration for the use of a flatiron design. In regard to the issue, Woods acting as chair spoke to issues raised in previous reports of this item requesting a flatiron design consideration for the street corners of the building as noted with approval of the PDF and GDP. It was further noted that the design doesn't fit well at the corner of Lake and Johnson outside of alternatives for alterations to the building façade to better relate as corner treatment consideration for terrace or extended balcony treatment should be considered.
- Building entry as designed does not project its row as entry to a large building: understated.
- Entry presents a blank wall when viewed against the adjacent Pinkus McBride building.
- Concern with the width of the 38 foot wide drive aisle entry, reduce width to align with width of the driveway apron.
- Concern with exposure of unit above drive entry and views.
- Form of stair tower and large mass could be more transparent; more glass, more welcoming, invites use.
- Look at a switch in the dumpster zone location vs. the entry.
- Do something different with the corner treatment of the building.

ACTION:

On a motion by Barnett, seconded by Wagner, the Urban Design Commission **GRANTED INITIAL APPROVAL**. The motion was passed on a vote of (6-2) with Cosgrove and Ferm voting no. On a motion by Barnett, seconded by Wagner initial approval was granted contingent on the following:

- East of the entry at Hancock in terms of mass location and materials and courtyard feature, look at entry drive (narrow) with more breathing room to the building.
- Provide alternative to Hancock, Gorham, and Johnson Street corner building treatment.
- Provide architectural details at corners between cement siding and EIFS.
- Refine massing of building architecture at the corner of Hamilton and Hancock Streets relative to massing form and details to be further developed.

The motion passed on a vote of (6-2) with Ferm and Cosgrove voting no. A previous motion by Barnett, seconded by Slayton failed on a tie vote of (4-4) with Barnett, Woods, Harrington, Slayton and Wagner voting in favor; with Rummel, Harrington, Cosgrove and Ferm voting no. A previous motion by Ferm, seconded by Rummel to reject the project based on the lack of address of building/corner issues failed on a vote of (4-4) with Barnett, Rummel, Ferm and Cosgrove voting in favor and with Woods, Harrington, Wagner and Slayton voting no.

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, 6, 6, 6, 6.5, 7, 7 and 8.

URBAN DESIGN COMMISSION PROJECT RATING FOR: 303 North Hamilton Street

	Site Plan	Architecture	Landscape Plan	Site Amenities, Lighting, Etc.	Signs	Circulation (Pedestrian, Vehicular)	Urban Context	Overall Rating
Member Ratings	-	-	-	-	-	-	-	6.5
	-	-	-	-	-	-	-	8
	6	6	7	6	-	6	8	6
	-	-	-	-	-	-	-	6
	7	7	7	-	-	6	7	7
	6	6	6	-	-	6	6	6
	5	6	6	-	-	6	6	6
	7	7	6	-	-	7	7	7

General Comments:

- Address balconies at Gorham corner and entry next to Pinkus McBride.
- Flat iron and stair tower entry to be studied.
- Gorham and Hancock and Hamilton lacks sufficient presence for prominent corner across from park.
- Evaluate existing ash trees for health/potential replace. Barberry OK, but only for its barrier qualities in this application.
- Great improvement! Interesting landscape plan and materials.



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
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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.
Gregory T. Fries, P.E.

Facilities & Sustainability
Jeanne E. Hoffman, Manager
James C. Whitney, A.I.A.

Operations Manager
Kathleen M. Cryan

Hydrogeologist
Joseph L. DeMorett, P.G.

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

Financial Officer
Steven B. Danner-Rivers

DATE: May 2, 2008
TO: Plan Commission
FROM: Larry D. Nelson, P.E., City Engineer
SUBJECT: *for* 303 North Hamilton 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. This development covers multiple lots. Numerous agreements shall be required for sharing utilities, drainage, etc.
2. Pavement patching/restoration on North Hamilton Street shall be in accordance with the City's Patching Criteria.
3. A storm structure (not tap) shall be required at the point of connection to the storm main.
4. Location of all roof drains shall be shown and how they are to be connected to the public storm system.
5. Revise plans. Show all proposed storm sewer (trench drain, entry drain, etc.).
6. Erosion control plan must provide for site dewatering.
7. Revise Note on Page C1.2. There is no such thing as a "Sanitary Storm Sewer".
8. Revise the plan to include all dwelling unit doors/entrances on all floors for addressing purposes.
9. In accordance with 10.34 MGO – STREET NUMBERS - Submit a PDF of each floor to the Lori Zenchenko (Lzenchenko@cityofmadison.com); so that a preliminary interior addressing plan can be developed. If there are any changes pertaining to the location of a unit, the deletion or addition of a unit, or to the location of the entrance into any unit, (before, during or after construction) the addresses may need to be changed. The interior address plan is subject to the review and approval of the Fire Marshal.

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.

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 Submit a PDF of all floor plans to Lori Zenchenko zenchenko@cityofmadison.com so that a preliminary interior addressing plan can be developed. If there are any changes pertaining to the location of a unit, the deletion or addition of a unit, or to the location of the entrance into any unit, (before, during, or after construction) the addresses may need to be changed. The interior address plan is subject to the review and approval of the Fire Marshall.
- 1.7 The site plan shall include a full and complete legal description of the site or property being subjected to this application.
- 1.8 The Developer is required to pay Impact Fees for the _____ Impact Fee District for Lot(s) _____ of the _____ Plat/CSM. The current rate is \$ _____ /1000SF for a total of \$ _____. The Developer shall select one of the following two options for payment of these fees:

- 1) Impact Fees shall be paid in full prior to Engineering sign-off of the plat/csm.
- 2) The Developer has elected to defer the payments until such time as the building permits are applied for, in which case the owner(s) shall have fourteen (14) days after receiving the invoices to pay the outstanding impact fees. The following shall be required prior to plat sign off:
 - a) The Developer shall supply an Excel spreadsheet with lot numbers, lot areas, and number of dwelling units per lot. The Developer shall supply a CADD file of the proposed FINAL plat, in a format compatible with Microstation J. This information shall be required to calculate the Impact Fees, which will then be recorded at the Register of Deeds against each lot in the subdivision..
 - b) All information shall transmitted to Janet Dailey by e-mail at jdailey@cityofmadison.com, or on a CD to:

Janet Dailey
City of Madison Engineering Division
210 Martin Luther King Jr. Blvd
Room 115
Madison, WI 53703
 - c) A minimum of three (3) weeks shall be required for staff to calculate the Impact Fees and record the documents prior to plat sign-off.

The Developer shall put the following note on the face of the plat:

ALL THE LOTS WITHIN THIS SUBDIVISION ARE SUBJECT TO IMPACT FEES THAT ARE DUE AND PAYABLE WITHIN FOURTEEN DAYS OF THE ISSUANCE OF BUILDING PERMIT(S).

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 _____.

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- 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.
- 2.8 The Public Sanitary Sewer Easement(s) dedicated to the City of Madison ("City") on the face of this Certified Survey Map or Subdivision Plat is/are subject to the following conditions:
- a. The property owner reserves the right to use and occupy the Public Sanitary Sewer Easement Area(s) in a manner consistent with the rights herein conveyed, provided that such use and occupancy shall not interfere with or disturb the installation, operation, maintenance, repair, replacement and/or modification of the public sanitary sewer facilities.
 - b. No above-ground improvements shall be located in the Public Sanitary Sewer Easement Area(s) by the City or the property owner, with the exception that grates, sewer access structure (SAS) covers, and other access points to the public sanitary sewer facilities shall be permitted at grade level. (Optional: and with the exception that pavement and/or concrete for driveway purposes shall be permitted.)
 - c. Plantings and landscaping within the Public Sanitary Sewer Easement Area(s) shall not obstruct routine maintenance by the City. In the event of repair or reconstruction, plantings and landscaping may be removed by the City without replacement or compensation to the property owner.
 - d. The property owner shall not change the grade of the Public Sanitary Sewer Easement Area(s) without the prior written approval of the City's Engineering Division.
 - e. The Public Sanitary Sewer Easement(s) may not be amended, modified, terminated, or released without the written consent of all the parties hereto, or their respective successors-in-interest.
- 2.9 The Public Sidewalk Easement(s) dedicated to the City of Madison ("City") on the face of this Certified Survey Map or Subdivision Plat is/are subject to the following conditions:
- a. The property owner reserves the right to use and occupy the Public Sidewalk Easement Area(s) in a manner consistent with the rights herein conveyed, provided that such use and occupancy shall not interfere with or disturb the installation, operation, maintenance, repair, replacement and/or modification of the public sidewalk improvements.
 - b. No above-ground improvements will be allowed in the Public Sidewalk Easement Area(s) by the property owner. (Optional: with the exception that pavement and/or concrete for driveway purposes shall be permitted.)
 - c. Plantings and landscaping within the Public Sidewalk Easement Area(s) shall not obstruct routine maintenance by the City. In the event of repair or reconstruction, plantings and landscaping may be removed by the City without replacement or compensation to the property owner.
 - d. The property owner shall not change the grade of the Public Sidewalk Easement Area(s) without the prior written approval of the City's Engineering Division.
 - e. The Public Sidewalk Easement(s) may not be amended, modified, terminated, or released without the written consent of all the parties hereto, or their respective successors-in-interest.
- 2.10 The Public Storm Sewer Easement(s) dedicated to the City of Madison ("City") on the face of this Certified Survey Map or Subdivision Plat is/are subject to the following conditions:
- a. The property owner reserves the right to use and occupy the Public Storm Sewer Easement Area(s) in a manner consistent with the rights herein conveyed, provided that such use and occupancy shall not interfere with or disturb the installation, operation, maintenance, repair, replacement and/or modification of the public storm sewer facilities.
 - b. No above-ground improvements shall be located in the Public Storm Sewer Easement Area(s) by the City or the property owner, with the exception that grates, sewer access structure (SAS) covers, and other access points to the public storm sewer facilities shall be permitted at grade level. (Optional: and with the exception that pavement and/or concrete for driveway purposes shall be permitted.)
 - c. Plantings and landscaping within the Public Storm Sewer Easement Area(s) shall not obstruct routine maintenance by the City. In the event of repair or reconstruction, plantings and landscaping may be removed by the City without replacement or compensation to the property owner.
 - d. The property owner shall not change the grade of the Public Storm Sewer Easement Area(s) without the prior written approval of the City's Engineering Division.
The Public Storm Sewer Easement(s) may not be amended, modified, terminated, or released without the written consent of all the parties hereto, or their respective successors-in-interest.
- 2.11 The Public Water Main Easement(s) dedicated to the City of Madison ("City") on the face of this Certified Survey Map or Subdivision Plat is/are subject to the following conditions:
- a. The property owner reserves the right to use and occupy the Public Water Main Easement Area(s) in a manner consistent with the rights herein conveyed, provided that such use and occupancy shall not interfere with or disturb the installation, operation, maintenance, repair, replacement and/or modification of the public water main facilities.

- b. No above-ground improvements will be allowed in the Public Water Main Easement Area(s) by the property owner. (Optional: with the exception that pavement and/or concrete for driveway purposes shall be permitted.)
- c. Plantings and landscaping within the Public Water Main Easement Area(s) shall not obstruct routine maintenance by the City. In the event of repair or reconstruction, plantings and landscaping may be removed by the City without replacement or compensation to the property owner.
- d. The property owner shall not change the grade of the Public Water Main Easement Area(s) without the prior written approval of the City's Engineering Division.
- e. The Public Water Main Easement(s) may not be amended, modified, terminated, or released without the written consent of all the parties hereto, or their respective successors-in-interest.

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 North Hamilton Street.
- 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. This permit application is available on line at <http://www.cityofmadison.com/engineering/permits.cfm>.
- 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. This permit application is available on line at <http://www.cityofmadison.com/engineering/permits.cfm>.
- 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. This permit application is available on line at <http://www.cityofmadison.com/engineering/permits.cfm>.
- 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.
- 3.18. All street tree locations and tree species within the right of way shall be reviewed and approved by City Forestry. Please submit a tree planting plan (in PDF format) to Dean Kahl, of the City Parks Department - dkahl@cityofmadison.com or 266-4816.

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) off of new paved surfaces
 - Control 80% TSS (5 micron particle) off of new paved surfaces
 - Provide infiltration in accordance with Chapter 37 of the Madison General Ordinances
 - Provide substantial thermal control.
 - Provide oil & grease control from the first 1/2" of runoff from parking areas.
 - Complete an erosion control plan and complete weekly self-inspection of the erosion control practices and post these inspections to the City of Madison website – as required by Chapter 37 of the Madison General Ordinances.

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

- 4.10 The plan set shall be revised to show more information on proposed drainage for the site. This shall be accomplished by using spot elevations and drainage arrows or through the use of proposed contours. It is necessary to show the location of drainage leaving the site to the public right-of-way. It may be necessary to provide information off the site to fully meet this requirement.
- 4.11 A portion of this project comes under the jurisdiction of the US Army Corp of Engineers and WDNR for wetland or flood plain issues. A permit for those matters shall be required prior to construction on any of the lots currently within the jurisdictional flood plain.
- 4.12 The Applicant shall submit, prior to plan sign-off, a digital CAD file (single file) to the Engineering Program Specialist in the Engineering Division (Lori Zenchenko). The digital CAD file shall be to scale and represent final construction. The single CAD file submittal can be either AutoCAD (dwg) Version 2001 or older, MicroStation (dgn) Version J or older, or Universal (dxf) format and contain only the following data, each on a separate layer

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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) All Underlying Lot lines or parcel lines if unplatted
- g) Lot numbers or the words "unplatted"
- h) Lot/Plat dimensions
- i) Street names

All other levels (contours, elevations, etc) are not to be included with this file submittal.

NOTE: Email file transmissions preferred izenchenko@cityofmadison.com . Include the site address in the subject line of this transmittal. Any changes or additions to the location of the building, sidewalks, parking/pavement during construction will require a new CAD file.

- 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.

- 4.16 The area adjacent to this proposed development has a known flooding risk. All entrances shall be 2-feet above the adjacent sidewalk elevation or 1-foot above the 100-year regional flood elevation (whichever is greater). This includes garage entrances.

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. This permit application is available on line at <http://www.cityofmadison.com/engineering/permits.cfm>.

- 5.2 The applicant shall obtain all necessary sewer connection permits and sewer plugging permits prior to any utility work. This permit application is available on line at <http://www.cityofmadison.com/engineering/permits.cfm>.

- 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. This permit application is available on line at <http://www.cityofmadison.com/engineering/permits.cfm>.

- 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. This permit application is available on line at <http://www.cityofmadison.com/engineering/permits.cfm>.
- 6.2 All outstanding Madison Metropolitan Sewerage District (MMSD) and City of Madison sanitary sewer connection charges are due and payable prior Engineering sign-off, unless otherwise collected with a Developer's / Subdivision Contract. Contact Janet Dailey (608-261-9688) to obtain the final MMSD billing a minimum of two (2) working days prior to requesting City Engineering signoff.
- 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, invert elevation, 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

December 6, 2007

Rev: May 8, 2008

TO: Plan Commission

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

OSUBJECT: **301 North Hamilton Street – Rezoning / Demolition – R6 & C1 to PUD (GDP) - 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. A condition of approval shall be that no residential parking permits will be issued for 301 North Hamilton Street, this would be consistent with other projects in the area. In addition, the applicant shall inform all tenants in the apartment leases. The applicant shall submit for 301 North Hamilton Street a copy of the lease noting the above condition in the lease when submitting plans for City approval.
2. This size of apartment facility along with the commercial development proposed should be required to provide a loading and unloading area on site. The applicant should relocate the trash enclosure to be service from on-site.
3. The attached Traffic Signal/Street Light declaration of conditions and covenants shall be executed and returned with site plans.
4. The developer shall work with the City to resolve construction-related issues prior to submitting final plans for approval. The site has limited areas on and off site for construction-related use. There shall no or very limited impact to Johnson St. or Gorham St.

PEDESTRIAN AND BICYCLE TRANSPORTATION REVIEW COMMENTS

5. The applicant shall indicate the type and location of bicycle racks to be installed outside the building.
6. The applicant should provide an area for visitor outside moped parking spaces and access.

Moped standard parking spaces recommend 4 ft in width and 6 ft in length with a 6 ft access aisle.

GENERAL OR STANDARD REVIEW COMMENTS

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

7. 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, 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'.
8. All existing driveway approaches on which are to be abandoned shall be removed and replaced with curb and gutter and noted on the plan.
9. A "Stop" sign shall be installed at a height of seven (7) feet at the driveway approach. All signs at the approaches shall be installed behind the property line. All directional/regulatory signage and pavement markings on the site shall be shown and noted on the plan.
10. The attached Traffic Signal/Street Light declaration of conditions and covenants shall be executed and returned with site plans. The development shall acknowledge on their proportionate share of traffic signal assessments. The development shall further agree in writing to not oppose their proportionate share of the traffic signal assessments as part of the City's Special Assessment districts for traffic signals.
11. 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.
12. 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: Ed Freer
Fax: 608-258-5590
Email: ejf@alexandercompany.com

DCD: DJM: dm



Department of Public Works
Parks Division

City-County Building, Room 104
210 Martin Luther King, Jr. Boulevard
P.O. Box 2987
Madison, Wisconsin 53701-2987
PH: 608 266 4711
TTY/Textnet: 866 704 2315
FAX: 608 267 1162

May 9, 2008

TO: Plan Commission

FROM: Simon Widstrand, Parks Development Manager

S. W.

SUBJECT: **301 North Hamilton Street**

1. The developer shall pay \$37,829.00 for park dedication and development fees.
2. Prior to City signoff on this project, the developer shall select a process for paying the park impact fees, and meet the requirements of that process.
3. There are no features of this SIP that qualify for IZ park fee reduction credits.

Calculation of fees in lieu of dedication plus park development fees for 20 additional multifamily units:

Park Dedication = (20 mf @ 700 square feet/unit) = 14,000 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 \$1.91 / square foot) = **\$26,740.00**

Park Development Fees = (20 @ \$554.45) = \$ 11,089.00

TOTAL PARK FEES = \$37,829.00

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 swidstrand@cityofmadison.com if you have questions regarding the above items.

Park Impact Fees Parkland impact fees and park development impact fees shall be paid for this project. Payment checks shall be payable to the City of Madison Treasurer. All questions, payments and deliveries shall be made to the office of the Madison Parks Division. Prior to City signoff on this project, the developer shall select one of the following options for paying these fees:

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1. Payment of all fees in a lump sum prior to City signoff on the project.
2. When fees exceed \$20,000, the developer may pay half the fees and provide a two-year letter of credit at no interest for the remaining half of the fees, both prior to City signoff.
3. When fees exceed \$50,000 for plats being built with phased subdivision improvement contracts, the developer may pay the fees due for the number of units in each contract phase, paid at the time of contract execution, and at the fee rates then in effect. Under this option, the fees shall be calculated and prorated to each lot on the development, and the developer shall record a notice of the outstanding impact fees for each lot prior to receiving City signoff for the project.
4. The Developer has elected to defer the payments until such time as the building permits are applied for, in which case the owner(s) shall have fourteen (14) days after receiving the invoices to pay the outstanding impact fees. The following shall be required prior to plat sign off:
 - a) The Developer shall supply an Excel spreadsheet with lot numbers, lot areas, and number of dwelling units per lot. The Developer shall supply a Cadd file of the proposed FINAL plat, in a format compatible with Microstation J. This information shall be required to calculate the Impact Fees, which will then be recorded at the Register of Deeds against each lot in the subdivision.
 - b) All information shall transmitted to Janet Dailey by e-mail at Jdailey@cityofmadison.com, or on a CD to:

Janet Dailey
City of Madison Engineering Division
210 Martin Luther King Jr. Blvd
Room 115
Madison, WI 53703
 - c) A minimum of three (3) weeks shall be required for staff to calculate the Impact Fees and record the documents prior to plat sign-off.
 - d) The Developer shall put the following note on the face of the plat, certified survey map and PUD signoff plan:

ALL THE LOTS / BUILDINGS WITHIN THIS SUBDIVISION / DEVELOPMENT PLAN ARE SUBJECT TO IMPACT FEES THAT ARE DUE AND PAYABLE WITHIN FOURTEEN DAYS OF THE ISSUANCE OF BUILDING PERMIT(S).



**CITY OF MADISON
INTERDEPARTMENTAL
CORRESPONDENCE**

Date: May 19th 2008
To: Plan Commission
From: Patrick Anderson, Assistant Zoning Administrator
Subject: 301 North Hamilton Street

Present Zoning District: PUD-GDP

Proposed Use: Existing two-story mixed –use retail and residential with 3 apartments in 2nd floor area, and to build a 4-story 68 unit apartment building.

Requested Zoning District: PUD(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). NONE.

GENERAL OR STANDARD REVIEW COMMENTS

1. Final plans must show the provision of 75 bicycle parking spaces on site (one per dwelling unit existing and proposed plus two for each commercial space).
2. In regard to the provision of off-street loading berths, the applicant has not provided a designated of-street loading area for this project, and intends to ask for a waiver of said requirement once building is completed at the North Hamilton Street entrance.
3. Meet all applicable State accessible requirements, including but not limited to:
 - a. Provide a minimum of four 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.
 - c. Show the accessible path from the stalls to the elevator. Parking stalls shall not block the entry to the elevators.
4. The zoning text needs to be clarified in regard to permitted land uses. Please modify in the permitted uses list to state: " Residential uses as those specified on the approved plans; and for the commercial space, those uses listed as permitted in the C1 Limited Commercial District" pursuant to the Madison's General Zoning Codes, chapter 28.
5. Provide building height, in city datum.
6. Identify Useable Open Space areas and area calculations.

R-6 ZONING CRITERIA

Bulk Requirements	Required	Proposed
Lot Area	32,700 sq. ft.	23,520 sq. ft.
Lot width	50'	Adequate
Usable open space	5,460 sq. ft.	As shown on plans (6)
Front yard	20'	As shown on plans
Side yards	11'	As shown on plans
Rear yard	30' or 45% bldg height (TBD)	As shown on plans
Floor area ratio	2.0	2.6±
Building height	187.2' city datum	4 floors, adequate (5)

Site Design	Required	Proposed
Number parking stalls	0 stalls	44 stalls (interior) (2)(3)
Accessible stalls	2 stalls	4 stalls (3)
Loading	2 (10' x 35') areas	Waiver will be requested (2)
Number bike parking stalls	78	72 underground + (1)
Moped/motorcycle parking	0 stalls	4 stalls (1)
Landscaping	As shown	Adequate

Other Critical Zoning Items	
Urban Design	Yes
Historic District	No
Landmark building	No
Flood plain	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)(SIP)** district, and there are no predetermined bulk requirements, we are reviewing it based on the criteria for the R-6 district, because of the surrounding land uses.

**CITY OF MADISON
INTERDEPARTMENTAL
CORRESPONDENCE**

Date: May 19th 2008
To: Plan Commission
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1. Final plans must show the provision of 75 bicycle parking spaces on site (one per dwelling unit existing and proposed plus two for each commercial space).
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 - a. Provide a minimum of four 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.
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Other Critical Zoning Items	
Urban Design	Yes
Historic District	No
Landmark building	No
Flood plain	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)(SIP) district, and there are no predetermined bulk requirements, we are reviewing it based on the criteria for the R-6 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: April 24, 2008
TO: Plan Commission
FROM: Edwin J. Ruckriegel, Fire Marshal
SUBJECT: **301 N. Hamilton 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. none

GENERAL OR STANDARD REVIEW COMMENTS

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

2. Provide fire apparatus access as required by Comm 62.0509 and MGO 34.19, as follows:
 - a. The site plans shall clearly identify the location of all fire lanes.
 - b. Provide 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, if any part of the building is over 30 feet in height.
 - c. Provide a fire lane that extends to within 150-feet of all exterior portions of the structure, or it can be extended to within 250-feet if the building is fully sprinklered.

Please contact Scott Strassburg, New Construction Inspector at 608-261-9843 if you have questions regarding the above items.

cc: Bill Sullivan

DRAFT McBride Redevelopment Steering Committee – SIP Phase

Two members of our steering committee were able to meet with the developers to receive an update on the implementation plans for the Pinkus McBride block redevelopment. Additionally, the developers presented at the rescheduled James Madison Park District Neighborhood Association on the 26th of March, and again at an open meeting the developers hosted on April 3rd at the Gates of Heaven Synagogue.

By and large, most of the steering committee's concerns were discussed during the GDP phase, and the project, from the committee's perspective, remains fundamentally the same. We therefore see no need to rehash the positives and negatives we discussed earlier this year. We instead choose to highlight some of the changes that we see as positive, and identify a few changes that we would like to see considered.

First, we appreciate the shorter wall on Hamilton St. The shorter wall will make walking along Hamilton significantly more pleasant. The second patio that is slated for moped parking is a nice addition because it breaks up the space, but we wonder if it could be used for something more engaging than moped parking. Perhaps some colored and textured concrete on the ground, and some benches, perhaps built right into a wall, along with the plantings, could make for a nice mini urban park, like a scaled down version of Lisa Link Peace Park or Concrete Park.

The Hamilton location for the entry way is a good change. The Hamilton location is more visible than the middle of Hancock, and it will be nice to have the entrance close to the store entrance. The return of the historic windows on the Pinkus building is a nice touch. One thing we remain concerned about is the distinctiveness of the entrance. The developers assure us that it will be there, but it has been difficult to see that from the renderings we've seen. We trust that the UDC will be able to use their trained eyes and either confirm that the developers are correct or that there is still work to be done. Long term we would like to see additional windows on the Johnson St side of Pinkus. We understand that they have not actually ever been part of the building in the past, but it simply feels like there are some large windows on Johnson that were bricked in and are waiting to return. We appreciate the impact that this would have on the store operations and understand that now may not be the time to make this change.

The "contemporary" design of the building remains a concern by some members of the committee. The buildings on the Hamilton corridor are usually a more

conservative masonry exterior, including the very recent buildings such as Hamilton Point and Capitol Point, and of course anchored by the State Capitol building, which is decidedly not contemporary. Of course, a contemporary building should not be ruled out automatically, but extreme elements should be reined in. An example is the steel cables along the sliding glass doors of the upper units. Simple steel cables alone were very out of place. The later renderings have shown the top cable replaced with a thicker rod or thicker cable, giving it more a patio feel. These sorts of simple, positive changes are appreciated.

We hope that there will be additional bike parking on the Hancock side of the building, to serve the residents who may exit that side of the building. The developers seem amenable to that, and we hope that any waivers or permits that the city may need to grant would be speedily approved.

We continue to support the overall project, and wish the developers a speedy, safe, and uneventful construction phase. We look forward to welcoming our new neighbors in the second half of 2009.