

PLANNING UNIT REPORT
DEPARTMENT OF PLANNING AND DEVELOPMENT
February 14, 2005

ZONING MAP AMENDMENT, I.D. 00231 LOCATED AT 802-852 EAST WASHINGTON AVENUE FROM C3 TO PUD-GDP:

1. Requested Action: Approval to rezone property from C3 to PUD-GDP for a mixed-use predominantly residential development. This proposal includes the demolition of vacant commercial buildings on this site.
2. Applicable Regulations: Section 28.07 provides the framework and guidelines for Planned Unit Development Districts. Section 28.01 provides the process for zoning map amendments. Section 28.04 outlines the requirements for issuance of demolition permits.
3. Report Drafted By: Bill Roberts, Planner IV.

GENERAL INFORMATION:

1. Applicant: Gorman & Company, 1244 South Park Street, Madison, WI 53715.
2. Status of Applicant: Offer to purchase.
3. Development Schedule: To begin 2005.
4. Parcel Location: Northwest side of East Washington Avenue between North Livingston Street and North Paterson Street, Madison Metropolitan School District, 2nd Aldermanic District.
5. Parcel Size: 4.5 acres.
6. Existing Zoning: C3 General Commercial District.
7. Existing Land Use: Automobile sales and service business (Don Miller).
8. Proposed Use: Demolition of existing buildings on the site to construct new multi-story predominantly residential buildings with some retail space and below grade parking.
9. Surrounding Land Use and Zoning (See map): This site is surrounded by a mix of commercial uses along East Washington Avenue zoned C3. There is a mix of non-residential uses and residential uses to the northwest zoned C2, C3, R6 and R3.
10. Adopted Land Use Plan: The adopted overall Land Use Plan for the City of Madison shows this site and the adjacent blocks on East Washington Avenue as CRX Regional Commercial Mixed-Use District.

The adopted Tenney Lapham Old Marketplace Neighborhood Plan – 1995 does not have a specific land use recommendation for this block other than the note below. The plan does support

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the redevelopment of East Washington Avenue to support mixed-use developments. The plan does have a goal to improve the aesthetic quality of East Washington Avenue from the Capital Square to First Street. Specifically, the plan says:

“Encourage mixed-use development in the 600-1300 Block and north side of the 1400 Block of East Washington Avenue. Future land use pressures may influence redevelopment of large parcels such as the Goodyear Service Center, Don Miller Motors, Hallman-Lindsey Paints and Marling Lumber. Mixed-use development with commercial uses on the ground floor and housing on the second floor and above is encouraged. It is not the policy of this plan to encourage redevelopment of these areas today, but rather to guide redevelopment if it does occur in the future.”

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

PUBLIC UTILITIES AND SERVICES:

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

STANDARDS FOR REVIEW:

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

ANALYSIS AND EVALUATION:

This is an application for approval of a Planned Unit Development-General Development Plan to demolish the existing Don Miller automobile sales and service business and to construct a mixed-use development of primary residential condominiums with some commercial space and below grade parking.

Existing Site Characteristics

This block contains several buildings used as a sales and repair facility, as well as automobile storage lot for the Don Miller automotive sales and service business and a large billboard. The site is a completely paved, covered generally flat City block that is bordered by the East Washington Avenue, North Paterson Street, East Mifflin Street and North Livingston Street right-of-way.

The metal buildings on the site are in average condition and are of no historic significance.

Proposed Development

The application is for Plan Commission and Common Council approval of a Planned Unit Development-General Development Plan. It is the applicant's intent, once the site is cleared to proceed with a development that includes a total of 9 buildings ranging in height from 2-3 stories up to 10 stories with the following elements:

- A total of nine buildings containing 309 condominium units, 72 one-bedroom units, 186 two-bedroom units, 51 three-bedroom units. (The number of units is based upon the application submitted for review on December 29, 2004 and additional material provided on January 14, 2005 regarding the inclusionary dwelling unit plan. The applicant did, however, indicate to the Urban Design Commission that the maximum number of units would be 375.)
- Approximately 15,200 square feet of retail space.
- Approximately 486 underground parking spaces for the condominiums and 34 surface parking stalls to serve the retail space.

A more detailed description of specific building use is (see attached maps):

- “Building A” – 3-story, 16-unit building.
- “Building B” – 5-story (6 level), 40-unit mid-rise structure, including 6 live/work townhouse units.
- “Building C” – 10-story, 63-unit structure, including 4 live/work townhouse units with 6,500 square feet of ground floor retail space.
- “Building D” – 5-story (6 level), 30-unit mid-rise structure with 4 live/work townhouse units and 3,600 square feet of ground floor retail space.
- “Building E” – 5-story (6 level), 40-unit mid-rise structure, including 6 live/work townhouse units.
- “Building F” – 3-story, 16-unit townhouse structure.
- “Building G” – 3-story, 16-unit townhouse structure.
- “Building H” – 5-story (6 level), 40-unit structure with 6 live/work townhouse units.
- “Building J” – 5-story, 48-unit mid-rise structure, including 6 live/work townhouse units with 2,500 square feet of ground floor retail space and 2,600 square feet of “flex space that could be converted into residential or retail uses per the market”.

The total number of units from the above description is 309 units.

The proposed live/work units are included to allow the opportunity for potential residents to share living and work spaces on the same property. The developer envisions that art, music, yoga, dance and craft trades, etc. are uses that would be attractive for live/work unit owners.

Project Phasing Timeline

The letter of intent states that construction of the first phase of the project will begin in 2005 with completion in 2006. The applicant anticipates that one phase will begin each year, unless market conditions alter that schedule.

Off-Street Parking and Loading Facilities

The plan calls for below grade parking with access to North Livingston Street and North Paterson Street. The below grade parking structure will contain 486 stalls. In addition, the plan shows a central private

drive linking North Paterson Street to North Livingston Street with parallel parking for the stalls between the buildings along East Washington Avenue and the set of buildings along East Mifflin Street. The plan data shows 486 parking spaces for the proposed 309 condominium units, or 1.57 stalls per unit. The plan lists 34 surface parking stalls to serve the retail shops that results in 2.23 stalls per 1,000 square feet of retail space.

Demolition of Buildings

The plan includes the demolition of the existing Don Miller automobile sales and services facility. These metal and block commercial buildings appear to be in average condition and are of no specific architectural interest. A recycling plan and reuse plan will be required per City Ordinances. No inspection report has been provided on the condition of the buildings. While the buildings appear to be in average condition, the Planning Unit does not object to their demolition and believe that the demolition standards can be met.

Consistency With Adopted Plans

As noted above, the adopted City-wide Land Use Plan shows this site as Regional Commercial Mixed-Use District. There is not a specific recommendation contained in the adopted Tenney Lapham Old Marketplace Neighborhood Plan for this site. The reuse of this site as predominantly owner-occupied residential condominiums with some retail space will not conflict with either the Land Use Plan or the adopted neighborhood plan.

There has been considerable work done on planning efforts across East Washington Avenue culminating in the adoption of the East Rail Corridor Plan.

That plan did not make any recommendations for areas along the northwest side of East Washington Avenue. The plan did recommend that more intensive higher density development occur in areas closest to the downtown and along East Washington Avenue. The plan recommended that a detailed design study of properties along both sides of East Washington Avenue be prepared.

The Tenney-Lapham Neighborhood Association received a Neighborhood Planning Grant from the City in 2004 to update the Tenney-Lapham-Old Marketplace Neighborhood Plan (adopted in 1995). This update is expected to commence this spring and will focus on land use.

The City received a Better Urban Infill Development Grant (BUILD) from Dane County to develop a land use and design plan, including a market analysis for the 600-1600 Blocks of East Washington Avenue. An advisory committee has been appointed and the consultant selection is nearly finalized. The planning process is expected to be completed this summer.

The development of this property with 309 condominium units on a 4.5 acre site results in an average net density of 68.6 units per acre. The plan incorporates three private courtyards as open space, as well as a connecting plaza pedestrian area between East Washington Avenue and East Mifflin Street.

The use of this site for medium to higher density residential condominiums with retail space will contribute to an increase in traffic movement along this portion of East Washington Avenue. The City Traffic Engineer and City Engineer are evaluating this proposal and have been working with the applicant as planning for this project has proceeded. The Plan Commission will be receiving the Traffic Engineer's recommendations. At this point, the Planning Unit is not concerned with traffic impacts and

appreciates the efforts of the developer and the staff to work together to address these impacts as part of this approval.

Economic Impact

The Planned Unit Development standards regarding economic effect require that the proposal shall not adversely effect the economic prosperity of the City or the area of the City in which the Planned Unit Development District is proposed, including the cost of providing municipal services.

Planning staff feels that this project can comply with this standard. Planning Unit staff does not anticipate this proposal having an adverse effect on the economic prosperity of the City or the neighborhood or create any specific problems in the cost of providing municipal services to this redevelopment proposal.

Inclusionary Dwelling Unit Plan

The applicant have presented an inclusionary dwelling unit plan for City staff review. A summary report from Hickory Hurie, CD Grants Supervisor Community Development Block Grant Unit indicates that this proposal will comply with the provisions of Section 28.04(25) regarding inclusionary zoning. The final location of inclusionary dwelling units will be shown on the floor plans upon submittal of the Specific Implementation Plan for this project. That information will include the number, type and dispersion of these affordable units throughout the entire project.

The applicant is requesting incentives for this development. It is noted in the applicant's IZ plan the development will provide the required 15% inclusionary dwelling units for income-eligible families. The buildings are four or more stories in height and more than 75% of the parking is underground, 100% of the units will be available to families with an annual income of 80% AMI. The development qualifies for two incentive points. The developer has requested that both of these points be used for the \$5,000 cash subsidy per unit from the inclusionary unit reserve fund. Because there is no money in this fund, this incentive cannot be approved. The applicant is also requesting expedited review process as permitted in the inclusionary zoning ordinance. The ordinance allows the combining of the GDP and SIP, but the applicant has chosen not to submit an SIP at this time.

The ordinance uses 38 units per acre as a basis to calculate bonus density with the existing C3 zoning site. This proposal has a residential density of 68.6 units per acre.

Retail Commercial Space

The zoning PUD-GDP text document indicates that the commercial retail component should coincide with the definition outlined in the ordinance for C2 and OR Office Residence zoning district uses.

Exterior Building Designs

The subject property is located along East Washington Avenue. There are no specific design details available at this point. The site is within Urban Design District No. 5. The Urban Design Commission, at their meeting of February 2, 2005, recommended final approval of the General Development Plan.

The proposal provides a mix of building sizes ranging from 2-3 story, up to 10 story structures. Smaller 3-story buildings will be located along East Mifflin Street with the 5 and 10-story buildings being

located along East Washington Avenue. One tall ten-story building standing on a single lot along this portion of East Washington Avenue would have more of a visual impact than a 10-story building that is a component of a multiple building development consisting of a mix of two, three and five-story structures. The zoning text document shall be amended to indicate the maximum height of buildings on this site not to exceed 10-stories, consistent with the General Development Plan drawings.

The details of building elevations, additional information on massing and exterior appearance will be required at the SIP stage. Staff is comfortable with the general outline of building size and location at this point as shown at this General Development Plan stage.

CONCLUSION:

This evaluation of this Planned Unit Development-General Development Plan concludes that this project is consistent with the City's plans for this portion of East Washington Avenue. The most controversial issue is the ten-story building element. There is nothing in the City's adopted plans or zoning regulations that would prohibit a ten-story building on this site or suggest that a ten-story building would be inappropriate. Staff and the Urban Design Commission are supportive of this component. Staff feels that the ordinance standards can be met for a Planned Unit Development-General Development Plan.

The Plan Commission and Common Council are being asked to approve the PUD-GDP, which will set in place the basic design provisions and land use elements for redevelopment of this car sales facility into an attractive, centrally located housing development that will be available to families of mixed income levels. The applicant has done a good job in meeting with the neighborhood as plans for this proposal have been prepared. There have been many neighborhood meetings hosted by the District Alderperson with wide ranging discussions on concerns the neighborhood expressed as the General Development Plan was being prepared for formal City review and approval. Planning staff supports this higher density residential project, and believe that it is a good location to accommodate such development.

RECOMMENDATIONS:

The Planning Unit recommends that the Plan Commission forward this zoning map amendment for a PUD-GDP to the Common Council with a favorable recommendation subject to the input at the public hearing and the following:

1. Reviewing agency comments.
2. The requested incentives are not approved.
3. The PUD-GDP text shall be revised to indicate that the maximum height of buildings on this site shall be ten-stories, consistent with the plans presented.
4. All buildings on this site, including billboards shall be removed.

AGENDA # V.A.

City of Madison, Wisconsin

REPORT OF: URBAN DESIGN COMMISSION

PRESENTED: February 2, 2005

TITLE: 800 East Washington Avenue -
PUD(GDP), Mixed-Use Development

REFERRED:

REREFERRED:

REPORTED BACK:

AUTHOR: Alan J. Martin, Secretary

ADOPTED:

POF:

DATED: February 2, 2005

ID NUMBER:

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

SUMMARY:

At its meeting of February 2, 2005, the Urban Design Commission **GRANTED FINAL APPROVAL** of a PUD(GDP) for a mixed-use redevelopment of the former "Don Miller" auto dealership on property located at 800 East Washington Avenue in Urban Design District No. 5. Appearing on behalf of the project was Chirs Laurent of Gorman & Company, Inc., Jim Anderson, John Lichtenheld, in addition to Chris Gallagher, Joseph Lee and William Rusk of Eppstein Uhen Architects. Appearing and speaking in support of the project was Bob Shaw, Carol Weidel, David Waugh, Carol Trone, Patrick McDonnell and Mary Pullian. Preceding the presentation at the request of the area's Ald. Brenda Konkel, David Waugh (Tenney-Lapham Neighborhood Association) spoke in support of the project and elaborated on the neighborhood review process that preceded the formal submission of the application. He provided a detailed overview of the neighborhood input process on the development of the project, as detailed in the letter distributed to the Commission to Chris Laurant of Gorman & Company, dated January 27, 2005. The modifications to the project as proposed since an informal presentation at the meeting of January 19, 2005 consist of the following:

- Enhanced contextual details and an updated information was provided as requested by the Commission.
- The scale and massing of the three buildings proposed along Mifflin Street was noted to be compatible with an existing adjacent development, as emphasized in details relevant to neighborhood context.
- More flex space on the first floor of the buildings fronting on East Washington Avenue were included as a substitute for commercial/retail space.
- The attempt to address the Commission's previous request to narrow the width of the private street, had yet to be resolved with the Fire Department's fire access requirements.
- The setback of the townhome buildings on Mifflin Street have been adjusted to relate to the adjacent park and streetscape and will be further addressed at the SIP level.
- A modified zoning text as distributed to the Commission reflects an adjustment from the previously proposed 309 units to 375 units of residential housing, in addition to the potential for the ten-story building at the corner of Paterson Street and East Washington Avenue to have maximum height of twelve stories.

Following the presentation, Patrick McDonnell spoke in support and raised concerns with the location of the 10-story building at the corner of Paterson Street and East Washington Avenue in context with “East Washington Capitol Gateway” Build Plan initiative and its potential recommendations on development in the area. He felt that the ten-story building pushes the limit and doesn’t complement the five-story height of the nearby Mautz Building and adjacent Breeze-Stevens Field. He felt that the building was too high and disjointed with the surrounding context and doesn’t fit. Others speaking in support from the neighborhood felt that the building will wall off East Washington Avenue (a noisy street) from the neighborhood, and was not a bad thing.

Following presentation of the plans, the Commission stated the following:

- It’s a great project and needed in the area.
- Provide clarification on what is the live/work use in the zoning text.
- The zoning text allowance of sixteen stories is not grounded in existing massing studies in favor of ten stories.
- Look at a perpendicular parking arrangement with a single drive aisle lane to increase the amount of parking on the private street.
- Adjust text to allow for office space on the level above ground floor retail.
- The non-height of the proposed buildings along Mifflin Street was questioned, considering the existing buffer between the neighborhood with the adjacent Reynolds Park and ability to setback and stepback.
- Concern with the amount of sun for units away from East Washington Avenue; does the design and layout of the buildings as proposed provide for maximization?
- Concern with maximizing views from units.
- Concern with successful potential for private street’s “hammer head” dead end towards East Washington Avenue and its disconnect from the remainder of the street.
- Examine the potential for the creation of a town square at the center to let in more light and air with densities placed around.

ACTION:

On a motion by Ald. Holtzman, seconded by Host-Jablonski, the Urban Design Commission **GRANTED FINAL APPROVAL** of the project. The motion was passed on a vote of (7-1) with Wagner voting no. The motion to approve required the following:

- The zoning text shall provide for a maximum height of twelve stories or 140’ for the currently proposed ten-story structure with the future PUD(SIP) and an amendment to the PUD(GDP) as approved may be required based on further modifications to the height of the building and the overall residential density of the project.
- Define live/work uses with the future PUD(SIP) text to be more broad and diverse.
- The Commission supports the desirability to create a dynamic streetscape through the site with a reduction in paved area by narrowing the private street and further study of the parallel parking configuration. The applicant and staff should coordinate efforts to achieve this goal with the Fire Department and still maintain required fire access.
- The Commission requests a dialogue with the Fire Department on fire access issues relevant to this project, as well as others, to get a better understanding of fire access/design issues as applied in actual cases.
- The zoning text shall be modified to allow offices above first floor retail with the buildings fronting on East Washington Avenue.

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 4, 7, 7.5, 8, 8, 8.5, 8.5 and 10.

URBAN DESIGN COMMISSION PROJECT RATING FOR: 800 East Washington Avenue

	Site Plan	Architecture	Landscape Plan	Site Amenities, Lighting, Etc.	Signs	Circulation (Pedestrian, Vehicular)	Urban Context	Overall Rating
Member Ratings	7	-	7	-	-	8	7	8
	9	8 (preliminary)	8	7	-	8	9	8.5
	8	-	-	-	-	-	10	10
	-	-	-	-	-	-	-	7.5
	7	-	6	-	-	6	9	7
	8	7	6	-	-	6	8	8
	8	9	-	-	-	8	9	8.5
	4	6	-	-	-	4	5	4
	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-

General Comments:

- This is an extended project that will set a pattern for better development all along East Washington.
- Parking design at inferior street looks inefficient – look at parallel?
- Zoning text seems too loose (16 stories allowed but 10 proposed); why discrepancy?
- Super project.
- Exceptional design coupled with meaningful engagement with neighborhood transforms the context of Madison’s primary entrance.
- Exemplary conception.
- Like how you’ve pushed the new direction for East Washington. Very exciting concepts.
- Great start to development along East Washington. Hope architecture maintains a high quality for all buildings.
- Very appropriate and imaginative use of the site.
- Not convinced that this will be a successful project as designed. Too bad the town square concept wasn’t used.

**800 East Washington Avenue Inclusionary Dwelling Unit Plan:
Staff Review for the Plan Commission: (February 4, 2005)**

Name of Development	800 East Washington Avenue
Address	800 East Washington Avenue
Developer/owner	Gorman and Company
Contact Person	Jim Busse
Contact Phone	608.257.8778
Contact-mail	

This mixed-use project includes a total of 309 For-sale units, of which 47 would be designated as inclusionary units. This is the GDP phase and will be followed by several SIP applications.

CONCLUSIONS AND SUGGESTED CONDITIONS:DRAFT

The project as proposed, based upon the available information furnished by the developer,	
	Will comply with MGO 28.04 (25)
X	Will comply with MGO 28.04 (25) if the following conditions or changes are met: Standard conditions: Developer must build the IZ units such that they meet the terms of the ordinance, bedroom mix and minimum size, and dispersion, restrictions. Project-specific conditions: This is the GDP phase application; additional details will need to be provided with each SIP application and phase.
	Does not comply for the following reasons:

Reviewed by	Hickory R. Hurie, CD Grants Supervisor Barbara Constans, Grants Administrator Date: February 4, 2005
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TEXT SUMMARY FOR PLANNING UNIT REPORT TO PLAN COMMISSION:

The developer proposes to construct about 15,000 square feet of commercial space as well as 309 condominiums in a total of nine buildings. It will include underground parking. The project is targeting the following composition: 72 one-bedrooms, 186 two-bedrooms, and 51 three-bedrooms.

The developer is seeking to build 100% of the total inclusionary units at prices in a range affordable to households at 80% of Area Median Income (AMI). This is permitted under the ordinance because more than 75% of the parking will be underground and the condo buildings will be four or more floors in height.

The developer has requested the deeper cash subsidy incentive as part of the application, as well as an expedited review.

1. PROPOSED ALLOCATION OF AFFORDABLE UNITS

Number of units	At Market	At 80%	At 70%	At 60%	At 50%
309 for-sale units	10	47			
0 rental units					

2. TABLE TO CALCULATE POINTS

This Project's points	At Market	Percentage of units at 80% of Area median income (AMI)	70%	60%	50%

5%				
10%				
15%		2		
20%				
TOTAL for project				2

Note: These tables are derived from the Inclusionary ordinance and provided for information purposes:

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

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

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

Standards for Inclusionary dwelling units (IDUs)	Complies	Does not comply	Additional comments
Exterior Appearance of IDUs are similar to Market rate	yes		
Proportion of attached and detached IDU units is similar to Market rate.	yes		All units are attached.
Mix of IDUs by bedroom size is similar to market rate	yes		To be reviewed in the next SIP phase; Developer would need to propose IZ units bedroom mix proportional to market rate unit mix.
IDUs are dispersed throughout the project	Yes		To be reviewed in the next SIP phase; Developer would need to spread units vertically throughout buildings, and horizontally throughout the development.
IDUs are to be built in phasing similar to market rate	Yes		Multiple phases
Pricing fits within Ordinance standards	Yes		To be reviewed in SIP
Developer offers security during construction phase in form of deed restriction	Yes		Yes
Developer offers enforcement for for-sale IDUs in form of option to purchase or for rental in form of deed restriction	Yes		
Developer describes marketing plan for IDUs	Yes, in process		
Developer acknowledges need to inform buyers/renters of IDU status, responsibilities for notification	Yes		Discussed as part of Developer preparation to market IZ units.
Terms of sale or rent	Yes		IZ sale prices will change based on levels in force on date of building permit.
Additional areas of interest	Area of interest		Additional Comment
Developer has arranged to sell/rent IDUs to non-profit or CDA to meet IDU expectations	No.		NA
Developer has requested waiver for off-site or cash payment	No		NA
Developer has requested waiver for reduction of number of units	No		NA
Other:	None		

	identified		

4. INCENTIVES REQUESTED

- A) Density bonus of 10% (except developments of 4 or more stories and >75% of parking is underground, or has 30 or fewer detached du, then density of 20% per point) (limited to 3 points)
- B) Reduction in Park development fees (limit of 1 point)
- C) Reduction in Park Dedication requirements (limit of 1 point)
- D) 25% reduction in parking requirements (limit of 1 point)
- E) Non-city provision of street tree landscaping
- F) Cash subsidy from IZ fund, \$10,000/IZ unit for up to 50% of the on-site IZ units (Limit of 2 points)
- G) Cash subsidy from IZ fund, \$5,000/IZ unit for lower range column of households, up to 50% of on-site IZ units with 49 or fewer detached du or developments with 4 or more stories and at least 75% of parking is underground. (Limit of 2 points)
- H) One additional story in downtown design zones, not to exceed certain height requirements
- I) Eligibility for residential parking permits equal to number of IZ units in PUD
- J) Assistance in obtaining other funds related to housing
- K) Preparation of a neighborhood development plan from non-city sources (if development located in Central Services Area, is contiguous to existing development and no such plan exists.
- L) Expedited review
- M) No incentive requested

5. ISSUES OF PROCESS

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

Step	Standard Step Activity	Special Issues
<u>Pre-conference</u> with City Planning Staff	Held November 9, 2004	None identified
Presentation of <u>Concept</u> to City's Development Review Staff Team	Presented December 16, 2004	None identified
Submission of <u>Zoning Application and IZ Dwelling Unit Plan</u>	IDUP submitted January 15, 2005	None identified
<u>Formal Review</u> by City's Development Review Staff Team	Pending	None identified
Formal Review by <u>Plan Commission</u>	Pending	None identified
<u>Appeal</u> Plan Commission Decision to Common Council (optional)	Developer has not requested waiver.	None identified
<u>Compliance</u> with Approved Inclusionary Dwelling Unit Plan (IDUP)	Deed restriction to be recorded for construction phase; Marketing Plan implemented	None identified
<u>Construction</u> of development according to IDUP	Developer is ready to begin in 2005.	None identified
Comply with any continuing requirements	Sample 5% of IDU annually for compliance review.	None identified



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: 2/5/05
TO: Plan Commission
FROM: Edwin J. Ruckriegel, Fire Marshal
SUBJECT: **802-852 E. Washington Ave.**

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

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

1. The 26-foot fire lane includes the street parking on E. Mifflin and N. paterson and possibly N. Livingston St. The 26-foot fire lanes are more than 30 feet from the building. Please contact John Lippitt at 261-9658 with any questions.

GENERAL OR STANDARD REVIEW COMMENTS

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

2. A fire alarm system and/or automatic fire suppression systems are/may be required. Ensure contractors submit applications for work permits along with construction documents for all fire protection and/or life safety systems as specified in MGO 34.24, to the Madison Fire Department for approval prior to installation.
3. All portions of the exterior walls of newly constructed public buildings and places of employment and open storage of combustible materials shall be within 500-feet of at least TWO fire hydrants. Distances are measured along the path **traveled by the fire truck as the hose lays off the truck**. See MGO 34.20 for additional information.
4. 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.
 - c. Fire lanes shall be unobstructed; there are obstructions shown on the fire lane, remove all obstructions. Examples of obstructions: including but not limited to; parking stalls, loading zones, changes in elevation, power poles, trees, bushes, fences or posts.
 - d. Provide a completed MFD "Fire Apparatus Access and Fire Hydrant Worksheet" with the site plan submittal.

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

cc: John Lippitt



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

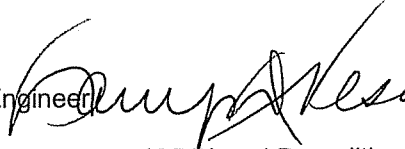
Deputy City Engineer
Robert F. Phillips, P.E.

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: February 9, 2005
TO: Plan Commission
FROM: Larry D. Nelson, P.E., City Engineer 
SUBJECT: 802-852 East Washington Avenue PUD (GDP) and Demolition

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

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

1. Stormwater management for this site includes oil and grease control and 40% sediment control off the new parking areas.
2. The East Washington corridor from Blount Street to the Yahara River has experienced significant flooding in the past. This flooding is primarily due to the area being very low in relationship to the summer lake level and the storm sewer system serving the area being fully to partially submerged during the summer months. As part of the East Washington street reconstruction in 2004, the storm sewer system was significantly upgraded; however this upgrade will not eliminate the flooding problems due to the structural issues discussed above.

As a result of the known flooding and the risk to lives and property during a flood event, the City Engineer believes it prudent to protect the entrances to the underground areas of new buildings in this corridor to an elevation a minimum of one (1) foot above the estimated regional flood elevation. The estimated elevation of the regional flood is 6.0 (City datum) in this area.
3. Revise plan to show existing utilities and their elevations (storm and sanitary).
4. Revise plan to show how buildings D and E are to be served with sanitary sewer.
5. Applicant shall submit a check payable to MMSD (304 x \$211.80) in the amount of \$64,387.20 for the 304 additional treatment plant connection charges.
6. New address must be assigned for condo units and retail units.

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: 802-852 East Washington Avenue PUD (GDP) and Demolition



General

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

Storm Water Management

- 4.1 The site plans shall be revised to show the location of all rain gutter down spout discharges.
- 4.2 Storm sewer to serve this development has been designed and constructed. The site plans shall be revised to identify the location of this storm sewer and to show connection of an internal drainage system to the existing public storm sewer.
- 4.3 The plan set shall be revised to show a proposed private internal drainage system on the site. This information shall include the depths and locations of structures and the type of pipe to be used.
- 4.5 The applicant shall show storm water "overflow" paths that will safely route runoff when the storm sewer is at capacity.
- 4.6 The applicant shall demonstrate compliance with Section 37.07 and 37.08 of the Madison General Ordinances regarding permissible soil loss rates. The erosion control plan shall include Universal Soil Loss Equation (USLE) computations for the construction period. Measures shall be implemented in order to maintain a soil loss rate below 7.5-tons per acre per year.
- 4.7 This site is greater than one (1) acre and the applicant is required by State Statute to obtain a Notice of Intent Permit (NOI) from the Wisconsin Department of Natural Resources. Contact Jim Bertolacini of the WDNR at 275-3201 to discuss this requirement.
- 4.8 This development includes multiple building permits within a single lot. The City Engineer and/or the Director of the Inspection Unit may require individual control plans and measures for each building.
- 4.9 If the lots within this site plan are inter-dependent upon one another for stormwater runoff conveyance, and/or a private drainage system exists for the entire site an agreement shall be provided for the rights and responsibilities of all lot owners. Said agreement shall be reviewed and placed on file by the City Engineer, referenced on the site plan and recorded at the Dane Co Register of Deeds.
- 4.10 Prior to approval, this project shall comply with Chapter 37 of the Madison General Ordinances regarding stormwater management. Please contact Greg Fries at 267-1199 to discuss this requirement.
- 4.11 The plan set shall be revised to show more information on proposed drainage for the site. This shall be accomplished by using spot elevations and drainage arrows or through the use of proposed contours. It is necessary to show the location of drainage leaving the site to the public right-of-way. It may be necessary to provide information off the site to fully meet this requirement.
- 4.12 A portion of this project comes under the jurisdiction of the US Army Corp of Engineers and WDNR for wetland or

flood plain issues. A permit for those matters shall be required prior to construction on any of the lots currently within the jurisdictional flood plain.

- 4.13 The Applicant shall submit, prior to plan sign-off, digital CAD files to the Engineering Program Specialist in the Engineering Division (Lori Zenchenko). The digital copies shall be to scale and represent final construction.

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

- a) Building Footprints
- b) Internal Walkway Areas
- c) Internal Site Parking Areas
- d) Other Miscellaneous Impervious Areas (i.e. gravel, crushed stone, bituminous/asphalt, concrete, etc.)

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

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

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

Residential developments shall infiltrate 90% of the predevelopment infiltration amount, 25% of the runoff from the 2-year post development storm or 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.

Utilities General

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

Sanitary Sewer

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



Madison Metro Transit System



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

February 8, 2005

TO: Plan Commission
FROM: Timothy Sobota, Transit Planner, Metro Transit
SUBJECT: 802-852 East Washington Avenue – Rezoning – Don Miller/800 Block

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

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

1. The applicant shall maintain or replace the concrete passenger boarding pad at the existing Metro bus stop on the north side of East Washington Avenue, west of Paterson Street (#1660). The concrete pad shall occupy the full distance of the terrace, measure a minimum of 6 feet in width parallel to the street, and lie flush between the sidewalk and the top of curb.
2. The applicant shall install and maintain a passenger waiting shelter on the property side of the sidewalk, adjacent the concrete passenger boarding pad.
3. The applicant shall install and maintain a trash receptacle adjacent the shelter amenity.
4. The applicant shall maintain and protect pedestrian access to the sidewalk and this bus stop boarding area at all times during construction.
5. The applicant shall include these passenger amenities and the location of the concrete boarding pad on the final documents filed with their permit application so that Metro Transit may review and approve the design.

GENERAL OR STANDARD REVIEW COMMENTS

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

6. Metro Transit operates bus service along East Washington Avenue seven days a week. Metro bus stop #1660 is on the north side of Park Street, approximately 80 feet west of Paterson Street.
7. The applicant shall coordinate the selection of the passenger amenity items with the existing design specifications for East Washington Avenue. The applicant may contact Metro Transit to discuss any questions regarding size, specifications or exact placement requirements.
8. Metro Transit requests to sign and review final documents submitted for this project.

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

Digitally signed
by Tim Sobota
Date: 2005.02.08
09:14:45 -06'00'

CC: Project contact person, Chris Laurent: 608-257-9002 (fax)



Department of Public Works
Parks Division

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

TO: Madison Plan Commission
FROM: Simon Widstrand, Parks Development Manager
SUBJECT: **802-852 East Washington Avenue**

1. The developer shall pay \$511,737.99 for park dedication and development fees.
2. Park Fees shall be paid prior to each SIP signoff, or the developer may pay half the fees and provide a letter of credit for the other half.
3. The Parks staff recommends review of the Paterson Street elevations from both the street and from Breese Stevens seating as part of the SIP review.
4. Building A shall be limited to 2 stories, 26 feet, unless a partial 3rd story is specifically approved as part of SIP review.

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

Park dedication = (309 multifamily @ 700 square feet/unit) = 216,300 square feet. The developer shall pay a fee in lieu of dedication based on the land value of the square footage of parkland required (up to a maximum of \$1.65 / square foot). Estimated fee is **\$356,895.00**

Park Development Fees = (309 @ \$501.11) = **\$154,842.99**

TOTAL PARK FEES = \$511,737.99

Impact on Breese Stevens Field: Parks staff is concerned about the aesthetic impact of this development on Breese Stevens Field. Is the development along Paterson Street out of scale with the landmark Breese Stevens Field, and will all the views of the Capitol be blocked? Based on the public comments we heard during the recent planning process for Breese Stevens, we believe it is as important to preserve some of the historic feeling of the site as it is to preserve all of the historic stone and concrete. The Parks Division is currently budgeted to make one million dollars of improvements to the grandstands to preserve the buildings for continued use. Based on a site visit and discussions with the developer, it appears that the most significant Capitol view from the Mifflin grandstand will not be blocked if building A is limited to 2 stories. The 10-story building will only block views of the MGE smokestacks. The five-story building will block views from the east end of the playing field. We recommend that the elevation facing Paterson, as viewed from both the street and from Breese Stevens, be evaluated during the SIP review. Building A shall be limited to two stories, 26 feet, at this time. A partial 3rd story may be considered based on elevations and Breese Stevens impacts in the SIP review process.

Approval of plans for this project does not include any approval to prune, remove or plant trees in the public right-of-way. Permission for such activities must be obtained from the City Forester, 266-4816. Please contact Simon Widstrand at 266-4714 or awidstrand@cityofmadison.com if you have questions regarding the above items.



Madison Water Utility



David Denig-Chakroff, General Manager

Alan L. Larson – Principal Engineer

523 East Main Street

Madison, Wisconsin 53703

Telephone: 608 266-4653

FAX: 608 266-4426

E-mail: allarson@ci.madison.wi.us

MEMORANDUM

Date: January 12, 2005

To: William Roberts, Planner IV, Planning & Development

From: Alan L. Larson P.E.
Principal Engineer - Water

Subject: REZONING – 802-852 East Washington Avenue


Madison Water Utility has reviewed this rezoning and has the following comments.

MAJOR OR NON-STANDARD REVIEW COMMENTS

1. The existing water mains and water service laterals shown in East Washington Avenue are not correct as they have been replaced as part of the recent reconstruction contract.
2. The Utility plan does not show water laterals to buildings D & E. These laterals shall be installed from East Mifflin, North Livingston or North Paterson so not to disturb the new pavement on East Washington Avenue.

GENERAL OR STANDARD REVIEW COMMENTS

The Water Utility will need to sign off the final plans, but will not need a copy of the approved plans.



Alan L. Larson, P.E.

**CITY OF MADISON
INTERDEPARTMENTAL
CORRESPONDENCE**

Date: February 15, 2005

To: Bill Roberts, Planner III

From: Kathy Voeck, Assistant Zoning Administrator

Subject: 802-852 E Washington Ave.

Present Zoning District: C-3

Proposed Use: Demo auto sales facility and build a 9 building mixed use project.
(309 condo units, 72-1 bdrm, 186 2-bdrm, and 51-3 bdrm)

Requested Zoning District: PUD(GDP)

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

GENERAL OR STANDARD REVIEW COMMENTS

1. Section 28.04(24) provides that Inclusionary Zoning requirements shall be complied with as part of the approval process. We will not record the Inclusionary Zoning plan until the SIP approval has been received. Submit to Zoning, a copy of the approved plan for recording prior to zoning sign off of the SIP.
2. Revise the GDP zoning text to be consistent with the plans including but not limited to the height limitation of 10 stories, total number of dwelling units, etc.

ZONING CRITERIA

Bulk Requirements	Required	Proposed
Lot Area	395,400 sq. ft.	195,906 sq. ft. *
Lot width	50'	adequate
Usable open space	95,520 sq. ft.	To be reviewed at SIP
Front yard	0'	
Side yards	11'/30% of building height (greater of)	*
Rear yard (through lot)	0'	
Building height	187.2' city datum	3 stories to 10 stories

Site Design	Required	Proposed
Number parking stalls	1.25 per each one bdrm unit 1.50 per each two bdrm unit 1.75 per each three bdrm unit 1 stall per each 300 gross s.f. retail/office area	To be reviewed at SIP
Accessible stalls	Yes (to be reviewed at SIP)	
Loading	Yes, (Depends on size of bldg. and use) To be reviewed at SIP	
Number bike parking stalls	to be reviewed at SIP	
Landscaping	Yes	
Lighting	Yes	

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 (Special District)
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 C-3 district, because of the surrounding land uses.



Traffic Engineering Division

David C. Dryer, City Traffic Engineer

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

February 11, 2005

TO: Plan Commission

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

SUBJECT: 2503, 2509 & 2525 East Washington Ave. – Rezoning – C2 & M1 to PUD (GDP) –Residential & Commercial Development

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

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

1. The subject development is approved condition upon the findings and recommendations contained in the Developer's Traffic Impact Study dated Decemebr 2004, particularly Table 5 of that report.
2. The final street designs and right of way requirements shall be reviewed and approved by the Traffic Engineer. The proposed designs are very close to acceptable, but need some minor refinements.
3. The attached Traffic Signal and St. Light declaration of conditions and covenants shall be executed and returned.
4. The City of Madison radio systems are microwave directional line of sight to remote towers citywide. The building elevation will need to be reviewed by the Traffic Engineer to accommodate the microwave sight and building. The applicant shall submit grade and elevations plans if the building exceeds four stories prior to sign-off to be reviewed and approved by Keith Lippert, (266-4767) Traffic Engineering Shop, 1120 Sayle Street.

GENERAL OR STANDARD REVIEW COMMENTS

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

5. When the applicant submits final plans for approval, the applicant shall show the following: items in the terrace as existing (e.g., signs and street light poles), type of surfaces, existing property lines, addresses, one contiguous plan (showing all easements, all pavement markings, building placement, and stalls), adjacent driveway approaches to lots on either side and across the street, signage, percent of slope,

vehicle routes, dimensions of radii, aisles, driveways, stalls including the two (2) feet overhang, and a scaled drawing at 1" = 60'.

6. If the number of parking stalls proposed is over 1,000, the applicant is advised of the Wisconsin Administrative Code NR 406 requirements as they pertain to parking lot size and air quality. The Applicant should contact the Wisconsin Department of Natural Resource, John Meier, Air Quality Analyst (267-0869). A letter from the DNR should be provided to City Traffic Engineering demonstrating that the Indirect Source Permit was issued or exempted.
7. No parking stall shall be so located as to require a vehicle, while exiting there from, to back onto any public street right-of-way, except in those parking facilities which accommodate four (4) or less parking stalls. The applicant shall redesign any parking area with more the 4 parking spaces backing onto the public street with a Class "3" driveway approach.
8. The applicant shall note that Madison General Ordinance 10.08(a) 6 requires all facilities to have adequate internal circulation in which no backing movement, except that required to leave a parking stall, is allowed. All parking facilities shall be designed so as not to utilize any portion of the public right-of-way except to permit ingress and egress in a forward manner:
 - The facility requiring truck service should be accommodated on-site with ingress & egress in a forward manner.
9. The applicant shall redesign the driveway approaches according to the design criteria for a "Class III" driveway in accordance to Madison General Ordinance Section 10.08(4). The proposed driveway approaches with a width over 30 ft. is not permitted according to the ordinance.
10. The applicant shall design the surface parking areas for stalls and backing up according to Figures II of the ordinance using the 9' or wider stall for the commercial/retail area. The "One Size Fits All" stall could be used for the residential parking area and in the ramp only, which is a stall 8'-9" in width by 17'-0" in length with a 23'-0" backup. Aisles, ramps, columns, offices or work areas are to be excluded from these rectangular areas, when designing underground parking areas.
11. The Developer shall post a deposit or reimburse the City for all costs associated with any modifications to Street Lighting, Traffic Signal, Signing and Pavement Marking including labor 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: Todd McGrath
Fax: 255-1132

DCD:DJM:dm

From: Brad Murphy
To: Roberts, Bill
Date: 1/28/2005 10:54:40 AM
Subject: Fwd: [800ewash] Neighborhood 800block Recommendations

Brad Murphy, AICP
Planning Unit Director
City of Madison
266-4635
bmurphy@ci.madison.wi.us

>>> waugh@morningwoodfarm.com 1/27/2005 11:13:41 PM >>>

The Tenney-Lapham Council this evening approved the steering group recommendations to the Gorman & Company developer for the Don Miller property redevelopment. The council enquired if an environmental impact study was completed. I have added this request to the list of recommendations. They also asked for some minor wording changes which I have incorporated. The recommendations may be found on the neighborhood website for this development at <http://www.morningwoodfarm.com/800block>. These recommendations will be submitted to the developer and the city of Madison Urban Design Commission (UDC) for their review prior to the next UDC meeting scheduled for Feb. 2nd.

It is important to note that these recommendations are based on our last view of the General Development Plan at the end of December. The GDP specifies in general terms what types of uses the site will contain and themes of height, density and design. As details become available, it will be important that we stay involved in the process to lend our guidance.

It is also important to continue to provide feedback for this development. It is never too late to bring forth ideas and issues. . In fact, the city process allows for residents to speak at committee meetings to provide personal feedback -- pro or con. I will keep this list aware of public meetings so that folks may attend to lend support either by just being there or speaking to the committee.

Regards,
David Waugh
Tenney-Lapham

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----->

Yahoo! Groups Links

<*> To visit your group on the web, go to:
<http://groups.yahoo.com/group/800ewash/>

January 27, 2005

Chris Laurent
Gorman & Company, Inc.
1244 South Park Street
Madison, WI 53715

Dear Chris,

The steering group representatives from the Tenney-Lapham neighborhood extend our sincere gratitude to Gorman & Company for involving the neighborhood early on in the Don Miller property development plans. We are hopeful that by working together, we can create a development that will be successful for everyone involved.

From the plan as we know it to exist today, we have made a check list of aspects we like and another check list of items we would like to see incorporated. Ranking is not incorporated into these lists.

(Note: These recommendations were endorsed by the Tenney-Lapham Neighborhood Council at their January 27, 2005 regular meeting.)

Plan aspects favored by the neighborhood:

- Mixed use weighted toward single family residences
- Townhouses with private entryways
- Small, localized retail
- Live/work housing
- Diversity of floor plans ranging from efficiencies to three bedrooms
- Generous open spaces for landscaping - setbacks, cut throughs, courtyards
- Contemporary architecture
- Lower building massing on Mifflin graduating toward higher massing on E. Washington
- Auto entrances limited to Paterson and Livingston
- Nine separate buildings rather than one monolithic building

Plan aspects desired by the neighborhood:

- The use of green building techniques, including green roofs, rain gardens and dark sky lighting design
- Enclosed first floor porches or patios on Mifflin townhouses
- Adequate retail parking
- Inclusionary zoning units spread across all floor plans
- Distinctive, quality architecture with interesting details
- Parking for alternative transportation: bicycles, community car
- Interior street to be as narrow as legally possible
- Maintain Capitol view in the E. Washington corridor coming from First Street
- Annual bus passes incorporated into condo fees
- Facilitation of a construction committee of neighbors, developer and construction company
- Attention to personal security for residents as they go to and from their cars in the parking area
- Completion of an environmental impact study

#7

Desires and Concerns

Our neighborhood has expressed general support for the current Gorman & Company plan for the Don Miller property. The location of the property, within the boundaries of both the Tenney-Lapham and Old Marketplace neighborhoods and in close proximity to the Marquette neighborhood, lends this development great importance to many people. The location is highly visible, on one of the most traveled streets in the city. For these reasons we want the 800 block to be a signature development and set a high standard of excellence for future projects in the area. The block, sandwiched between Breese Stevens Field, Reynolds Park and E. Washington Avenue, lends itself to multiple faces. On the Reynolds Park side, you have the residential face. On the E. Washington side, you have the urban, industrial/commercial face. The graduation from low townhouses on Mifflin to the five-story condos in the center to the larger buildings on E. Washington embodies the many faces of our neighborhood.

Given the proximity to the downtown, the neighborhood consensus is that the site can support larger buildings than typically found in other areas of the neighborhood. It should be noted that a minority of residents would prefer no new construction be taller than existing buildings in the area. The tower building will be the signature of the development. Its architecture should be contemporary because we would like our neighborhood and the city of Madison to express a vision of the future rather than mimicry of the past. This building will greet visitors to Madison and we would like it to make a statement.

The primary desire expressed by neighborhood residents for this site is for affordable, owner-occupied housing. We believe the area already has too much rental and not enough opportunity for home ownership. Madison has a recognized unmet demand for housing affordable to people who make less than \$80,000 a year. The neighborhood feels strongly that a significant number of the inclusionary zoning units target families. More affordable, owner-occupied family housing will also help realize the neighborhood goal of strengthening support for our school, Lapham Elementary. In addition, attractive, affordable downtown units will make urban living attainable to a more diverse range of people, and help control greenfield development outside city limits.

The neighborhood committee believes a healthy portion of the townhouses along Mifflin Street should target families. We feel the townhouses in the plan, each with its individual entry, will be most attractive for families. These townhouses should be only two or three stories with a first floor covered porch or balcony. Our neighborhoods are safer and more kid friendly when people can sit outdoors observing the street scene. In addition, we like the way townhouses are distributed among three buildings, rather than being one long massive wall of units. This configuration complements nicely the detached housing units across Reynolds Park and allows for additional private entryways along pedestrian access routes between the buildings.

Neighborhood feedback also indicates a strong desire for small, locally owned retail to complement the existing Johnson Street business district. The large number of live/work spaces planned for the interior street received a favorable response. We believe these spaces will attract entrepreneurs who will bring interesting new neighborhood services. The neighborhood has many artists, and the live/work housing will provide needed public art spaces and may serve as an incubator for our expanding arts community. We are looking forward to how these spaces might evolve over time.

We strongly encourage the developers to use green, environmentally sensitive design and construction. Specifically, green roofs are desired given our proximity to the lakes and our desire to keep pollutant laden runoff out of them. Where possible, landscaping should incorporate rain gardens. In addition, outdoor lighting should be sensitive to dark sky initiatives. Such a sizable development in our midst must be mindful of the environmentally progressive nature of our residents.

In conclusion, we are looking forward to continuing to work with Gorman & Company as the plan evolves during the city application process.

Background Information

This portion of the document discusses the criteria used by the neighborhood steering representatives of the Tenney-Lapham Neighborhood Association in making development recommendations to Gorman & Company, prospective developer of the Don Miller property.

Our recommendations are based on three criteria:

- Neighborhood Feedback
- The Tenney Lapham/Old Marketplace Neighborhood Plans
- City and County Trends

Neighborhood feedback

Neighborhood feedback was solicited through three primary sources:

- Public meetings
- Neighborhood surveys
- Electronic outreach

Public meetings

A steering committee was formed in September which consisted of three representatives from each neighborhood (Tenney-Lapham and Old Marketplace) along with representatives from the East Johnson Business Organization and the Tenney-Lapham Dairy Watch Group that is coordinating Neighborhood concerns with the Madison Dairy. Eight public meetings, which were publicized through door-to-door leaflets, mail, email, and website announcements, were held during the last four months of 2004. All meetings were open to the general public for their active participation in the deliberations. In addition, feedback was solicited during Tenney-Lapham's spaghetti dinner/annual meeting in October.

Neighborhood surveys – See results at <http://www.morningwoodfarm.com/800block>

Gorman and Company distributed development surveys to residents in the immediate vicinity of the development area. In addition, surveys were made available electronically for residents who did not receive the paper copy at their home. A total of 77 surveys were completed and returned. Homeowners accounted for 72% of the returns; renters were 28%. Tenney Lapham accounted for 69% of the returns, Old Marketplace 29% and Marquette 1%.

Electronic Outreach

An email listserv (800ewash@yahoogroups.com) and a neighborhood website (<http://www.morningwoodfarm.com/800block>) were established early on to facilitate communication to residents interested in following the process. There are currently 74 email addresses on the listserv.

The Tenney Lapham/Old Marketplace Neighborhood Plan (See <http://danenet.wicip.org/tlna/web-data/steering/cover.html>)

The existing neighborhood plan has not been updated in ten years. However, we feel that most goals of the 1994 plan are still current. We feel the 800 block development directly addresses many of these goals or will indirectly contribute toward them:

1. Increase home ownership in the Lapham Elementary School area.
2. Redevelop underutilized properties.

3. Beautify East Washington Avenue.
4. Attract and retain businesses that blend with the artistic, bohemian nature of the area.
5. Facilitate cross-Isthmus transportation to shopping, schools, and social service agencies

City and County Trends

The population of Madison and Dane County is increasing rapidly. Most development to accommodate this increase has come in the form of urban sprawl. Urban sprawl affects our neighborhood in many ways, from increased traffic in both the E. Washington and Johnson/Gorham corridors to increased noise and air pollution to downtown workers using our neighborhood streets for car parking. We believe that high-density urban infill is a way to ameliorate this trend.

A denser neighborhood would improve the likelihood of better mass transit whether it be light rail, streetcars, or an improved bus system. With better mass transit we believe our neighborhood will stand a better chance of reducing drive-through commuting. We may even have the opportunity to fulfill the much desired neighborhood goal of restoring the Johnson/Gorham arterials back to residential streets.

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