

**PLANNING DIVISION REPORT
DEPARTMENT OF PLANNING AND COMMUNITY
AND ECONOMIC DEVELOPMENT
January 9, 2008**

**RE: I.D. #12473, Zoning Map Amendment I.D. 3394, Rezoning of 201 & 229 West
Lakelawn Place from R6 to PUD-GDP-SIP**

1. Requested Action: Approval of a rezoning to PUD-GDP-SIP to allow construction of an 18 unit multifamily building adjacent to an existing building with lodging rooms R6 (General Residence District) zoning. This property also lies within a National Historic District and Downtown Design Zone 4.
2. Applicable Regulations: Section 28.12 (9) provides the process for zoning map amendments. Section 28.07 (6) of the Zoning Ordinance (attached, for reference) provides the requirements and framework for Planned Unit Development Districts, including Planned Unit Development Districts in Downtown Design Zones. Resolution 58533 (wording provided herein) provides the design criteria for Planned Unit Development Districts in Downtown Design Zones.
3. Report Prepared By: Heather Stouder, AICP, Planner

GENERAL INFORMATION:

1. Applicant and Project Contact: David Kaul, The Alexander Company, Inc.; 145 East Badger Road; Madison, WI
Property Owner: Acacia Foundation of Wisconsin, c/o Jim McFarland; 720 Wisconsin Avenue; Milwaukee, WI
2. Development Schedule: The applicant wishes to begin construction after all approvals are obtained, and complete it for occupancy in August 2009.
3. Parcel Location: 201 W. Lakelawn Place (Formerly 222 Langdon Street) and 229 W. Lakelawn Place comprise a 13,440 square-foot (0.31 acre) parcel generally located on the east side of West Lakelawn Place between Lakelawn Place and Langdon Street; Aldermanic District 2; Madison Metropolitan School District.
4. Existing Conditions: The site is currently developed with the four-story Acacia fraternity house, with a gravel parking lot in the area where the new building is proposed, zoned R6 (General Residence District).
5. Proposed Use: A new 18-unit multifamily apartment building, in addition to the conversion of the adjacent Acacia building into a building with 7 apartments and 9 lodging rooms, for a total of 25 units and 9 lodging rooms on the site.
6. Surrounding Land Use and Zoning:
North: Multifamily apartments and lodging houses zoned R6 (General Residence District).
South: Beyond the adjacent Acacia building, directly across Langdon Street at 221 Langdon Street, a fraternity house with 22 apartment units zoned PUD-SIP (Planned Unit Development-Specific Implementation Plan). Other buildings on the south side of

Langdon Street include multifamily apartments and lodging houses zoned R6 (General Residence District).

East: Lodging House (216 Langdon Street) zoned R6 (General Residence District).

West: Mixed-use building with 26 apartment units and MacTaggart's Market, a small convenience store, (228 Langdon Street) zoned R6 (General Residence District).

7. Adopted Land Use Plan: The Comprehensive Plan identifies this area as the Langdon Downtown Residential Subdistrict, where recommended land uses include but are not limited to mixed-use buildings and multi-unit residential buildings with 16-60 units per acre.
8. Environmental Corridor Status: This property is not located within a mapped environmental corridor.
9. Public Utilities & Services: This property is served by a full range of urban services.

STANDARDS FOR REVIEW:

This application is subject to the zoning map amendment standards of the Zoning Ordinance, Section 28.12 (9). Section 28.07 (6) provides the requirements and framework for Planned Unit Development Districts. The application is also subject to the review standards for Downtown Design Zone 4.

RELATED ACTIONS:

At the September 15, 2008 Plan Commission meeting, the applicant was granted approval for a conditional use to remodel and reconfigure the existing 20 bedroom lodging house (the Acacia building at 201 West Lakelawn Place) as a building with nine lodging rooms and seven separate apartments. If the requested rezoning were approved for the entire site, the reconfiguration of the existing building would proceed as approved.

On November 24, 2008, the Landmarks Commission recommended rejection of this proposal as originally submitted, and the applicant has not returned for a second meeting with the Landmarks Commission since making revisions to the proposal. At their December 3, 2008 meeting, the UDC (UDC) referred the proposal to a later date.

After reviewing changes made in early December, staff to the Landmarks Commission provided a December 16, 2008 memorandum for consideration by the UDC, recommending that they not approve the project due to its incompatibility with the surrounding neighborhood and failure to meet design requirements for Planned Unit Developments in Downtown Design Zones. At their December 17, 2008 meeting, the UDC again referred the proposal. The applicant submitted additional changes for consideration at the January 7, 2009 meeting of the UDC, where the UDC recommended initial approval by a vote of 7 to 2.

The completed reports, approved minutes, and staff memoranda related to the Landmarks Commission and UDC are attached in reverse order by date. The report from the January 7 UDC meeting was not available at the time of this report.

PROJECT DESCRIPTION:

The subject site is 201 and 229 West Lakelawn Place, located on the east side of West Lakelawn Place between East Lakelawn Place and Langdon Street in R6 General Residence district zoning. The applicant is requesting approval for a rezoning from R6 to PUD-GDP-SIP (Planned Unit Development - Specific Implementation Plan) for two multifamily buildings with a total of 25 dwelling units and 9 lodging rooms and an expected occupancy of 84 residents (see table below).

Floor	New Building		Remodeled Existing Building				
	2BR	3BR	Single Lodging	Double Lodging	1BR	2BR	3BR
1		2	4	2	1		
2		4		3			
3		4					2
4		4				2	
5	1	3					2
Total Units	18 (17x3BR, 1x2BR)		7 + 9 Lodging (1x1BR, 2x2BR, 4x3BR 4 Singles, 5 Doubles)				
Total Residents	53		31				

A new 18-unit apartment building is proposed behind the existing Acacia fraternity house, which would be reconfigured into a building with seven apartments and nine lodging rooms. The applicant hopes to initiate construction when all necessary approvals are obtained and complete by August 2009.

The site is currently developed with the Acacia fraternity house, originally built in 1927 as the Phi Mu Sorority. According to City records, the building was designed by noted local architects Law, Law and Potter and is listed in the Langdon Street National Historic District. The building has four levels with living space, including a finished walkout lower level and also a partial, unfinished fifth floor. Currently, the interior of the building is configured with sleeping rooms on the second, third, and fourth floors, and inhabitants share common bathrooms, kitchens, and living spaces. A gravel parking lot accessed from Lakelawn Place behind the building accommodates approximately 25-30 cars with an informal stacked parking arrangement. The reconfiguration of this building, which involves only minimal exterior changes and was approved as a conditional use in November 2009, would proceed as approved if the PUD-SIP for the entire site is approved.

Description of New Building

The proposed new building is a five-story, flat-roofed, rectangular building with the first level sunken between two and eight feet below grade. The building is approximately 108 feet long, 42 feet wide, and 49 feet tall. As proposed, the building would include two units on the first floor and four units on each of the second through fifth floors for a total of 18 furnished units (53 bedrooms). Interior floor plans show on each level a double-loaded central hallway with interior entrances to all units. Units are relatively small, with an average of 258 square feet per occupant (bedrooms are quite small, discouraging double-occupancy). The three-bedroom units range in size from 686 square feet to 857 square feet, and the two-bedroom unit is 567 square feet.

Eight of the units on the west¹ side of the building have access from a bedroom to narrow balconies (approximately 2' x 17', shared between two units). Three units on the fifth floor also have slightly deeper, more functional balconies approximately 60 square feet in size, each accessible from the common living space.

¹ For the purpose of this analysis, the West Lakelawn Place frontage is considered to be the western elevation.

The main entry is proposed in the southwest corner of the building, and leads to a small vestibule with stairs leading up to the elevator, interior stairwell, and a central corridor. Two additional entries proposed on the north and south ends of the building lead to stairs accessing all levels. Common laundry facilities are located on third and fourth levels, and the fifth level includes a small space for elevator mechanical equipment.

Nearly one half of the lower level accommodates 36 parking stalls for bicycles and 12 parking stalls for mopeds. This area can be accessed through a 6-foot wide garage door proposed on the north side of the building, as well as two interior doors.

The exterior of the building as proposed has a stone base and a brick middle and top, with brick soldier coursing along the roofline. Fiber cement board panels are proposed in conjunction with the balconies in the center of the west elevation. Window openings vary in width along the length of the building, and the rhythm and scale of openings complements that of the adjacent Acacia building, although they have a simpler, more contemporary design.

Site Description

The buildings as proposed are situated very tightly within the yards required in Downtown Design Zone 4, leaving little space for basic functional aspects of the site such as parking, loading, and trash storage, and negligible usable open space. The site plan incorporates several areas for bicycle parking, with 36 indoor stalls and 36 outdoor stalls. Outdoor bicycle parking for both tenants and visitors is well allocated among four parking pads located in the southeast corner of the site adjacent to Langdon Street, between the two buildings, next to the main entrance, and on the north side of the site behind the proposed new building. In addition, stalls are designated for 17 mopeds (12 indoor stalls, and 5 stalls located on the north end of the site). The trash storage area for both buildings is situated in the east central part of the site, between the two buildings and not easily seen from the streets. There is no designated loading area for the site, and the applicant has indicated that loading and unloading would occur on Langdon Street.

Landscaping improvements are proposed along the perimeter of the property, with a focus on shrubs, perennials, and four Ginkgo trees within the narrow side yard facing West Lakelawn Place adjacent to the proposed new building. Grasses and daylilies are proposed along the north side of the building. Along the east side of the new building, three existing trees ranging in caliper size from 10" to 16" would be removed and replaced with nine white pine trees. Construction of the proposed building would necessitate the removal of one 30" caliper oak tree. At the time of this writing, Planning Staff is aware that Fire Regulations may require the removal or relocation of one or two of the four Ginkgo trees proposed along the west side of the property. Additional space for landscaping will likely be available due to the need to eliminate the proposed driveway in the northeastern corner of the property.

There is little if any space on the site to provide usable open space. Required front and side yards may not be counted as usable open space, nor may designated parking areas or any area less than ten feet in width. Thus, the 240 square foot front patio of the Acacia building is the only area meeting the minimum size requirements of the usable open space definition. Since this area is only available to fraternity members and not to other residents, it too fails to meet the definition of usable open space. Under the R6 zoning, 5,530 square feet of usable open space would be required.

PROJECT EVALUATION:

Introduction

Essentially, the proposed land use - two multifamily building with a mix of dwelling units suitable for the student market - is consistent with surrounding land uses and the land use recommended in the Comprehensive Plan. Despite the fact that it exceeds the density called for in the Comprehensive Plan, it has the potential to be a strong contribution to the surrounding neighborhood. However, the existing floor plan to accommodate 18 new units (53 new bedrooms) makes it challenging to meet the design criteria for Planned Unit Development Districts in Downtown Design Zones on this very small lot.

In this particular location, a well-designed project exceeding the proposed density may be acceptable for what will likely be a student-dominated market well into the future. Due in part to the narrow orientation of this specific lot, good design has proved to be challenging to accomplish, given the high proposed density.

Several interior and exterior changes - many of them positive - have been made since the original submittal back in October 2008, which included a 16-unit building with 9 automobile parking spaces on the first level. The proposal continues to maximize the developable area of the site for small living units, little indoor common area, and negligible usable open space. As proposed, The 108 foot long, five-story building would be built essentially to each required setback line with minimal articulation to break up its mass adjacent to a very narrow street. This has been a challenging building to design to meet the standards for Planned Unit Developments, and more specifically, the exterior or interior design criteria for Planned Unit Developments in Downtown Design Zones. However, after three meetings and a series of design changes, the UDC, at their January 7, 2009 meeting recommended initial approval for the project with conditions.

Land Use and Density

The site lies within a National Historic District, and the Comprehensive Plan includes it in the Langdon Downtown Residential Subdistrict, where recommended land uses include but are not limited to mixed-use buildings and multi-unit residential buildings with 16-60 units per acre. As proposed, this 0.31-acre site would have 34 "units" (25 apartment units and 9 lodging rooms for a total

Address	Zoning	Units	Residents	Acres	Units/acre	Residents/acre
201-229 W Lakelawn Pl.	PUD SIP	34	84	0.31	110	272
210 Lakelawn Pl.	PUD SIP	19	48	0.20	94	238
237 W Lakelawn Pl.	R6	18		0.20	92	
201 Langdon St.	R6	24		0.28	87	
228 Langdon St.	R6	28		0.34	83	
240 W Lakelawn Pl.	R6	8		0.10	77	
221 Langdon St.	PUD SIP	22	59	0.34	65	175
234 Langdon St.	R6	9		0.15	59	
604 Howard Pl.	R6	2		0.05	37	
613 Howard Pl.	R6	1		0.05	18	
<i>Comp Plan - Langdon District*</i>		1,272		14.35	89	
<i>Downtown Design Zone 4*</i>		570		6.98	82	
<i>*Includes all properties with dwelling units, not including lodging rooms, data for which is not easily accessible within the City GIS database.</i>						

occupancy of 84 persons), so the proposed density is 110 units per acre and 272 residents per acre (see comparative table above). Located in the R6 (General Residence) zoning district, the area contains several lodging houses and multi-family buildings closely associated with the UW-

Madison campus community. Many of the existing buildings, some of which were approved as Planned Unit Developments, have densities exceeding 60 units per acre.

Staff believes that while the proposed density is higher than that of most buildings in the area, the mass of the building, the lack of usable open space, and the relationship of the building to the adjacent streets have been the biggest challenges. The number of units necessary to make the economics of the project feasible (as indicated by the applicant) seems to be driving the design of a massive building on a very small site. Repeated suggestions from staff to reduce the number of units in order to reduce the mass and provide more articulation, usable open space, and superior design have not been addressed in revised plans. Modifications to the plans have included additional units and bedrooms, while eliminating space for vehicle parking.

Design Criteria for Planned Unit Developments in Downtown Design Zones

The Zoning Administrator and Planning Division staff have determined that the building as proposed meets the height, floor area ratio and yard requirements for Downtown Design Zone 4 as required by MGO Sec. 28.97(6)(e)4. The proposed building does not exceed 5 stories, and the proposed Floor Area Ratio is less than the 3.0 maximum. The proposed building fits exactly within the required side yard and rear yard setbacks when Langdon Street is considered to be the front and West Lakelawn Place is considered to be the side of the new single lot. (This determination regarding the orientation of the lot allows for the most possible flexibility with regard to the potential development of the area behind the existing Acacia building).

With regard to the *design criteria* for Planned Unit Development districts in Downtown Design Zones (attached for reference), it is important to note that several changes to the design and function of the building and site have been made throughout the review process, including the following:

- First-level parking originally proposed for nine automobiles has been replaced by two dwelling units and a parking area for bicycles and mopeds.
- While the main entrance remains on a corner of the building, it has been moved to at-grade level to relate better to the street.
- Trash enclosures have been relocated from the Lakelawn Place frontage to an area between the buildings on the eastern portion of the site.
- EIFS originally proposed on the exterior of the building has been completely replaced by brick.
- A poured cement base with narrow vertical windows has been replaced with masonry and windows complementary to those on upper levels, which provides an improved interface with the sidewalk.
- Articulation to the western elevation of the building has been added in the form of two-foot deep balconies in the center of the building. (Note, however, that the Downtown Design Standards recommend 4' x 8' feet as a minimum balcony size.)
- Articulation has been added to the roof of the building, and balconies just under four feet deep have been incorporated to the corners of the fifth story to provide a small step-back.

Despite these changes and others, there are still questions about the massing, articulation, usable open space, and some aspects of interior floor plan in the proposal, and whether all of the

requirements for Planned Unit Developments in Downtown Design Zones are met. The following section of the report contains the *Exterior and Interior Design Criteria for Planned Unit Development Districts in Downtown Design Zones*, as adopted by resolution in January 2003 and referred to in the zoning code. Each criterion is followed by a brief assessment regarding this proposal, with emphasis on the proposed new building.

Exterior and Interior Design Criteria for Planned Unit Development Districts in Downtown Design Zones

Statement of Purpose

The Design Criteria serve to articulate community design principles, guidelines, and standards for Planned Unit Developments (PUDs) in the near-campus Design Zones with the goal of enhancing the community's overall value and appearance. These criteria reflect the fact that the general development density and intensity of occupancy are expected to be relatively high in these Design Zones compared to other locations in the City. PUDs that have residential components may be considered which are significantly larger, taller, and more massive than would be allowed in the underlying zoning districts. Because it is recognized that design professionals, including architects, landscape architects, and land planners, are trained to strive for creative excellence, the design criteria are not intended to restrict creative solutions or to dictate design.

These criteria will serve as a tool for City staff, the UDC, and the Plan Commission by providing a checklist of the primary elements to be considered when reviewing such PUD requests. This will also inform the design professionals of items that should be considered from the beginning of the design process. These standards will be used in addition to the standards in the zoning code which guide the review of PUD requests. The requirements described in Section 28.07(6)(e) are intended to be the outer limits of what will be considered through this PUD process. The review process for the overall design of the proposed building shall consider the requirements in Section 28.07(6)(e), the Criteria for Approval in Section 28.07(6)(f), and the design criteria described herein.

Exterior Building Design

Exterior design criteria were developed to ensure that such buildings are compatible on a City, neighborhood, and block level; have a pedestrian orientation; and have a design that reflects the residential use of the structure. The following criteria are guidelines for evaluating design of the proposed project.

1) Massing. The proportions and relationships of the various architectural components of the building should be utilized to ensure compatibility with the scale of other buildings in the vicinity. Appropriate transitions should be provided where a change in scale is needed to ensure this compatibility. Larger buildings should have their mass broken up to avoid being out of scale with their surroundings and to provide a more pedestrian-friendly quality. Stepping back the upper floors of the street facades a substantial distance from lower floors may be appropriate to achieve this quality. The shape of the building should not detract from or dominate the surrounding area.

The proposed building is slightly out of scale with surrounding buildings, which are 3-5 stories tall with hipped and gabled roofs. Height itself is acceptable, but the affect is a 49' tall, 108' long wall along West Lakelawn Place, a very narrow street. This is one of the central concerns of the Landmarks Commission, and seems not to have changed substantially as plans have been revised.

2) Orientation. Buildings create and define the public space (streets and sidewalks) and how the building faces this public way is important. Any building facade adjacent to a street should be oriented toward and engage the street. Buildings should respect the orientation of surrounding buildings, existing pedestrian paths and sidewalks, and the orientation of surrounding streets.

The building is well oriented to West Lakelawn Place, although it lacks the strong connection that a central entrance would offer. The Lakelawn Place frontage currently

functions as the rear of the building, and needs significant improvement, including a more prominent entrance and a narrower garage door.

3) Building Components. *The building should have an identifiable base, body, and cap. the design and detailing of the base are critical to defining the public space, engaging the street, and creating an interesting pedestrian environment. Lower levels should be sufficiently detailed to ground the building. The top of the building should be clearly defined through treatments such as cornices or non-flat roof elements where appropriate. The middle of the building should provide a transition between the top and the base. Mechanical equipment (including rooftop) should be architecturally screened.*

Since the original proposal, the building has an improved base, middle, and top. The base has changed from a poured concrete slab with vertical slit windows to a stone base with windows similar to those on upper levels. The middle has higher quality materials (see below). The roofline, although still fairly simple, has some variation, and is improved by the addition of corner balconies. Many of the surrounding buildings, and especially the Acacia building on this lot, have more interesting rooflines.

4) Articulation. *Well-articulated buildings add architectural interest and variety to the massing of a building and help break up long, monotonous facades. A variety of elements should be incorporated into the design of the building to provide sufficient articulation of the facades. This may be achieved by having a variety in the mix of unit size and layout, or changes in floor levels, be reflected in the exterior of the building. This may also be achieved by incorporating the use of: vertical and/or horizontal reveals, stepbacks, modulation, projections, and three dimensional detail between surface planes to create shadow lines and break up flat surface areas. If large blank surfaces are proposed, they should be for some compelling design purpose, and the design should incorporate mitigating features to enrich the appearance of the project and provide a sense of human scale at the ground level that is inviting to the public.*

The proposal has changed from a building with no articulation to one with a set of two-foot deep balconies in the center of the western elevation along West Lakelawn Place, and slightly deeper balconies on the corners of the top floor. In addition, there are subtle eight-inch deep changes on the ends of the building on both sides. Articulation is critical to break up the mass of buildings such as the one being proposed, and is found on the vast majority of surrounding buildings. Due to the narrow width of the lot and the already very small living spaces, a change of the interior floor plan is likely the only way to incorporate more meaningful articulation on this building.

5) Openings. *The size and rhythm of openings (windows, doors, etc.) in a building should respect those established by existing buildings in the area and the residential and/or mixed-use nature of the building. The street facade should incorporate a sufficient number of windows, doors, balconies, and other opportunities for occupant surveillance of public areas. Visibility should be provided to areas accessed when entering or exiting a building. Lower floor facades should be more transparent and open than upper floors to provide a more detailed and human scaled architectural expression along the sidewalk. Window glass should have a high degree of transparency and should not be dark or reflective. Garage doors should not be visible from the street. If a design is proposed in which garage doors (or other service openings) are visible from the street, they should be sufficiently detailed and integrated into the building.*

The windows respect the size of windows on the adjacent building, and the collection of openings as a whole has much greater variety than the original submittal. The main entrance is surrounded by glass for maximum visibility, and floor-to-ceiling windows accompany central balconies on the second through fifth floors. A narrow garage door is visible from Lakelawn Place. If it is indeed necessary for access to the first-level parking area for mopeds and bicycles, it seems that it has been located in the best possible spot on the building.

6) Materials. *A variety of materials should be utilized to provide visual interest to the building. Colors and materials should be selected for compatibility with the site and the neighboring area. All sides of a structure should exhibit design continuity and be finished with quality materials. Materials should be those typically found in urban settings. Durable, low-maintenance materials should be used—particularly on surfaces close to the street.*

The materials themselves have improved significantly since the original submittal, and now include brick and renaissance stone, with fiber cement and metal panels as accents.

7) Entry Treatment. *Buildings with obvious entrances contribute to the definition of the public way and promote a strong pedestrian feel along the street. The building should have at least one clearly-defined primary entrance oriented towards the street. Entrances should be sized and articulated in proportion to the scale of the building. This may be achieved through the utilization of architectural elements such as: lintels, pediments, pilasters, columns, porticoes, porches, overhangs, railings, balustrades, and others, where appropriate. Any such element utilized should be architecturally compatible with the style, materials, colors, and details of the building as a whole, as shall the doors.*

The main entry on the southwest corner of the building is at-grade, with a much better relationship to the street than that which was originally proposed. The entry is surrounded by glass, and would be noticeable from Langdon Street. On intermediate versions of the design (attached), the applicants proposed a more prominent secondary entryway in the northwest corner, which was removed in the latest set of revisions and replaced by a simple steel doorway accessing the central corridor. At the very least, a more prominent secondary entry on the north side of the building should be reincorporated into the design. Staff believes that for this size of a building, a centralized, significantly recessed entryway along West Lakelawn Place may be a significant improvement, recognizing that it would replace one of the other entries and necessitate a change in the floor plan.

8) Terminal Views and Highly-Visible Corners. *The design of buildings occupying sites located at the end of a street, on a highly-visible corner, or in other prominent view sheds should reflect the prominence of the site. Particular attention should be paid to views from these perspectives and the structures should be treated as focal points by demonstrating a higher degree of architectural embellishments, such as corner towers, to emphasize their location.*

No additional comments.

Site Design / Function

1) Semi-Public Spaces. *The space between the front façade of the building and the public sidewalk is an important transition area. It can vary in size, but should be thoughtfully considered with a variety of textures in ground treatment—particularly the area around the entryway. The emphasis should be on an urban landscape, incorporating elements such as raised planters, which could also be used as seating, street furniture, lighting, and landscape materials. These features should be architecturally compatible with the styles, materials and colors of the principal building on the lot and those in the immediate area.*

There is very little semi-public space on the site. The hardscape area surrounding the entryway lends opportunities for planters and seating, although they are not shown on the site plan. The light post shown in the eastern elevation adds interest.

2) Landscaping. *Landscaping should be integrated with other functional and ornamental site and building design elements, and should reinforce the overall character of the area. Landscaping can be effective in reducing the massiveness of a building and in creating a more inviting pedestrian environment. Landscaping should be provided in the front where the building meets the ground as appropriate in the context (maybe trees or planters depending on the setbacks, shape and size of the building) to anchor building to the ground and soften the edge. Plants should be selected based on their compatibility with site and construction features. Ease of maintenance should also be considered.*

Additional landscaping should replace the driveway currently proposed off of Lakelawn Place, which must be removed as per Traffic Engineering comments.

3) Lighting. Exterior lighting should be designed to coordinate with the building architecture and landscaping. Building-mounted fixtures should be compatible with the building facades. Exterior lighting levels should not be excessive and should provide even light distribution. Areas around the entryways should be lit sufficiently. Overall lighting levels should be consistent with the character and intensity of existing lighting in the area surrounding the project site.

Details are unknown at this time. Lighting details should be addressed by the applicant prior to a recommendation for final approval by the UDC.

Interior Building Design

The criteria for determining the acceptability of a residential planned unit development within the Downtown Design Zones recognize the particular importance of building layout, functionality, interior design, and general level of amenity in ensuring that the living environment provided will be attractive, desirable and practical in an area where the intensity of development is relatively high, many potential development sites are relatively constrained in size and limited in configuration, and opportunities for on-site features and amenities outside the building envelope may be necessarily limited. Relevant factors for consideration include:

1) Mix of Dwelling Unit Types. A variety of dwelling unit types, as defined by the number of bedrooms per unit, should be available within the project. There should not be an over-concentration of either very small (efficiency and one bedroom) or very large (four or more bedrooms) units so as to maintain residential choice and provide flexibility for shifts in housing market demand.

In the latest set of revised plans submitted for the new building, four 4-bedroom units and three 2-bedroom units were replaced by 3-bedroom units, eliminating much of the variation in unit types on the site. When assessing the site as a whole, the mix of dwelling units is dominated by the twenty-one 3-bedroom units, but the three 2-bedroom units, one 1-bedroom unit, and nine lodging rooms provide some variety. Further variety is provided by the presence or absence of outdoor balconies (new building), and the unit sizes, layouts, and number of bathrooms (existing building).

2) Dwelling Unit Size, Type and Layout. The size and layout of each dwelling unit shall be adequate to allow for reasonably efficient placement of furniture to serve the needs of the occupants and create reasonable circulation patterns within the unit.

a) The sizes of bedrooms within the dwelling units should be designed to discourage multiple occupancy of bedrooms when that would result in more than five unrelated individuals living in a unit (the maximum occupancy allowed in the R5 General Residence District). The bedroom sizes should not be large enough to encourage multiple occupancy in units with three or more bedrooms. To the extent compatible with this consideration, having at least one bedroom in each unit sufficiently large for double occupancy makes the unit more suitable for households that include a couple.

b) The size and design of the living room within each unit shall reflect and be adequate for the intended number of occupants of the unit. It is generally expected that the living area be capable of comfortably seating at least the number of residents expected to occupy the unit; however, appropriate size shall be determined as part of the overall project review.

Bedrooms and living spaces as proposed in the new building are small, with an average of 258 square feet of interior space per occupant, and most bedrooms approximately 80-90 square feet. (This compares to 310 square feet of interior space for each apartment occupant in the existing Acacia building, and 380 square feet of interior space per occupant in the Sigma Chi building directly across Langdon Street) The bedroom size certainly discourages multiple-occupancy, but staff believes that the living spaces proposed in all

units are nearly as small as they could possibly be. Further, the layout of units in the new building lacks variety, in contrast to what has been proposed in the adjacent Acacia building and others in the area. The functionality of the shallow balconies along the western elevation are compromised by their shallow depth, and also by the fact that they are accessed through bedrooms rather than common living areas. Deeper balconies accessible from common living areas would be preferred.

3) *Interior Entryway.* The interior entryway should create an inviting appearance and, when feasible, should include a lobby or similar area where visitors or persons making deliveries can wait. The entryway should be sufficiently transparent to see into or out of the building when entering or leaving.

The interior vestibule is approximately 30-40 square feet and visible from the street.

4) *Usable Open Space.* Project designs should provide attractive, safe and creatively designed yards, courtyards, plazas, sitting areas or other similar open spaces for building residents. Usable open space on balconies or roof decks may be provided as long as they are sufficiently large (a suggested minimum size for a balcony is 4 feet by 8 feet) and are provided or accessible to all residents. Usable open space on roof decks at lower elevations is preferred to rooftops. At some locations, side and rear yards sufficient to provide usable open space may be limited, and outdoor open space may not represent the most beneficial use of a limited site when the overall density of development is relatively high. Common recreational facilities and social activity spaces in the development may be considered toward meeting the need for usable open space.

There is very little open space on the site as a whole, and none that meets the City of Madison definition of usable open space (In R6 zoning, 5,530 sq. ft. of usable open space would be required for the unit mix proposed.) Of note for use by some tenants is the front patio of the existing building, the proposed balconies on the fifth level of the proposed building, and the hardscape area near the entrance of the proposed building. There are no courtyards, sitting areas, or rooftop areas provided for use by all residents, and the balconies provided are shallow. A significant centralized recessed entryway to the proposed building could provide a great opportunity for an additional plaza or courtyard to be utilized by tenants. In addition, a smaller building could provide for more meaningful open space between the two buildings. At the least, the applicant should provide seating opportunities in the hardscape area near the main entrance of the proposed building.

5) *Trash Storage.* The trash storage area for the building should be located where it is reasonable accessible to the residents, as well as to disposal pick-up crews. In general, it is recommended that the trash storage area be located within the building footprint. Trash storage areas shall not be located in building front yards. Trash storage areas at any location shall be adequately screened to preserve an attractive appearance from the buildings on the site, from adjacent buildings and uses, and from public streets and walkways.

The location of the trash storage is sufficient based on site constraints, and should be sufficiently screened on all sides.

6) *Off Street Loading.* Adequate off-street loading areas shall be provided, as specified in Section 28.11. The Plan Commission may consider arrangements to provide off-street loading and access from adjoining properties to satisfy the requirement provided that continued use of these arrangements is assured. For all residential developments where the off-street loading area is not adequate to accommodate the anticipated needs of residents moving into or out of the dwelling units, and in particular when significant numbers of residents are expected to want to make these moves within the same limited time period (as with student-oriented housing), a specific resident move-in plan shall also be submitted with the application for a residential development in a Downtown Design Zone describing in detail how the moving needs of residents will be accommodated without creating congestion or traffic problems on public streets or unauthorized use of parking and loading areas that are not part of the development.

No space is available for off street loading, nor has a resident move-in plan been submitted at the time of this writing. The applicant has indicated that the units in the proposed new building would be furnished, which would minimize loading needs during move-in and move-out. As a component of a Management Plan (see below), a plan for move-in and move-out will be required for review and approval by Planning Division Staff prior to final approval of the project.

7) Resident Parking.

a) Vehicles. The adequacy of provisions for the off-street parking of residents' motor vehicles shall be evaluated as part of the review of the specific development plan. The Plan Commission may consider the likelihood that the types of residents expected will need or desire to keep private motor vehicles, the particular constraints of the development site and the resulting trade-off between the amount of parking provided and other potential site or building amenities, as well as alternate arrangements provided to accommodate the parking needs of residents, such as, provision of leased parking spaces at another location. Inadequate on-site parking may result in restrictions on residential eligibility to obtain Residential Street Parking Permits. Underground parking is preferred to surface parking lots.

b) Bicycles. Adequate on-site bicycle parking shall be provided to meet the needs of all the residents and users of the developments, as provided by Section 28.11(3)(e). Bicycle parking may be shared or assigned to individual dwelling units and should be located where it is reasonably convenient to the residents and to the public street system. It is recommended that at least some bicycle parking should be provided inside the building or in another location protected from the weather. If it is intended or anticipated that residents will store bicycles within individual dwelling units, the design of the units shall include provision for this storage, and hallways, elevators, and other building features shall be appropriately designed to facilitate the transport of bicycles to and from the units.

c) Mopeds. Adequate parking for mopeds should be provided to meet the needs of the residents. Indoor parking spaces should be provided within the parking area provided for other motor vehicles. Outdoor parking for mopeds may be provided within the parking area provided for other motor vehicles or within bicycle parking areas. Mopeds shall not be kept inside the building except within designated moped or motor vehicle parking areas.

The configuration of parking has greatly improved since the original submittal to include more space for bicycles and mopeds, with a tradeoff of the elimination of vehicle parking stalls. Since the proposed apartments would be utilized primarily by students, many of whom do not have automobiles, it does not seem necessary to provide space for automobiles. However, the developer will need to provide language within the lease to inform residents that residential parking permits will not be made available for on-street parking in the area. With little space for storage within the units, and the likelihood of tenants having bicycles, the indoor bicycle storage area seems to be a necessity. Additional capacity for moped storage would likely be beneficial as well.

Building Security and Management. Building security and adequate resident access to building management shall be provided as necessary to ensure the safety of residents and to protect them from excessive noise and other nuisances that might be created in and around the premises. Depending upon the size of the building, intensity of occupancy, and type of residents anticipated, adequate security might also require on-site management. A management plan shall be submitted with each application for a residential development in a Downtown Design Zone describing in detail how the necessary security and access to management will be provided. The Plan Commission shall retain continuing jurisdiction over the management plan, and in the event that security problems occur in the future, the Plan Commission may review the management plan and may require that additional actions be taken by the building owner to address specific problems or deficiencies determined to exist.

Details are unknown at this time, although the applicant indicates that discussions about management are well underway. A management plan will be required for review and approval by Planning Division staff prior to final approval of the rezoning request.

CONCLUSION

A well-designed multifamily student apartment building may be an appropriate use for this site, but Planning Division staff believes that the proposed number of units and floor plan make it challenging to effectively meet the standards for Planned Unit Developments in general, and for projects in Downtown Design Zones in particular.

While several positive changes have been made to the design since it was first submitted, the primary remaining concerns relate to the massing in the proposed design, and the relationship between the proposed building and the surrounding streets. In some projects, these concerns can be addressed with slight changes to the exterior. More significant changes would require additional changes to the existing interior floor plan. One way to address these concerns would be to provide a more prominent recessed courtyard with an entryway near the middle of the West Lakelawn Place frontage, which would break up the mass of the building, provide additional open space, and relate much better to the street. This change would certainly necessitate a reconfiguration of the interior floor plans, perhaps with a reduction in the number of units or bedrooms. However, such a reconfiguration would move closer to meeting the exterior and interior design criteria for Planned Unit Developments in Downtown Design Zones.

A secondary concern, related to the massing, is the overall number of units and bedrooms on the site. While the 110 unit per acre density proposed on the lot is higher than that of the majority of residential buildings in the Langdon Street area and Downtown Design Zone 4, the real issue is that the design includes very little functional open space on the lot for tenants to use, as well as small indoor living spaces and common areas. Staff believe that fewer units in building with a smaller footprint would be needed in order to provide additional open space on the site. However, the proposed density in and of itself is not a major concern in a building that can meet necessary design criteria as noted above.

It should be noted that the two adjoining lots directly east of this proposal have similar layouts with unimproved surface parking lots behind existing buildings. If these lots were to develop at a similar density as what is being proposed, the result could be approximately 300 college residents on just over one acre of land adjacent to narrow Lakelawn Place. This would greatly increase the importance of the street presence along the south side of Lakelawn Place. It may or may not be a prudent way for this unique block to develop over time, and the potential ramifications that the decision on the current proposal might have on the long-term character of the area should be carefully considered.

This original project design was reviewed by the Landmarks Commission on one occasion with a recommendation for rejection. The original project and subsequent revisions has also been reviewed on four occasions by the UDC, including an informational presentation. While there was continued discussion by some members about the preference for a less massive building with a centralized recessed entry and fewer units, at its January 7, 2009 meeting, the UDC recommended initial approval for the project on a seven – two vote subject to seven conditions

that can likely be accomplished within the framework of the existing floor plan. The conditions can be summarized as follows:

1. Significant work must be done on the northern elevation to provide a better relationship to Lakelawn Place. Specifically, the applicants must propose a much more prominent entryway and reduce the width of the garage door.
2. Bicycle parking stalls located in the front yard shall be relocated elsewhere on the site.
3. Balconies on the center of the western elevation must either be larger, or include more glass.
4. Ground level landscaping must be improved to reflect the lines of the building.
5. All changes in brick color between the fourth and fifth levels should be accompanied with a change in plane if a two-color brick design is maintained.
6. The applicant must resolve termination of vertical vents on western elevation of the building with the extension of the cornice treatment or alternative measures.
7. The alignment of windows within the northern part of the western elevation shall be centered within the recessed portion of the building.

RECOMMENDATION

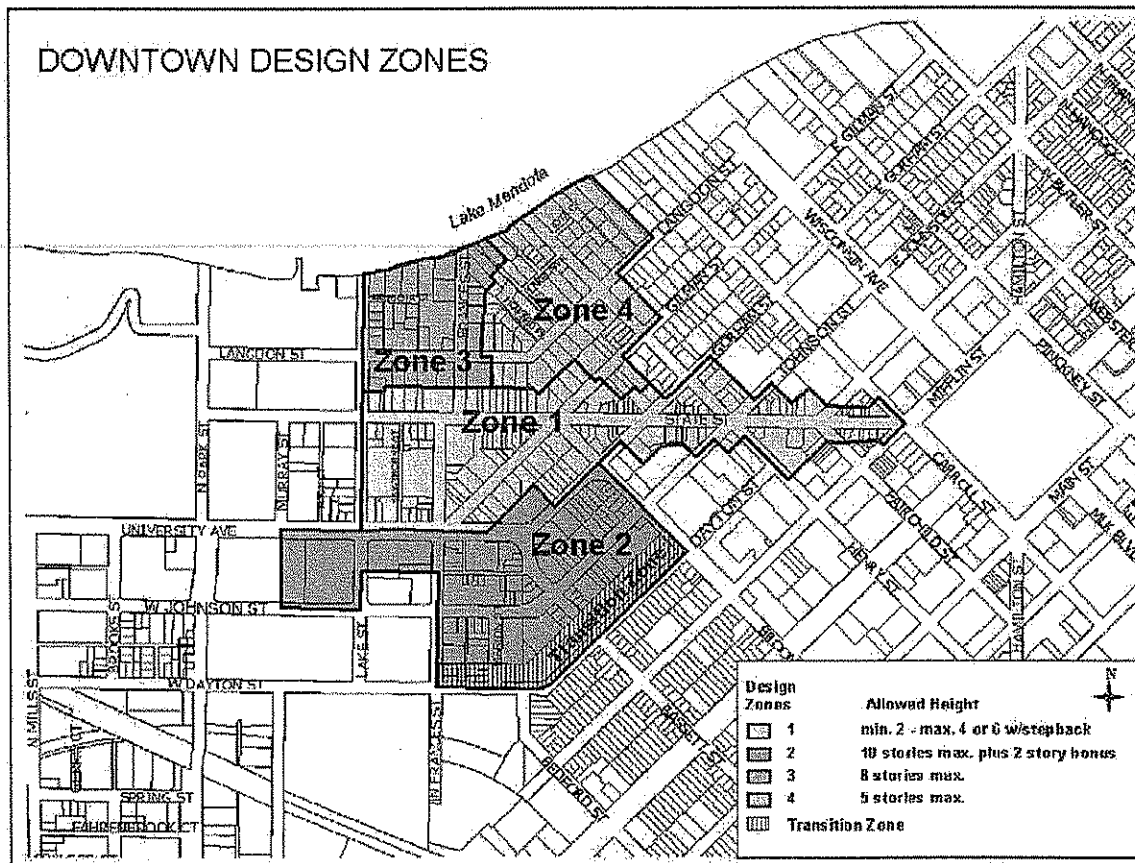
The Planning Division believes that the Plan Commission should consider one of two options for this proposal.

- A) If the Plan Commission believes that the applicants have done enough to address the concerns discussed in this report and can find that all standards are met, Planning Division staff recommends forwarding the proposal with a recommendation of approval to the January 20, 2009 Common Council meeting, subject to input at the public hearing and the following conditions:
1. Comments from reviewing agencies.
 2. That 201 West Lakelawn Place and 229 West Lakelawn Place be combined into one parcel prior to the recording of a PUD-GDP-SIP for the property.
 3. That the Urban Design Commission recommends final approval for the project prior to the submittal of the final plan set for recording the PUD-GDP-SIP.
 4. The applicant shall work with the Zoning Administrator and Planning Division staff to revise the zoning text in order to limit the occupancy of each unit to one person per bedroom (not including double lodging rooms). This policy shall also be clearly outlined in the lease for the building, which shall be submitted to Planning Division staff for review and approval prior to the final approval of the PUD-GDP-SIP zoning.
 5. Final plans for approval by Planning Division staff will include a revised northern elevation with a prominent entryway similar to that proposed in intermediate versions of the design, and a narrower garage door.

6. Final plans for approval by Planning Division staff will include an elevation of the trash enclosure area, which should be designed with materials similar to the proposed building.
 7. The small hardscape area outside of the main entrance on the southwest corner of the building shall include seating opportunities, to be approved by Planning Division staff.
 8. The applicant shall submit a Management Plan for review and approval by Planning Division staff prior to final approval of the PUD-GDP-SIP zoning. The Plan Commission shall retain continuing jurisdiction over the Management Plan, and may review it and require additional actions by the building owner to address problems or deficiencies determined to exist. The Management Plan shall include, but not be limited to, the following items:
 - a) The location and contact information of the entity responsible for the management of the property
 - b) A plan for snow removal and storage, and the name and contact information for a private snow removal provider, if applicable
 - c) Trash removal policies, and the name and contact information for a private trash removal provider, if applicable
 - d) Clear policies regarding access to each building and part of the site by residents
 - e) Clear policies regarding what is and is not allowed on outdoor balconies
 - f) Clear policies and enforcement procedures regarding noise and other nuisances
 - g) A specific operating plan for move-in and move-out times
 - h) Security policies and procedures
- B)** Alternatively, if the Plan Commission believes that more should be done to address the criteria for Planned Unit Developments in Downtown Design Zones, the Planning Division recommends that the Plan Commission find that while the proposed land use may be consistent with adopted plans and the surrounding land uses, the design criteria for Planned Unit Developments in Downtown Design Zones are not met and **refer** the rezoning request for 201-229 West Lakelawn Place.

(6) Planned Unit Development District (PUD).

- (a) Statement Of Purpose. The planned unit development district is established to provide a voluntary regulatory framework designed to encourage and promote improved environmental and aesthetic design in the City of Madison by allowing for greater freedom, imagination and flexibility in the development of land while insuring substantial compliance to the basic intent of the zoning code and the general plan for community development. To this intent it allows diversification and variation in the bulk and relationship of uses, structures and spaces in developments conceived as comprehensive and cohesive unified plans and projects. It is further intended to encourage developments consistent with coordinated area site planning.
- (b) Permitted Uses. Any use permitted by right or as a conditional use in any of the other districts of this ordinance may be permitted subject to the criteria specified in this section. Any planned unit development with a residential component shall allow adult family homes and community living arrangements as a permitted or a conditional use as specified in any one of the existing zoning districts. (Am. by Ord. 12,866, 8-7-01; Ord. 13,751, 1-5-05)
- (c) Downtown Design Zones. Design Zones in the central area of the City of Madison are hereby established to ensure that developments with residential components within these zones are compatible with selected site and building design attributes that help define the essential character and identity of the individual zones. The Downtown Design Zones shall be as shown in the following Section 28.07(6)(c)i. These zones represent areas where the general development density and intensity of occupancy are expected to be relatively high compared to other locations in the City, and where developments may be considered that are larger, taller and more massive than would be allowed in the underlying regular districts. (Cr. by Ord. 12,866, 8-7-01)
 - i. Map Downtown Design Zones



(d) Lot Area, Lot Width, Height, Floor Area Ratio, Yard, Usable Open Space Requirements, Signs And Off-Street Parking and Loading Requirements. In the planned unit development district, except those with residential components located in a Downtown Design Zone, there shall be no predetermined specific lot area, lot width, height, floor area ratio, yard, usable open space, sign and off-street parking and loading requirements, but such requirements as are made a part of an approved recorded precise development plan agreed upon by the owner and the City shall be, along with the recorded plan itself, construed to be and enforced as a part of this ordinance. (Amended and Renumbered by Ord. 12,866, 8-7-01; ORD-06-00034, 4-22-06)

(e) Lot Area, Lot Width, Height, Floor Area Ratio, Yard, Usable Open Space Requirements, Signs And Off-Street Parking and Loading Requirements For Planned Unit Development Districts With Residential Components That Are Located In Downtown Design Zones. Requirements other than those specifically listed below shall be consistent with the Exterior and Interior Design Criteria for Planned Unit Development Districts with Residential Components in Downtown Design Zones (Design Criteria) adopted by resolution by the Common Council. The required setbacks for all yards in Planned Unit Development Districts with residential components in Downtown Design Zones shall not apply to any parking structure that is constructed entirely below the existing ground level, which shall mean the natural or existing ground level prior to construction. All such requirements are made a part of an approved recorded precise development plan agreed upon by the owner and the City and shall be, along with the recorded plan itself, construed to be enforced as a part of this ordinance. (Am. by Ord. 13,344, 6-21-03; ORD-06-00034, 4-22-06)

1. Downtown Design Zone 1.

- a. Height. No building or structure shall have fewer than two (2) stories, nor more than four (4) stories, except that six (6) stories may be permitted if all stories above four (4) are stepped back from any street facade by a minimum of thirty (30) feet.
- b. Yard Requirements.
 Front Yard - Build to the lot line.
 Street Side Yard - Build to the lot line.
 Side Yard - None required; one (1) side of building or structure must be at the lot line.
 Rear Yard - The rear yard shall be ten (10) feet, unless the building or structure has exposure to a street or alley on at least two (2) sides, in which case no rear yard is required.

2. Downtown Design Zone 2.

- a. Height. No building or structure shall have more than ten (10) stories unless an applicant meets the additional criteria for up to two (2) additional stories, as set out in the Design Criteria. Buildings or elements of buildings located in the transition on West Dayton Street, as shown on the map in Sec. 28.07(6)(b)i. shall not exceed three (3) stories or forty (40) feet.
- b. Floor Area Ratio. The floor area ratio shall not exceed 6.0.
- c. Yard Requirements.
 Front Yard - The front yard shall be a minimum of fifteen (15) feet.
 Side Yard - For lots greater than or equal to sixty (60) feet wide, the side yards shall be a minimum of twelve (12) feet on one side and ten (10) feet on the other side. For lots less than sixty (60) feet wide, only one side yard is required and shall be a minimum of six (6) feet, except that an additional two (2) feet shall be added to total side yards provided for each story greater than one (1). As long as the combined size of both side yards meets the minimum total size required, one side yard may be reduced in size by up to twenty-five percent (25%) if:

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- i. the subject lot is adjacent to a lot with a designated landmark structure, and shifting the position of the building on the lot will provide a better relationship to properties on both sides; or
- ii. the subject lot has a nonrectangular shape and reducing the size of one of the side yards will allow a superior building placement on the lot.

Rear Yard - The rear yard shall be a minimum of twenty-five (25) feet.

3. Downtown Design Zone 3.

- a. Height. No building or structure shall have more than eight (8) stories.
- b. Floor Area Ratio. The floor area ratio shall not exceed 5.0.
- c. Yard Requirements.

Front Yard - The front yard shall be a minimum of twelve(12) feet.

Side Yard - For lots greater than or equal to sixty-six (66) feet wide, the side yards shall be a minimum of twelve (12) feet on one side and ten (10) feet on the other side. For lots less than sixty-six (66) feet wide, the side yards shall be a minimum of eight (8) feet on one side and six (6) feet on the other side. As long as the combined size of both side yards meets the minimum total size required, one side yard may be reduced in size by up to twenty-five percent (25%) if:

- i. the subject lot is adjacent to a lot with a designated landmark structure, and shifting the position of the building on the lot will provide a better relationship to properties on both sides; or
- ii. the subject lot has a nonrectangular shape and reducing the size of one of the side yards will allow a superior building placement on the lot.

Rear Yard - The rear yard shall be a minimum of ten (10) feet or twelve percent (12%) of the lot depth, whichever is greater.

4. Downtown Design Zone 4.

- a. Height. No building or structure shall have more than five (5) stories.
- b. Floor Area Ratio. The floor area ratio shall not exceed 3.0.
- c. Yard Requirements.

Front Yard - The front yard shall be a minimum of twenty-five (25) feet on Langdon Street and twelve (12) feet on all other streets in the design zone.

Side Yard - For lots greater than or equal to sixty-six (66) feet wide, the side yards shall be a minimum of twelve (12) feet on one side and ten (10) feet on the other side. For lots less than sixty-six (66) feet wide, the side yards shall be a minimum of eight (8) feet on one side and six (6) feet on the other side. As long as the combined size of both side yards meets the minimum total size required, one side yard may be reduced in size by up to twenty-five percent (25%) if:

- i. the subject lot is adjacent to a lot with a designated landmark structure, and shifting the position of the building on the lot will provide a better relationship to properties on both sides; or
- ii. the subject lot has a nonrectangular shape and reducing the size of one of the side yards will allow a superior building placement on the lot.

Rear Yard - The rear yard shall be a minimum of twenty (20) feet.

(Cr. by Ord. 12,866, 8-7-01)

(f) Criteria For Approval. As a basis for determining the acceptability of a planned unit development district application the following criteria shall be applied with specific consideration as to whether or not it is consistent with the spirit and intent of this ordinance and has the potential for producing significant community benefits in terms of environmental and aesthetic design. For Planned Unit Development Districts With Residential Components in Downtown Design Zones, the Design Criteria adopted by the Common Council shall be used as guidelines for determining whether the following criteria are met. (Am. and Renumbered by Ord. 12,866, 8-7-01)

1. Character And Intensity Of Land Use. In a planned unit development district the uses and their intensity, appearance and arrangement shall be of a visual and operational character which:
 - a. Are compatible with the physical nature of the site or area.
 - b. Would produce an attractive environment of sustained aesthetic desirability, economic stability and functional practicality compatible with the general development plan.
 - c. Would not adversely affect the anticipated provision for school or other municipal service unless jointly resolved.
 - d. Would not create a traffic or parking demand incompatible with the existing or proposed facilities to serve it unless jointly resolved. A traffic demand management plan and participation in a transportation management association may provide a basis for addressing traffic and parking demand concerns. (Am. by Ord. 13,422, 10-24-03)
2. Economic Impact. Planned unit development district shall not adversely affect the economic prosperity of the City or the area of the City where the planned unit development is proposed, including the cost of providing municipal services. (Am. by Ord. 12,415, 7-23-99; Am. by Ord. 13,012, 2-26-02)
3. Preservation And Maintenance Of Open Space. In a planned unit development district adequate provision for the improvement and continuing preservation and maintenance of attractive open space shall be made.
4. Implementation Schedule. A planned unit development district shall include suitable assurances that each phase could be completed in a manner which would not result in an adverse effect upon the community as a result of termination at that point.

(g) Procedure. The procedure for rezoning to a planned unit development district shall be as required for any other zoning district change in this chapter, except that in addition thereto the rezoning may only be considered in conjunction with a development plan, and shall be subject to the following additional requirements. For planned unit development districts with residential components in Downtown Design Zones, as shown in Sec. 28.07(6)(c)i., the additional procedures in Section 28.07(6)(e)6., below, must be completed prior to filing a General Development Plan. (Am. and Renumbered by Ord. 12,866, 8-7-01)

1. General Development Plan. The proponents shall file the following with the City Plan Commission:
 - a. A statement describing the general character of the intended development.
 - b. An accurate map of the project area including its relationship to surrounding properties and existing topography and key features.
 - c. A plan of the proposed project showing sufficient detail to make possible the evaluation of the criteria for approval as set forth in Section 28.07(6)(d).
 - d. When requested, a general outline of intended organizational structure related to property owner's association, deed restrictions and private provision of common services.

2. Referral And Hearing.
 - a. The City Plan Commission shall forward a recommendation to the Common Council that the plan be approved as submitted, approved with modifications, referred for further consideration or disapproved. Upon receipt of the recommendation, the Council shall determine whether or not to adopt a proposed zoning change to establish the proposed planned unit development district.
 - b. Approval of the rezoning and related general development plan shall establish the basic right of use for the area when in conformity with the plan as approved, which shall be recorded as an integral component of the district regulations, but such plan shall be conditioned upon approval of a specific implementation plan, and shall not make permissible any of the uses as proposed until a specific implementation plan is submitted and approved for all or a portion of the general development plan. If the approved general development plan is not recorded as approved within twelve (12) months of the date of approval by the Common Council, the approval shall be null and void and a new petition and approval process shall be required to obtain general development plan approval. If the general development plan and specific implementation are approved at the same time and not recorded as approved within twelve (12) months of the date of approval by the Common Council, the approval shall be null and void and a new petition and approval process shall be required to obtain general development plan and specific implementation plan approval. General development plans approved prior to the effective date of this ordinance shall have the longer of either twelve (12) months from the date of approval by the Common Council or six (6) months from the effective date of this ordinance to complete recording in the Dane County Register of Deeds Office or they shall become null and void. (Am. by Ord. 6349, 8-24-78; Ord. 12,805, 4-23-01)
3. Specific Implementation Plan.
 - a. The specific implementation plan shall be submitted to the City Plan Commission and shall include the following detailed construction and engineering plans and related detailed documents and schedules except when specific documents are waived by such Commission:
 - i. An accurate map of the area covered by the plan including the relationship to the total general development plan.
 - ii. The pattern of public and private roads, driveways, walkways and parking facilities.
 - iii. Detailed lot layout and subdivision plat where required.
 - iv. The arrangement of building groups, other than single-family residences, and their architectural character.
 - v. Sanitary sewer and water mains.
 - vi. Grading plan and storm drainage system.
 - vii. The location and treatment of open space areas and recreational or other special amenities.
 - viii. The location and description of any areas to be dedicated to the public.
 - ix. Landscape plan and plant list.

- x. Proof of financing capability.
 - xi. Analysis of economic impact upon the community.
 - xii. A construction schedule indicating the approximate dates when construction of the project can be expected to begin and be completed.
 - xiii. Agreements, bylaws, provisions or covenants which govern the organizational structure, use, maintenance and continued protection of the development and any of its common services, common open areas or other facilities.
- b. The Secretary of the Plan Commission, or his or her designee, may waive the submission of any of the above-listed detailed construction and engineering plans and related detailed documents and schedules. It shall be deemed that the City Plan Commission has waived the submission of any of the above-listed detailed construction and engineering plans and related documents and schedules, if the specific implementation plan is recommended for approval by the City Plan Commission under Section 28.07(6)(e)4.a. of these ordinances. (Am. by Ord. 12,415, 7-6-99; Ord. 12,805, 4-23-01)
4. Approval of the Specific Implementation Plan.
- a. Following a review of the specific implementation plan, the City Plan Commission shall recommend to the Council that it be approved as submitted, approved with modifications, referred for further modifications or disapproved. The procedure hereunder shall be the same as under Section 28.12(10). (Am. by Ord. 12,805, 4-23-01)
 - b. Upon receipt of the City Plan Commission recommendation, the Council may approve the plan and authorize the development to proceed accordingly, or disapprove the plan and send it back with specific objections to such Commission for further negotiation with the developer.
 - c. In the event of approval of the specific implementation plan, the building, site and operational plans for the development, as approved, as well as all other commitments and contractual agreements with the City offered or required with regard to project value, character and other factors pertinent to an assurance that the proposed development will be carried out basically as presented in the official submittal plans, shall be recorded by the Zoning Administrator within twelve (12) months of the date of approval by the Common Council in the Dane County Register of Deeds Office.
 This shall be accomplished prior to the issuance of any building permit. If the specific implementation plan is not recorded as approved within twelve (12) months of the date of approval by the Common Council, the approval shall be null and void, and a new petition and approval process shall be required to obtain specific implementation plan approval. (Am. by Ord. 10,690, 7-14-93)
 - d. No alteration of a PUD shall be permitted unless approved by the City Plan Commission, provided however, the Zoning Administrator may issue permits for minor alterations that are approved by the Director of Planning and Community and Economic Development and are compatible with the concept approved by the Common Council and the provisions of this ordinance. If a change or addition constitutes a substantial alteration of the original plan, the procedure provided in 28.07(6) shall be required. (Am. by Ord. 12,805, 4-23-01)
5. Recording of Approved General or Specific Implementation Plan and Zoning Ordinance Amendments. Whenever the Common Council adopts a zoning ordinance amendment designating a tract of land as a Planned Unit Development District, the owner of such development shall provide the Zoning Administrator, within twelve (12) months of the date of approval by the Common Council, a facsimile copy of the approved General Development and/or Specific Implementation Plan together with a certified copy of the related zoning ordinance amendment and any other action taken thereon by the Common

Council. The cost for preparing a facsimile copy of the Plan in recordable form and the recording fee, as determined by the Dane County Register of Deeds, shall be paid by the owners of the lands included in the Planned Unit Development. Upon receipt of such plans, documents and fees and upon determination that they are complete, the Zoning Administrator shall record them with the Dane County Register of Deeds office. If either plan is not recorded as approved within twelve (12) months of the date of approval by the Common Council, the approval shall be null and void, and a new petition and approval process shall be required. Where the plans have not been altered from the Common Council's approval, the Director of Planning and Community and Economic Development may approve an extension of up to twenty-four (24) months to record either plan. (Am. by Ord. 10,690, 7-14-93; Ord. 12,548, 4-7-00; Ord. 12,805 4-23-01; ORD-06-00050, 5-4-06)

6. Planned Unit Developments With Residential Components That Are Located in Downtown Design Zones. The following Pre-Submittal Phases must be met prior to filing the General Development Plan:

- a. Concept Development Phase. This phase is intended to provide opportunities for the applicant to explore issues associated with the proposal prior to the expenditure of significant resources in the development of any design plans. This phase shall include the following:
 - i. Pre-Design Conference. The applicant shall meet with Planning Division and Zoning staff to review and discuss aspects of the proposal including, but not limited to: the site and its context, potential impacts of the project, and initial design direction.
 - ii. Concept Presentation. The concept shall be submitted for review by the Urban Design Commission at an informational meeting. No formal action will be taken by the Commission. Submittals shall include contextual information such as topography, photos of the site and surrounding properties, and a discussion of the initial design direction. The Commission may request that additional materials, such as massing models, be submitted to assist in communicating the nature of the site and its context.
- b. Pre-Application Conference. Prior to submitting a General Development Plan, the applicant shall meet with City Staff to discuss the submittal.

(Cr. by Ord. 12,866, 8-7-01)

- (h) Construction Required. Within thirty-six (36) months of Common Council approval of the general development plan, the basic right of use for the areas, when in conformity with the approved specific implementation plan, shall lapse and be null and void unless 1) the project, as approved, is commenced by the issuance of a building permit, or 2) if an application for an extension is filed at least thirty (30) days prior to the expiration of the thirty-six (36) month period and the Plan Commission, after a public hearing pursuant to Sec. 28.12(10)(e), determines that no changes in the surrounding area or neighborhood since approval of the general development plan render the project incompatible with current conditions and grants an extension of up to twenty-four (24) months in which to obtain a building permit. In no case shall an extension allow a building permit to be issued more than sixty (60) months after approval of the general development plan by the Common Council. If a new building permit is required pursuant to sec. 29.06(4), Madison General Ordinances, a new petition and approval process shall be required to obtain general development plan approval and specific implementation plan approval. (Cr. by Ord. 12,250, 11-17-98; ORD-06-00050, 5-4-06)

- There is a problem with paving at the front yard on Langdon Street for moped/bike parking. Do not want to encourage.

Following Ostlind's remarks, the Commissioners noted the following:

- It appears that the neighborhood opposes the project.
- Need to address mass and articulation along West Lake Lawn Avenue.
- Car parking, which will allow for more articulation of light into the building at the street.

Ald. Konkel reported on a recent neighborhood meeting noting concerns with the mix of parking, not enough parking, trash, and operational concerns. There was some concern with the height of the building and the view of the lake. Konkel also noted forwarded concerns from Ald. Verveer with adherence to the requirements for downtown design zones being met and satisfied. Konkel spoke to the need for a more prominent entry at the street, as well as more articulation on massing and the building facade. She stated that a more interesting roofline could provide for the possibility for mitigating mass and height of the building. She further noted issue with the proximity of the new building with the old Acacia building as well as issue with the compatibility of the new building with the surrounding historic character of the neighborhood.

Continued discussion by the Commission noted the following:

- The need to address the issue that car parking is driving the design.
- Need to provide a north side elevation as to what it looks like.
- The application more glass at corner with the entry.
- Reduce size of garage entry and investigate the use of more vertical elements. The changes that are made are in the right direction.
- Heavy up base metal on top, greater emphasis on the change and color on the fourth floor might resolve issues.
- Canopy over entries need more articulation on the fascia.
- The overhead canopy at the Acacia entry is a bit too high and might not need to wrap around.
- Flip accessible stalls and bike parking to resolve the back-up issue.
- Wrong project on the wrong site, not right project for the site.
- Relocate accessible stall and dedicate area to more bike/moped parking.
- Need more articulation of upper two stories of the building facade and roofline.
- Address issues of massing and articulation. If changes in materials were changes in plane would provide articulation. Make more space around planter/entry to allow for more space.
- Don't like putting hard surface for bike parking in front yard along Langdon Street.
- Use Boston ivy to bring texture to the building.
- Not convinced this is the right solution, problems with entry corner hurt building's ability to relate to street. Corner not seen as important; might be a better design.
- Best location for entry should be on the middle of the side's West Lakelawn Place frontage or on Lakelawn Place.
- Consider elimination of two bedrooms on the top floor to provide a step back on the top or top two floors to allow for the necessary articulation.
- Maybe need to start over in order to address concerns.
- Articulation is key, need grander entry.
- Consider removing car parking on the lower level.

ACTION:

On a motion by Rummel, seconded by Luskin, the Urban Design Commission **REFERRED** **CONSIDERATION** of the project in order to resolve the above-stated issues. The motion was passed on a vote of (9-1) with 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, 5, 5, 6, 6, 6, 6 and 4.

URBAN DESIGN COMMISSION PROJECT RATING FOR: 229 & 201 West Lakelawn Place

	Site Plan	Architecture	Landscape Plan	Site Amenities, Lighting, Etc.	Signs	Circulation (Pedestrian, Vehicular)	Urban Context	Overall Rating
Member Ratings	5	6	5	6	5	5	6	6
	4	5				3	7	5
	5	5						5
	7	6	6			6	7	6
	5	6	7	6		5	7	6
	5	6	5			5	6	6
	5	5	5	5		4	8	
	5	4	5	5		4	4	5
	4	4	5			4	4	4

General Comments:

- All brick, great! Bike parking and first floor entry – very good, too big?
- Changes fail to meet spirit of Landmark’s recommendation and UDC recommendations.
- Improved, address additional Landmarks comments on Downtown Design Guidelines. Consider integrating a double height space at planter area between ADA entry and street entry to make space feel as one entry.
- Entry is much improved. Moped/auto parking ratio needs adjustment.
- Much improved: larger west landing. West elevation needs work.

Report to: Urban Design Commission
from: Katherine H. Rankin
Preservation Planner
re: 229 W. Lakelawn Place
date: December 16, 2008

I have been asked by Ald. Rummel to give a report on the revised design for the proposed new apartment building at this address and its compliance with the design criteria for Development Districts in the Downtown Design Zones. The new design addresses several of the concerns raised in my previous report to the Landmarks Commission of November 28, 2008 that you received at the last meeting.

However, it is my opinion that the proposed new building is too massive to meet the design criteria and that not enough articulation has been added to make the apparent mass of the new building compatible with the surrounding smaller, older buildings. The lack of articulation will result in a long, uninterrupted wall along West Lakelawn Place, a very narrow street.

Below are modified excerpts from my previous report to the Landmarks Commission for the two criteria (#1 and #4) that I believe are still not met in the revised design. These criteria adopted by resolution, are two important components of the design criteria for Planned Unit Developments in the Downtown Design Zones.

1. Massing.

This criterion states, in part:

Larger buildings should have their mass broken up to avoid being "out of scale" with their surroundings....Stepping back the upper floors of the street facades a substantial distance... may be appropriate to achieve this quality. The shape of the building should not detract from or dominate the surrounding area.

Even though the Downtown Design Zone 4 permits buildings up to five stories, it is my opinion that the project still does not sufficiently break up of the mass and is therefore "out of scale" with the surroundings. The main reason this building is out-of-scale is that it is five stories tall with a flat roof and little articulation. Except for the back part of the Villa Maria building kitty-corner across the street, which is five-stories tall, the surrounding properties are mostly three-story buildings with gabled or hipped roofs. Across W. Lakelawn Place from this site is a long three-story building erected as an addition to the building on Langdon Street in

1973. As with our review of new buildings in historic districts, it doesn't make sense to include modern buildings, such as the 1973 building across the street, in determining compatibility. The ground in this area also slopes toward the lake so that buildings to the north are no doubt lower in elevation.

Articulation of the materials and the slight reveals between materials in the plan proposed do help reduce the apparent mass a bit, but not enough to make the building read as being anything except a very large four-plus-story rectangular box in a neighborhood of mostly smaller buildings.

4. Articulation.

This criterion states, in part:

Well-articulated buildings add architectural interest and variety to the massing of a building and help break up long, monotonous facades. A variety of elements should be incorporated into the design of the buildings to provide sufficient articulation of the facades...

and goes on to list several ways of achieving articulation including

reveals, setbacks, modulation, projections and three dimensional detail between surface planes to create shadow lines and break up flat surface areas.

While the revised design incorporates very small reveals on the West Lakelawn façade, these revisions are still not sufficient to break up the mass of the building. Planning staff has suggested incorporating a recessed entryway midway along the West Lakelawn façade, a stronger roofline cornice, and window surrounds as ways of achieving this while otherwise minimizing the impact to the remainder of the proposed concept. The design as revised has not added sufficient elements to break up the long façade.

Langdon Street and the dense grouping of buildings on the courts leading off of Langdon Street are listed in the National Register of Historic Places as an Historic District because the district is an architecturally and historically important part of Madison. The dense fabric of smaller, historic student apartment and Greek houses, backed by the scenery of Lake Mendota, is a precious resource that is unique to Madison. In the last 50 years or so, many of the original historic buildings have been replaced by much larger structures that have marred the beauty and texture of this distinctive neighborhood. From an historic preservation perspective, it would be a mistake to follow those examples.



City of Madison

City of Madison
Madison, WI 53703
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Meeting Minutes - Approved URBAN DESIGN COMMISSION

Wednesday, December 3, 2008

4:30 PM

215 Martin Luther King, Jr. Blvd.
Rm LL-110 (Madison Municipal Building)

CALL TO ORDER / ROLL CALL

Present: 9 -

Mark M. Smith; Dawn O. Weber; R. Richard Wagner; Jay B. Ferm; Marsha A. Rummel; Todd R. Barnett; Bruce F. Woods; Richard L. Slayton and John A. Harrington

Excused: 1 -

Ronald S. Luskin

PUBLIC COMMENT

None.

ANNOUNCEMENTS

None.

1. SPECIAL ITEM OF BUSINESS

A discussion with David Dryer and Dan McCormick of Traffic Engineering on issues of common concern.

The Urban Design Commission Received an Informational Presentation.

UNFINISHED BUSINESS

2. 12240 2101, 2109, 2115 East Springs Drive - Conditional Use/Planned Commercial Site; 99,000 Square Foot Retail Building. 17th Ald. Dist.

The Urban Design Commission Received an Informational Presentation

3. 12710 229 West Lakelawn Place & 201 West Lakelawn Place - PUD(GDP-SIP), Rental Housing Development. 2nd Ald. Dist.

The motion to refer required address of the following:

- Resolve the entryway issue.
- Address alley/street façade issues.
- Bring parking level down to provide an at grade entry at street, extend sidewalk with elimination of a tree to bring entry on grade.
- Provide consideration for two entries to the building.

A motion was made by Wagner, seconded by Rummel, to Refer to the URBAN DESIGN COMMISSION. The motion passed by voice vote/other.

4. 12711 4210-4216 Kennedy Road - PUD-SIP/Alteration to the Entry of an Attached Four-Unit Building. 18th Ald. Dist.

The motion noted its appreciation for address of the accessible issue with the future amendment to the PUD-SIP for Northport Commons, as well as acknowledgement on issues with providing accessibility utilizing the already installed foundation.

A motion was made by Slayton, seconded by Rummel, to Grant Final Approval. The motion passed by voice vote/other.

SCHEDULING OF MEETINGS

ADJOURNMENT

A motion was made by Barnett, seconded by Weber, to Adjourn at 8:35 p.m. The motion passed by voice vote/other.

ADDENDUM

Staff noted that the listing of an Urban Design Commission appointment to the Sustainable Design and Energy Committee was an oversight not requiring consideration. Rummel recommended that Ferm be appointed to the Zoning Code Rewrite Advisory Committee as a replacement for Host-Jablonski. Ferm noted reluctance to accept the appointment due to potential schedule conflicts. Rummel then removed the motion from consideration with staff instructed to reschedule the appointment in coordination with the election of a new Chair and Vice-Chair at the next regular meeting.

AGENDA # 3

City of Madison, Wisconsin

REPORT OF: URBAN DESIGN COMMISSION	PRESENTED: December 3, 2008
TITLE: 229 West Lakelawn Place & 201 West Lakelawn Place – PUD(GDP-SIP), Rental Housing Development. 2 nd Ald. Dist. (12710)	REFERRED: REREFERRED: REPORTED BACK:
AUTHOR: Alan J. Martin, Secretary	ADOPTED: POF:
DATED: December 3, 2008	ID NUMBER:

Members present were: Mark Smith, Dawn Weber, Richard Wagner, Jay Ferm, Marsha Rummel, Todd Barnett, Bruce Woods, Richard Slayton and John Harrington.

SUMMARY:

At its meeting of December 3, 2008, the Urban Design Commission **REFERRED** consideration of a PUD(GDP-SIP) located at 229 West Lakelawn Place and 201 West Lakelawn Place. Appearing on behalf of the project were David Kaul, Atty. Bill White, Adam Winkler and Bryan Fraser, all representing The Alexander Company; and Bill Andrae, representing Acacia Fraternity. A review of modified plans noted the following:

- The massing for the new building located at the rear of the Acacia Fraternity is not as tall as other buildings in the neighborhood, not out of scale.
- The building is comprised of a base, middle and cap, where the elevations feature a stone base, a combination of brick and EIFS on upper elevations with EIFS noted as similar to real stucco on adjacent buildings in the area as well as providing for articulation.
- The dumpster enclosure has been relocated away from the corner of the site and relocated between the rear and front of the existing and proposed buildings.

In reference to the Landmarks Commission's recommendation for rejection of the project, it was noted that the Landmarks Commission would like to see a more significant entry to the building, as well as addressing other requirements for development in Downtown Design Zones, especially at entry at the center of the proposed structure.

Following the presentation the Commission noted the following:

- The corner entry needs work.
- The 35 bike parking stalls are not enough for the number of bedrooms. Issue with where bikes will go. Such a dense project it requires more in an area which is insufficient in providing for bike parking, need to mitigate bike parking.
- Can't support project with corner entry as proposed. Need to provide important features on public way. Need something that fits corner of street intersection, as move existing entry treatment to the corner. The entry as proposed is hidden. Consider two entries to building, one at the corner with the other as proposed with modifications.

- In regards to landscaping, using too much of the same species. The use of burning bush doesn't fit Acacia building and neighborhood. Too much shade in area for cornflower and too much area for phlox.
- Replace the removed ash at side of building.
- Need to address the articulation and other issues as noted within the memo from Kitty Rankin, in addition to address of the flat roof issue.
- Entry elevation is more of a back door, less safe and less prominent, needs to be made more active, more public; more of a space.
- On the end elevation of the building facing Lakelawn Place, the change in materials should be a change in plane/plan.
- EIFS at other levels feels applied, take brick all the way up with vertical bands with EIFS inset panels.
- The entry to the building is down in a hole is extremely problematic; a security issue. Side mass at entry toward the street.
- The use of EIFS is the wrong material for area, doesn't allow for articulation, use masonry as expected within the area.
- Corner needs to address street not as a back door; Lakelawn Place façade needs better pedestrian treatment and architecture.

ACTION:

On a motion by Wagner, seconded by Rummel, the Urban Design Commission **REFERRED** consideration of this item. The motion passed on a vote of (9-0). The motion to refer required address of the above concerns with an emphasis that the project doesn't meet the standards for development in Downtown Design Zones as currently proposed, and the following:

- Resolve the entryway issue.
- Address alley/street façade issues.
- Bring parking level down to provide an at grade entry at street, extend sidewalk with elimination of a tree to bring entry on grade.
- Provide consideration for two entries to the building.

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, 5, 5, 5, 6, 6 and 6.

URBAN DESIGN COMMISSION PROJECT RATING FOR: 229 West Lakelawn Place & 201 West Lakelawn Place

	Site Plan	Architecture	Landscape Plan	Site Amenities, Lighting, Etc.	Signs	Circulation (Pedestrian, Vehicular)	Urban Context	Overall Rating
Member Ratings	-	-	-	-	-	-	-	4
	5	6	4	-	-	-	5	5
	6	6	-	-	-	5	6	6
	5	5	-	-	-	4	8	5
	4	6	6	-	-	4	6	6
	-	-	-	-	-	-	-	6
	2	4	4	-	-	4	5	-
	4	6	6	5	-	5	6	5

General Comments:

- Not satisfied that projects meets Downtown Design Guidelines, address entry, corner of Lakelawn and West Lakelawn, building articulation.
- Move entrance to grade level and to street.
- Entry presence is of critical importance!
- Too much building for site. Must address concerns of Landmarks.
- Entry and elevation issues must be resolved. Can entry be at grade at parking level? Raise parking level to ELEV. 48.0'. I would support 6' to 1' of additional building height. Show proposed building on aerial image in context!
- Revisit entry and Landmarks/Kitty Rankin comments. If east entry becomes secondary consider entering mid-level or up one level, non-accessible alleviates some difficulties. Ramp to historic building could occur in the courtyard, separate from the building non-accessible entry, or study grades and making the entry court an active space, interior and exterior.
- Entry needs to be visible and at corner treat "alley" as a street.

Report to Urban Design Commission

re: 229 W. Lakelawn Place

from: Katherine H. Rankin
Secretary Landmarks Commission

date: November 26, 2008

At its meeting on November 24, 2008, the Landmarks Commission unanimously voted to recommend to the Urban Design Commission and the Plan Commission to reject the proposed design for the apartment building at this address. The Landmarks Commission believes that the change in some materials shown at the Landmarks Commission meeting is a step in the right direction. The Commission also believes that the project as proposed does not meet the Design Criteria for the Downtown Design Zones, as outlined in the staff report prepared by Ms. Rankin, which is attached.

Note to Commission
229 W. Lakelawn Place
November 27, 2008

I have enclosed copies of the "Exterior... Design Criteria for Development Districts in the Downtown Design Zones." I have underlined passages in the criteria that pertain to the design proposed for the new apartment building. I recommend rejection of the project as proposed and encouraging a new design that addresses the concerns that follow.

Below is a staff report arranged by the sections in the Design Criteria.

Exterior Building Design.

1. Massing.

This criterion states, in part:

Larger buildings should have their mass broken up to avoid being "out of scale" with their surroundings....Stepping back the upper floors of the street facades a substantial distance... may be appropriate to achieve this quality. The shape of the building should not detract from or dominate the surrounding area.

It is my opinion that the project does not produce sufficient breaking up of the mass and is "out of scale" with the surroundings. The main reason this building is out-of-scale is that it is four stories tall, raised upon an elevated foundation and with a flat roof. Except for the back part of the Villa Maria building kitty-corner across the street, which is five-stories tall, the surrounding properties are mostly three-story buildings with gabled or hipped roofs. Across W. Lakelawn Place from this site is a long three-story building erected as an addition to the building on Langdon Street in 1973. As with our review of new buildings in historic districts, it doesn't make sense to include modern buildings in determining compatibility because it is exactly those oversized modern buildings that created the need for design criteria in the first place. The ground in this area also slopes toward the lake so that buildings to the north are no doubt lower in elevation. (Enclosed is a Sanborn map of the area. Please note that the 1973 addition to the building across the street is not shown on the map). A good way to see the character of the area is to Google the address (222 Langdon Street Madison Wisconsin). When you click on the map that comes up a photographic view will appear. Then click on "street view" and you can virtually walk up and down the street by clicking the arrows.

Articulation of the materials and the slight reveals between materials in the plan proposed does help reduce the apparent mass a bit, but not enough to make the

building read as being anything except a very large four-story rectangular box in a neighborhood of smaller buildings.

2. Orientation.

This criterion states, in part:

Any building façade adjacent to the street should be oriented toward and engage the street.

The entrance is set back from the street below street level. The proposed building does not engage the street very effectively.

3. Building Components.

This criterion states, in part:

The design and detailing of the base are critical to defining the public space, engaging the street, and creating an interesting pedestrian environment.

The revised design has a sufficient base to ground the building, and the windows shown in the revised design help to engage the street. However, a poured concrete base is too raw and unfinished a material to present an interesting pedestrian environment. I recommend a more traditional, more textural base material.

4. Articulation.

This criterion states, in part:

Well-articulated buildings add architectural interest and variety to the massing of a building and help break up long, monotonous façades. A variety of elements should be incorporated into the design of the buildings to provide sufficient articulation of the façades...

and goes on to list several ways of achieving articulation including

reveals, stepbacks, modulation, projections and three dimensional detail between surface planes to create shadow lines and break up flat surface areas.

The design as revised has not added sufficient elements to break up the long façade.

5. Openings.

Note to Commission, 229 W. Lakelawn Place – page 3

This criterion states, in part:

Visibility should be provided to areas accessed when entering or exiting a building.

The proposed entrance is not visible enough.

Also,

If a design is proposed in which garage doors (or other service openings) are visible from the street, they should be sufficiently detailed and integrated into the building.

The garage door area is not detailed or integrated into the building.

6. Materials.

This criterion states, in part:

Colors and materials should be selected for compatibility with the site and neighboring area. All sides of a structure should exhibit design continuity and be finished with quality materials.

BIFS and exposed poured concrete are not quality materials.

7. Entry Treatment.

This criterion states, in part:

Buildings with obvious entrances contribute to the definition of the public way and promote a strong pedestrian feel along the street. The building should have at least one clearly-defined primary entrance oriented toward the street. Entrances should be sized and articulated in proportion to the scale of the building.

The entrance is not obvious enough. It is below grade and tucked into a side of the building.

Site Design/Function:

1. Semi-Public Spaces.

This criterion states, in part:

Note to Commission, 229 W. Lakelawn Place - page 4

The space between the front façade of the building and the public sidewalk can vary in size but should be thoughtfully considered with a variety of textures in the ground treatment.

And lists as ways to do this

raised planters... street furniture, lighting and landscape materials.

The revised design does not have sufficient variety of textures in the ground treatment.

K. H. Rankin

November 18, 2008





City of Madison

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Meeting Minutes - Approved LANDMARKS COMMISSION

Monday, November 24, 2008

4:45 PM

215 Martin Luther King, Jr. Blvd.
Room LL-130 (Madison Municipal Building)

CALL TO ORDER / ROLL CALL

Present: 7 -

Erica Fox Gehrig; Brenda K. Konkel; Daniel J. Stephans; Stuart Levitan;
Robin M. Taylor; Michael J. Rosenblum and Christina Slattery

Guests: David Kaul, Adam Winkler, Troy Thiel

APPROVAL OF September 10 & October 29 MINUTES

A motion was made by Konkel, seconded by Taylor, to Approve the Minutes of the September 10, 2008 Landmarks Commission meeting with the correction of one typo. The motion passed by voice vote/other.

A motion was made by Konkel, seconded by Slattery, to Approve the Minutes of the October 29, 2008 Landmarks Commission with the correction of one typo. The motion passed by voice vote/other.

PUBLIC COMMENT

No one wished to comment.

REFERRAL FROM PLAN COMMISSION STAFF

1. 12382 229 West Lakelawn Place, Langdon Street National Register Historic District - referral from Plan Commission staff re development of new apartment building

Contact: Thomas Miller, the Alexander Company

A motion was made by Konkel, seconded by Levitan, to recommend to Urban Design and Plan Commissions to Deny the project as it is currently designed and that the staff memo should accompany their report. The motion passed by voice vote/other.

Mr. Kaul started his discussion by noting that he wished to address some of the concerns raised in the staff memo. He said that the building was longer than most in the neighborhood but that they had worked hard to get the building in line with the ridge of the Acacia Fraternity House. He said he did not believe that it was out of scale with

the neighborhood because there are larger buildings nearby. He said that with the canopy extended around the front, the entrance is still a dominant feature, and showed a perspective view from Langdon Street. One reason it was placed back a bit was to make the most of the open space near the entrance. He said that the site was very narrow, making it challenging to create a viable building on the lot. He showed a photograph of the concrete they wished to use on the basement level, with bands of rough textured concrete alternating with narrower bands of smooth texture. The CMU would be replaced with a larger sized brick, which he showed samples of. The EIFS was retained because it added to the variety of materials. He said there would be lighting between the windows to add more visual variety to the building.

Ms. Gehrig said that Capital Neighborhoods still opposes the project. Ald. Konkel said that the Landmarks Commission should recommend to the Urban Design Commission that the design be rejected because the design does not comply with the design criteria of the Downtown Design Zones. She said that the staff report was well-written and should accompany the Commission's response to the Urban Design Commission. She said that the change that the developers had made in their new revised plan was not enough to make the materials compatible with the neighborhood and the entryway is still not a prominent feature of the building. Mr. Rosenblum said that he agrees with Ald. Konkel. He said that the design is just not suitable for a National Register district or the neighborhood in general. Mr. Levitan asked if the request for a change to the entry would break the deal, to which Mr. Kaul said they could still consider more changes. Ald. Konkel said that she had gone to the site and believes that the entrance belongs elsewhere on the façade. Mr. Stephans noted that the Secretary of Interior's Standards for rehabilitation require that buildings near historic buildings be identifiable as products of their own time and should represent the surrounding character by the quality of its materials and design. Mr. Kaul said that they had submitted the design to the National Park Service and would hear from them in the next week or two.

Mr. Stephans said that the major problem with the project was its mass. He said that they have maxed out what they can do on the property and the design pushes the project to the limits in all directions, stating that the balloon was at the bursting point. Ms. Gehrig suggested they eliminate the parking, since it seems like the parking is driving the design. She said there should be a better engagement of the street and added that although they have added more interest to the base it was still not enough to provide a pleasant pedestrian environment. She added that EIFS is not stucco.

OTHER BUSINESS

2. 12534 Discussion of the problem of some owners undertaking work without a building permit or a Certificate of Appropriateness

A motion was made by Levitan, seconded by Konkel, to Defer this issue to the next Landmarks Commission meeting. The motion passed by voice vote/other.

Ms. Rankin reported that Ms. Zellers wished to be at the meeting at which this was discussed and recommended that the Commission defer discussion to its next meeting. The Commission then had an informal discussion of possible ways of addressing the concern, especially by talking to the City Attorney.

3. 08717 Buildings proposed for demolition

There were no proposed demolitions submitted.

4. 07804 Secretary's Report

Mr. Levitan brought up that the future of the first block of State Street is threatened and asked that the issue be raised at a future meeting.

ADJOURNMENT

Note to Commission
229 W. Lakelawn Place
Langdon Street National Register Historic District

Acacia fraternity at 201 W. Lakelawn Place, at the corner of Langdon, is undergoing a complete renovation. The lower level and first floor will be rehabilitated for the fraternity, and private apartments will be developed in the upper floors. The fraternity will be using the federal and state historic tax credits for rehabilitation and the plans have already been approved by the City.

The fraternity also proposes to build a new apartment building behind their property, which is currently the site of a parking lot.

The Plan Commission and Urban Design Commission staff would like the Landmarks Commission's opinion on the compatibility of the new design with the surrounding historic district. The downtown design zones, in which this building would be erected, also have their own criteria for the review of new construction (please see attached). I have enclosed photographs of the buildings in the immediate surroundings.

It is my opinion that the design is not compatible with the surrounding historic district and does not meet the guidelines for new construction in the downtown design zones. The most important issue is the materials and the mass. The combination of some masonry, metal and EIFS is not compatible with the brick and stone masonry of the surrounding buildings. While the height of the building is compatible, there is no variation in the massing to break up the large boxy appearance of the building. Other concerns are the first floor, which is concrete with a few small slits of windows. The Downtown Design Zone criteria require a pedestrian friendly first floor. The Design Zones criteria also call for the entrance to be inviting and a focal point of the façade. In this design the entry is tucked back on the side of the building and is below grade. There is no architectural detail to add to the prominence of the entrance.

In the attached design zone criteria I have underlined sentences that are of concern. It should be possible to create a modern design that complies with the design zone criteria. I recommend that the Landmarks Commission give a recommendation to the other commissions to reject the design as proposed.

K. H. Rankin
October 27, 2008

**EXTERIOR AND INTERIOR DESIGN CRITERIA
FOR
PLANNED UNIT DEVELOPMENT DISTRICTS IN DOWNTOWN
DESIGN ZONES**
(rev. 29.MAR.01)

Statement of Purpose.

The Design Criteria serve to articulate community design principles, guidelines, and standards for Planned Unit Developments (PUDs) in the near-campus Design Zones with the goal of enhancing the community's overall value and appearance. These criteria reflect the fact that the general development density and intensity of occupancy are expected to be relatively high in these Design Zones compared to other locations in the City. Planned Unit Development districts that have residential components may be considered which are significantly larger, taller, and more massive than would be allowed in the underlying zoning districts. Because it is recognized that design professionals, including architects, landscape architects, and land planners, are trained to strive for creative excellence, the design criteria are not intended to restrict creative solutions or to dictate design.

These criteria will serve as a tool for City staff, the Urban Design Commission, and the Plan Commission by providing a checklist of the primary elements to be considered when reviewing such PUD requests. This will also inform the design professionals of items that should be considered from the beginning of the design process. These standards will be used in addition to the standards in the zoning code which guide the review of PUD zoning requests. The requirements described in Section 28.07(6)(e) are intended to be the outer limits of what will be considered through this PUD process. The review process for the overall design of the proposed building shall consider the requirements in Section 28.07(4)(e), the Criteria for Approval in Section 28.07(6)(f), and the design criteria described herein.

Exterior Building Design.

The exterior design criteria were developed to ensure that such buildings are compatible on a City, neighborhood, and block level; have a pedestrian orientation; and have a design that reflects the residential use of the structure. The following criteria are guidelines for evaluating the exterior design of a proposed project.

1. Massing. The proportions and relationships of the various architectural components of the building should be utilized to ensure compatibility with the scale of other buildings in the vicinity. Appropriate transitions should be provided where a change in scale is needed to ensure this compatibility. Larger buildings should have their mass broken up to avoid any being "out of scale" with their surroundings and to provide a more pedestrian-friendly quality. Stepping back the upper floors of the street facades a substantial distance from lower floors may be appropriate to achieve this quality. The shape of the building should not detract from or dominate the surrounding area.
2. Orientation. Buildings create and define the public space (streets and sidewalks), and how the building faces this public way is important. Any building façade adjacent to a street should be oriented toward and engage the street. Buildings

should respect the orientation of surrounding buildings, existing pedestrian paths and sidewalks, and the orientation of surrounding streets.

3. Building Components. The building should have an identifiable base, body, and cap. The design and detailing of the base are critical to defining the public space, engaging the street, and creating an interesting pedestrian environment. Lower levels should be sufficiently detailed to "ground" the building. The top of the building should be clearly defined through treatments such as cornices or non-flat roof elements where appropriate. The middle of the building should provide a transition between the top and the base. Mechanical equipment (including rooftop) should be architecturally screened.
4. Articulation. Well-articulated buildings add architectural interest and variety to the massing of a building and help break up long, monotonous facades. A variety of elements should be incorporated into the design of the building to provide sufficient articulation of the facades. This may be achieved by having the variety in the mix of unit size and layout, or changes in floor levels, be reflected in the exterior of the building. This may also be achieved by incorporating the use of: vertical and/or horizontal reveals, stepbacks, modulation, projections, and three dimensional detail between surface planes to create shadow lines and break up flat surface areas. If large blank surfaces are proposed, they should be for some compelling design purpose, and the design should incorporate mitigating features to enrich the appearance of the project and provide a sense of human scale at the ground level that is inviting to the public.
5. Openings. The size and rhythm of building openings (windows, doors, etc.) in a building should respect those established by existing buildings in the area and the residential and/or mixed-use nature of the building. The street façade should incorporate a sufficient number of windows, doors, balconies, and other opportunities for occupant surveillance of public areas. Visibility should be provided to areas accessed when entering or exiting a building. Lower floor facades should be more transparent and open than upper floors to provide a more detailed and human scaled architectural expression along the sidewalk. Window glass should have a high degree of transparency and should not be dark or reflective. Garage doors should not be visible from the street. If a design is proposed in which garage doors (or other service openings) are visible from the street, they should be sufficiently detailed and integrated into the building.
6. Materials. A variety of materials should be utilized to provide visual interest to the building. Colors and materials should be selected for compatibility with the site and the neighboring area. All sides of a structure should exhibit design continuity and be finished with quality materials. Materials should be those typically found in urban settings. Durable, low-maintenance materials should be used-- particularly on surfaces close to the street.
7. Entry Treatment. Buildings with obvious entrances contribute to the definition of the public way and promote a strong pedestrian feel along the street. The building should have at least one clearly-defined primary entrance oriented towards the street. Entrances should be sized and articulated in proportion to the scale of the building. This may be achieved through the utilization of architectural elements such as: lintels, pediments, pilasters, columns, porticoes,

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porches, overhangs, railings, balustrades, and others, where appropriate. Any such element utilized should be architecturally compatible with the style, materials, colors, and details of the building as a whole, as shall the doors.

8. Terminal Views and Highly-Visible Corners. The design of buildings occupying sites located at the end of a street, on a highly-visible corner, or in other prominent view sheds should reflect the prominence of the site. Particular attention should be paid to views from these perspectives and the structures should be treated as focal points by demonstrating a higher degree of architectural embellishments, such as corner towers, to emphasize their location.
9. Additional Criteria for Bonus Stories in Downtown Design Zone 2. Pursuant to Section 28.07(e)2.a., a structure may be allowed to have up to two additional stories (a maximum of 12 total stories), should it be determined that allowing such a bonus would result in a building design that makes an extraordinary contribution to the architecture of the area and the city as a whole. The bonus stories should serve as an incentive to creative building design, and not be viewed as the "permitted" height. This provision is intended to allow for increased design flexibility and not to simply allow for a bigger building. The bonus story(ies) should be stepped back and less massive than the floors below. The intent is to encourage buildings that appear less boxy at the top and provide more visual interest to the skyline. The appropriateness of allowing any bonus stories is at the sole discretion of the Urban Design Commission and Planning Commission.

Site Design / Function:

1. Semi-Public Spaces. The space between the front façade of the building and the public sidewalk is an important transition area. It can vary in size, but should be thoughtfully considered with a variety of textures in ground treatment—particularly the area around the entryway. The emphasis should be on an urban landscape, incorporating elements such as raised planters which could also be used as seating, street furniture, lighting, and landscape materials. These features should be architecturally compatible with the styles, materials and colors of the principal building on the lot and those in the immediate area.
2. Landscaping. Landscaping should be integrated with other functional and ornamental site and building design elements, and should reinforce the overall character of the area. Landscaping can be effective in reducing the massiveness of a building and in creating a more inviting pedestrian environment. Landscaping should be provided in the front where the building meets the ground as appropriate in the context (maybe trees or planters depending on the setbacks, shape and size of the building) to anchor building to the ground and soften the edge. Plants should be selected based on their compatibility with site and construction features. Base of maintenance should also be considered.
3. Lighting. Exterior lighting should be designed to coordinate with the building architecture and landscaping. Building-mounted fixtures should be compatible with the building facades. Exterior lighting levels should not be excessive and should provide even light distribution. Areas around the entryways should be lit

sufficiently. Overall lighting levels should be consistent with the character and intensity of existing lighting in the area surrounding the project site.

Interior Building Design.

The criteria for determining the acceptability of a residential planned unit development within the Downtown Design Zones recognize the particular importance of building layout, functionality, interior design, and general level of amenity in ensuring that the living environment provided will be attractive, desirable and practical in an area where the intensity of development is relatively high, many potential development sites are relatively constrained in size and limited in configuration, and opportunities for on-site features and amenities outside the building envelope may be necessarily limited. Relevant factors for consideration include:

1. Mix of Dwelling Unit Types. A variety of dwelling unit types, as defined by the number of bedrooms per unit, should be available within the project. There should not be an over-concentration of either very small (efficiency and one bedroom) or very large (four or more bedrooms) units so as to maintain residential choice and provide flexibility for shifts in housing market demand.
2. Dwelling Unit Size, Type and Layout. The size and layout of each dwelling unit shall be adequate to allow for reasonably efficient placement of furniture to serve the needs of the occupants and create reasonable circulation patterns within the unit.
 - a. The sizes of bedrooms within the dwelling units should be designed to discourage multiple occupancy of bedrooms when that would result in more than five unrelated individuals living in a unit (the maximum occupancy allowed in the R6 General Residence District). The bedroom sizes should not be large enough to encourage multiple occupancy in units with three or more bedrooms. To the extent compatible with this consideration, having at least one bedroom in each unit sufficiently large for double occupancy makes the unit more suitable for households that include a couple.
 - b. The size and design of the living room within each unit shall reflect and be adequate for the intended number of occupants of the unit. It is generally expected that the living area be capable of comfortably seating at least the number of residents expected to occupy the unit; however, appropriate size shall be determined as part of the overall project review.
3. Interior Entryway. The interior entryway should create an inviting appearance and, when feasible, should include a lobby or similar area where visitors or persons making deliveries can wait. The entryway should be sufficiently transparent to see into or out of the building when entering or leaving.
4. Usable Open Space. Project designs should provide attractive, safe and creatively designed yards, courtyards, plazas, sitting areas or other similar open spaces for building residents. Usable open space on balconies or roof decks may be provided as long as they are sufficiently large (a suggested minimum size for a balcony is 4 feet by 8 feet) and are provided or accessible to all residents. Usable

open space on roof decks at lower elevations is preferred to rooftops. At some locations, side and rear yards sufficient to provide usable open space may be limited, and outdoor open space may not represent the most beneficial use of a limited site when the overall density of development is relatively high. Common recreational facilities and social activity spaces in the development may be considered toward meeting the need for usable open space.

5. Trash Storage. The trash storage area for the building should be located where it is reasonably accessible to the residents, as well as to disposal pick-up crews. In general, it is recommended that the trash storage area be located within the building footprint. Trash storage areas shall not be located in building front yards. Trash storage areas at any location shall be adequately screened to preserve an attractive appearance from the buildings on the site, from adjacent buildings and uses, and from public streets and walkways.

6. Off Street Loading. Adequate off-street loading areas shall be provided, as specified in Section 28.11. The Plan Commission may consider arrangements to provide off-street loading and access from adjoining properties to satisfy the requirement provided that continued use of these arrangements is assured. For all residential developments where the off-street loading area is not adequate to accommodate the anticipated needs of residents moving into or out of the dwelling units, and in particular when significant numbers of residents are expected to want to make these moves within the same limited time period (as with student-oriented housing), a specific resident move-in plan shall also be submitted with the application for a residential development in a Downtown Design Zone describing in detail how the moving needs of residents will be accommodated without creating congestion or traffic problems on public streets or unauthorized use of parking and loading areas that are not part of the development.

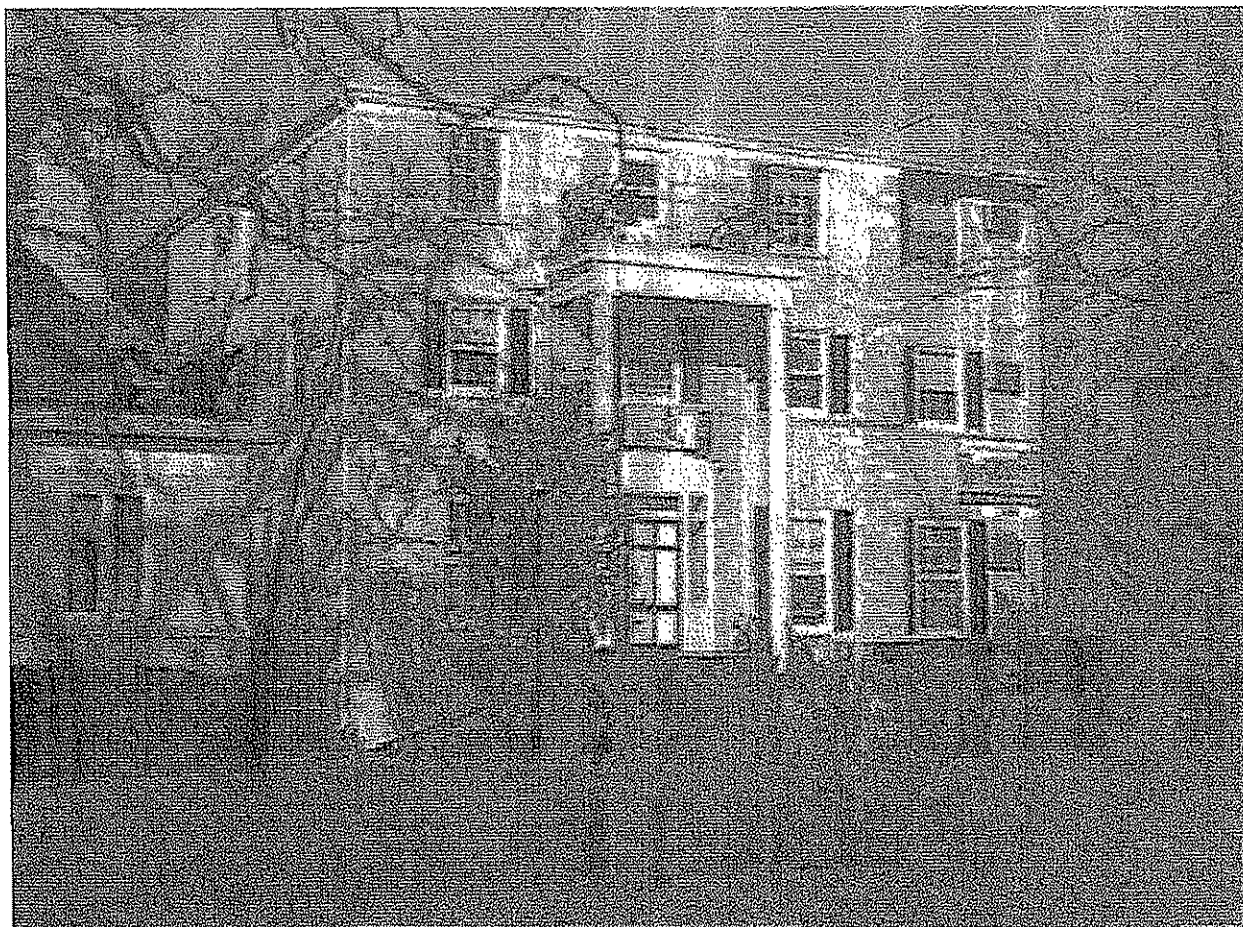
7. Resident Parking.

- a. Vehicles. The adequacy of provisions for the off-street parking of residents' motor vehicles shall be evaluated as part of the review of the specific development plan. The Plan Commission may consider the likelihood that the types of residents expected will need or desire to keep private motor vehicles, the particular constraints of the development site and the resulting trade-off between the amount of parking provided and other potential site or building amenities, as well as alternate arrangements provided to accommodate the parking needs of residents, such as, provision of leased parking spaces at another location. Inadequate on-site parking may result in restrictions on residents' eligibility to obtain Residential Street Parking Permits. Underground parking is preferred to surface parking lots.
- b. Bicycles. Adequate on-site bicycle parking shall be provided to meet the needs of all the residents and users of the developments, as provided by Section 28.11(3)(e). Bicycle parking may be shared or assigned to individual dwelling units and should be located where it is reasonably convenient to the residents and to the public street system. It is recommended that at least some bicycle parking should be provided inside the building or in another location protected from the weather. If it is intended or anticipated that residents will store bicycles within individual dwelling units, the design of

the units shall include provision for this storage, and hallways, elevators, and other building features shall be appropriately designed to facilitate the transport of bicycles to and from the units.

- c. Mopeds. Adequate parking for mopeds should be provided to meet the needs of the residents. Indoor parking spaces should be provided within the parking area provided for other motor vehicles. Outdoor parking for mopeds may be provided within the parking area provided for other motor vehicles or within bicycle parking areas. Mopeds shall not be kept inside the building except within designated moped or motor vehicle parking areas.

- 7. Building Security and Management. Building security and adequate resident access to building management shall be provided as necessary to ensure the safety of residents and to protect them from excessive noise and other nuisances that might be created in and around the premises. Depending upon the size of the building, intensity of occupancy, and type of residents anticipated, adequate security might also require on-site management. A management plan shall be submitted with each application for a residential development in a Downtown Design Zone describing in detail how the necessary security and access to management will be provided. The Plan Commission shall retain continuing jurisdiction over the management plan, and in the event that security problems occur in the future, the Plan Commission may review the management plan and may require that additional actions be taken by the building owner to address specific problems or deficiencies determined to exist.



228 LANGDON

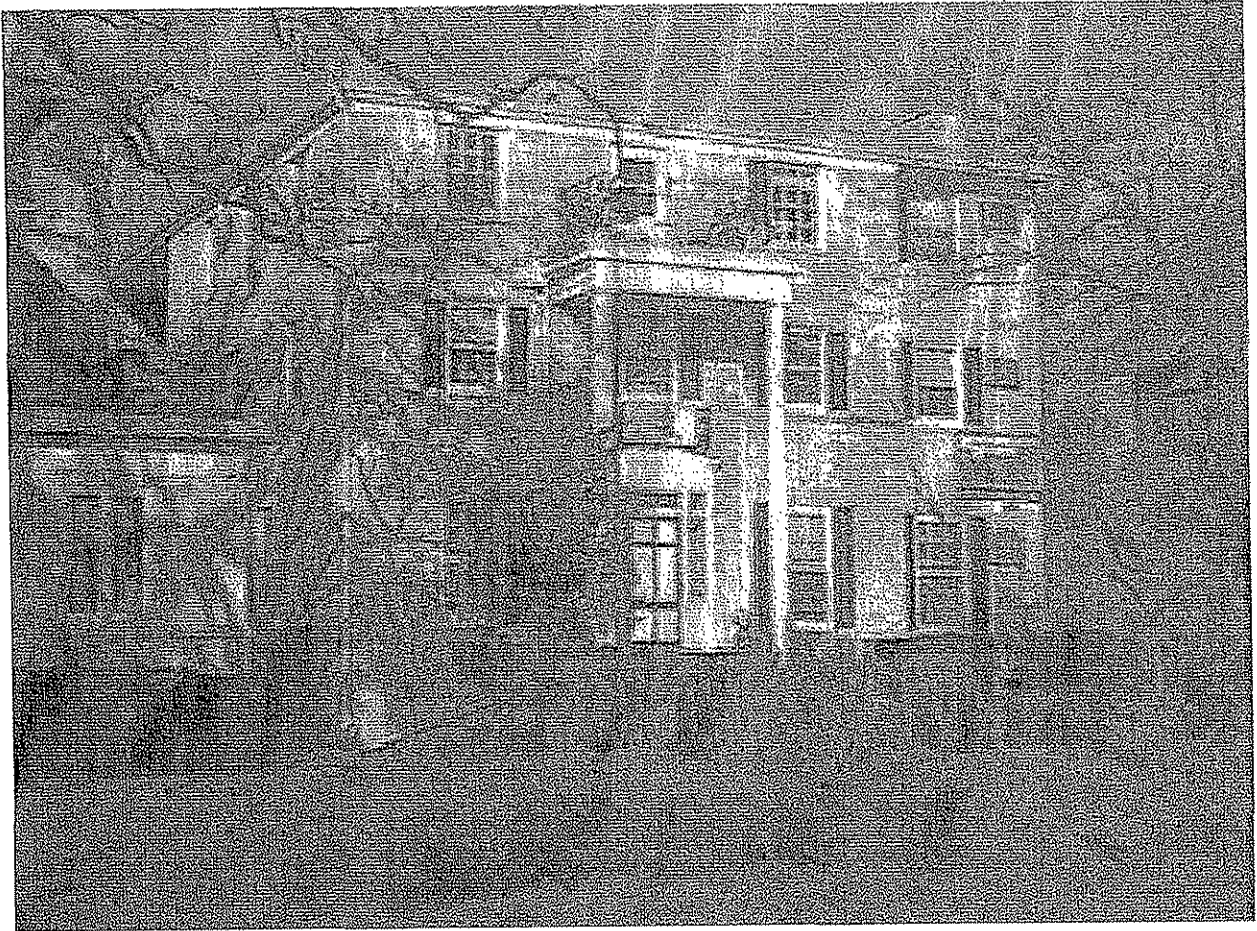


240 W. LAKE LAWN

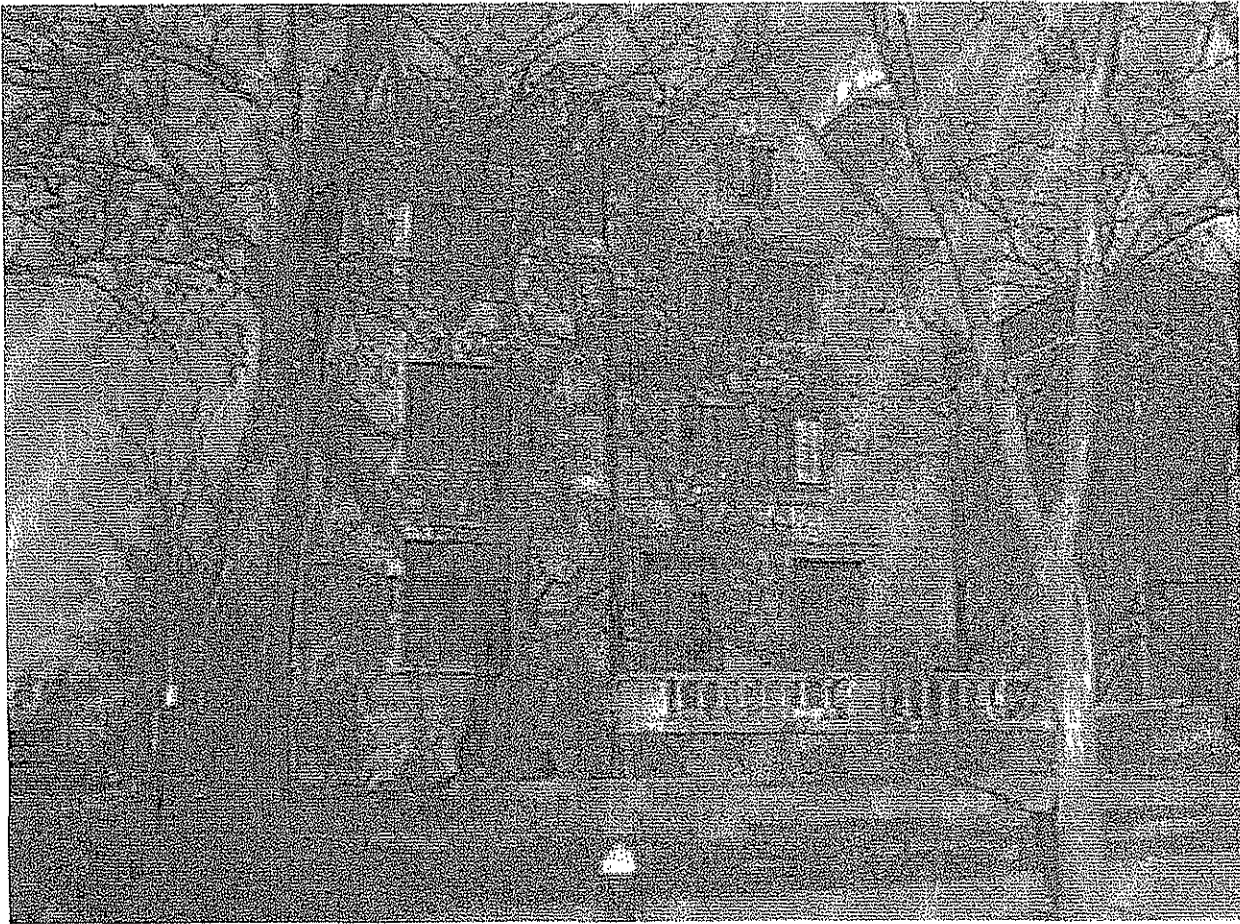
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237 W. LAKEVIEW PL.



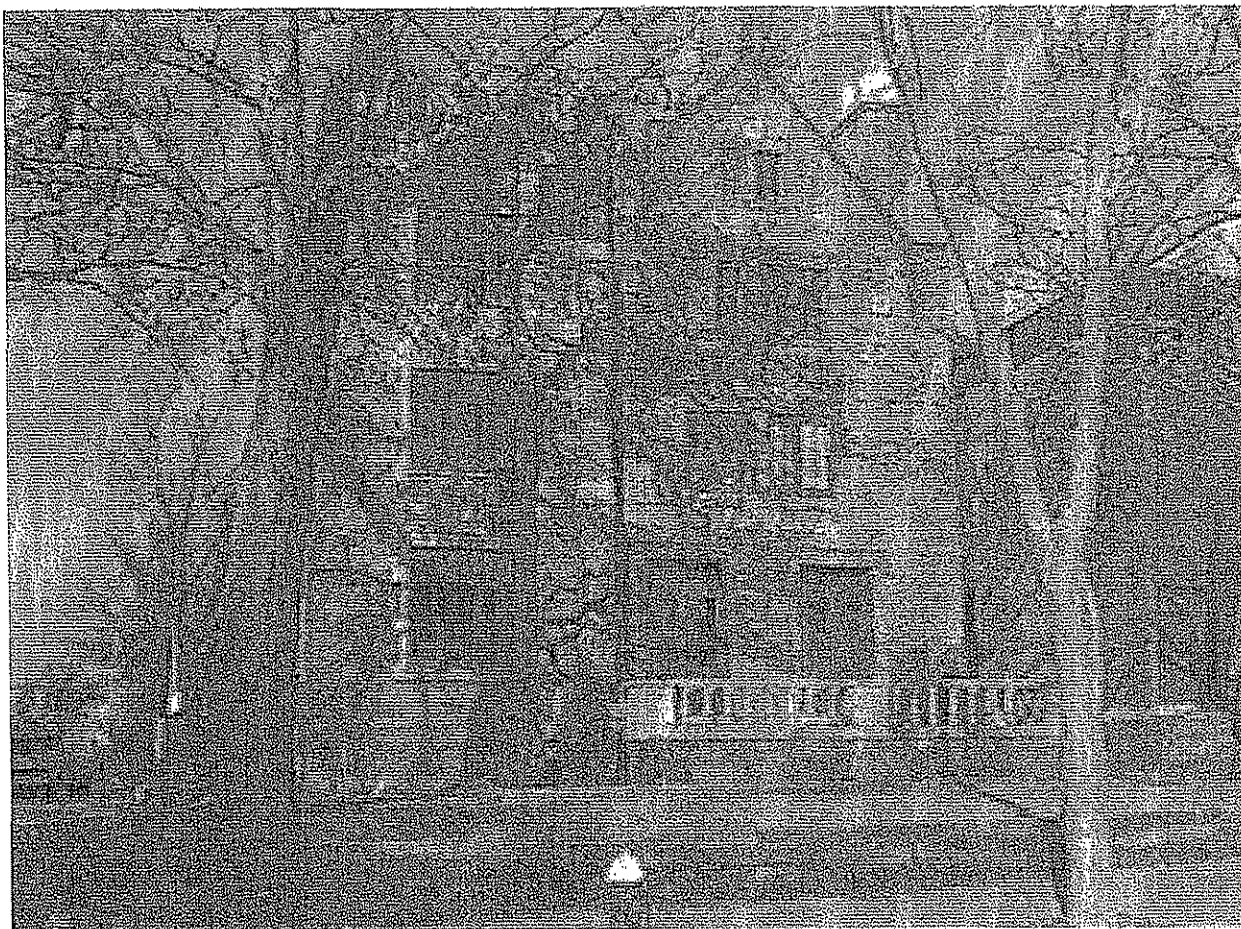
228 LANGDON



301 W. LAKEVIEW PLACE
ACACIA FRATERNITY



237 W. LAKELAWN PL.



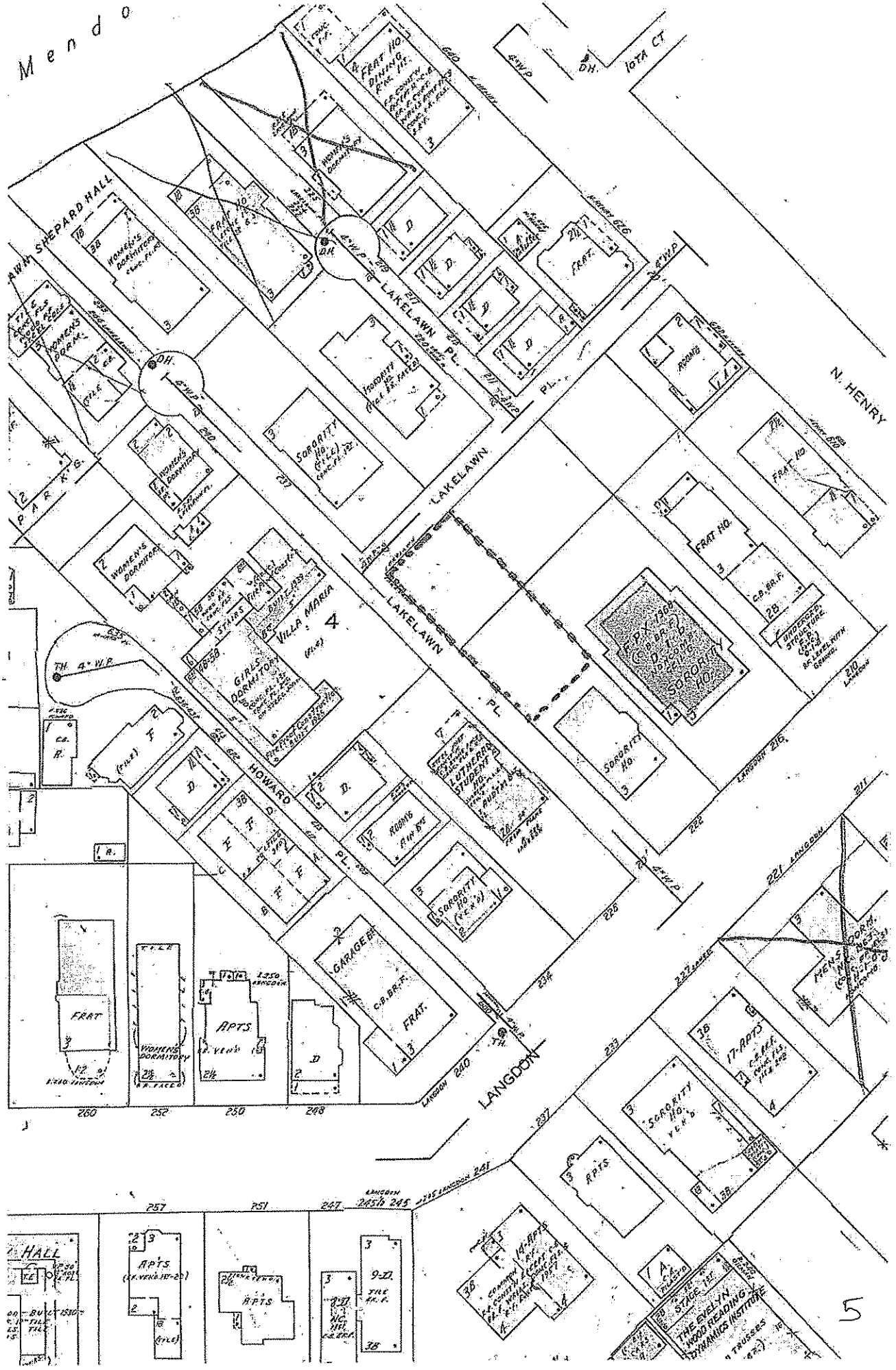
301 W. LAKEVIEW PLACE
ACORN FRATERNITY

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240 W. LAKE LAWN

Mendo





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
1 866 704 2315 Textnet

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.
Gregory T. Fries, P.E.

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

Operations Manager
Kathleen M. Cryan

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

Financial Officer
Steven B. Danner-Rivers

DATE: December 1, 2008

TO: Plan Commission

FROM: Larry D. Nelson, P.E., City Engineer

SUBJECT: 201-229 West Lakelawn Place 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. Prior to approval, owner shall dedicate a public storm sewer easement for the existing storm sewer on nearby property known as 250 West Lakelawn Place.
2. The City shall reconstruct West Lakelawn Place in 2009 including upgrading of City utilities. The applicant shall be assessed proportionately for their share of these improvements. Prior to approval, the owner shall execute a "waiver of notice" for these assessments. Additional, the owner shall cooperate and coordinate their construction with the City project.
3. The developer shall dedicate right-of-way at the corner of Lakelawn Place and West Lakelawn Place as required by the City Engineer to facilitate the curb and sidewalk at the corner.
4. An 8" "storm" is shown existing to the right-of-way where no storm exists.
5. It appears roof drains, floor (parking) drains and an exterior trench drain are connected to a sump pump and discharged to the storm sewer. This is not acceptable. Roof and trench drains go to storm. Parking (underground) goes to sanitary after treatment.
6. Pumping plans shall be stamped by a P.E. or a Master Plumber as capable of handling the 100-year storm event.
7. Retaining walls adjacent to right-of-way shall require a maintenance agreement.
8. Each building shall be served by a separate sanitary sewer lateral.
9. City Engineering recommends the owner/applicant submit a Certified Survey Map (CSM) for approval and recording to accomplish the required dedications of public storm sewer easement and public right-of-way for Lakelawn Place and West Lakelawn Place. Another dedication option is a separate City Real Estate Project, yet the CSM option most likely would facilitate the dedication more efficiently for the owner/applicant. The owner/applicant shall choose their preferred dedication option and initiate immediately to avoid potential project schedule delays.

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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: 201-229 West Lakelawn Place Rezoning

General

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

LOTS / BUILDINGS WITHIN THIS SUBDIVISION / DEVELOPMENT ARE SUBJECT TO IMPACT FEES THAT ARE DUE AND PAYABLE AT THE TIME BUILDING PERMIT(S) ARE ISSUED.

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.
- 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

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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 _____.
- 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.

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- 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 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 lzenchenko@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 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 4, 2008

Rev: January 5, 2009

TO: Plan Commission

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

SUBJECT: **201 & 229 West Lakelawn Place – Rezoning – Remodel Existing Apartment and Construct New 16 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 222 Langdon Street, 201 & 229 West Lakelawn Place 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 222 Langdon Street a copy of the lease and zoning text noting the above condition in the lease when submitting plans for City approval.
2. The applicant shall remove the driveway approach onto Lakelawn Place and contact City Engineering to install a bike ramp for access.
3. The applicant shall remove the noted Langdon St. "Existing Loading Zoning" from site plans.

PEDESTRIAN AND BICYCLE TRANSPORTATION REVIEW COMMENTS

4. The applicant should provide an area for visitor outside and inside tenant 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:

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), 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'.

6. All directional/regulatory signage and pavement markings on the site shall be shown and noted on the plan.
7. 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.
8. 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: David Kaul
Fax: 258-5599
Email: dnk@alexandercompany.com

DCD: DJM: dm

**CITY OF MADISON
INTERDEPARTMENTAL
CORRESPONDENCE**

Date: January 5, 2008

To: Plan Commission
From: Patrick Anderson, Assistant Zoning Administrator
Subject: 201 & 229 West Lakelawn Place

Present Zoning District: R-6 DDZ4

Proposed Zoning District: PUD-GDP & SIP.

Proposed Use: Fraternity converted to lodging rooms and apartments and construct a new 18-unit apartment building.

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. Provide twenty-eight (28) bike parking stalls in a safe and convenient location on an impervious surface to be shown on the final plan. The racks shall be securely anchored to the ground or building to prevent the lockers or racks from being removed from the location. A bike-parking stall is two feet by six feet with a five-foot access area. **NOTE: Would recommend that the only bike/moped access be off of W. Lakelawn Place. Proposed access onto Lakelawn Place should be replaced with plantings.**
2. Obtain a Certificate of Occupancy for the change of use from rooming and boarding house to lodging rooms and apartments. This use permit is not transferable to another location or another holder. The facility shall pass the inspection of the Director of the Inspection Unit and the Fire Prevention Division.
3. Shall provide adequate provisions for the improvement and continuing preservation and maintenance of attractive open space.
4. If outdoor lighting is provided, it must comply with City of Madison outdoor lighting standards.
5. In regard to the provision of off-street loading berths, the applicant has not provided a designated off-street loading area for this project, and therefore requesting a waiver of said requirement.

201 & 229 West Lakelawn Place

December 15, 2008

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DDZA / R-6 ZONING CRITERIA

Bulk Requirements	Required	Proposed
Lot Area	6,000 sq. ft.	13,780 sq. ft.
Lot width	50'	56.33'
Usable open space	5,530 sq. ft. (3)	240 sq. ft. (3)
Front yard	25' min. from Langdon St.	28' from Langdon St.
Side yards	8' and 6' min.	8' and 6' min.
Rear yard	20' min.	20'
Floor area ratio	3.0 max.	2.46

Site Design	Required	Proposed
Number parking stalls	0 (28.08 (1) (i))	0
Bike parking	28 (25 for apts., 3 for Lodg.)	72 (1)
Accessible stalls	0 (28.08 (1) (i))	0
Landscaping	Yes	Adequate (3)
Lighting	No	n/a (4)

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

- Since this project is being rezoned to the **(PUD-GDP & 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.

Stouder, Heather

From: Sullivan, William
Sent: Monday, January 05, 2009 10:50 AM
To: 'dnk@alexandercompany.com'; 'ajw@alexandercompany.com'
Cc: Strassburg, Scott; Stouder, Heather
Subject: RE: 201-229 W Lakelawn updates

David,

The trees located along W Lakelawn will need to be modified to accommodate aerial access. The tree canopy should not encroach into the aerial lanes and there shall be the equivalent of (1) tree canopy width of clear space between the edges of the adjacent tree canopies.

Please contact me to discuss further.

Sincerely,
 Bill Sullivan
 Fire Protection Engineer
 City of Madison Fire Dept.
 608-261-9658
wsullivan@cityofmadison.com

From: Stouder, Heather
Sent: Monday, January 05, 2009 9:58 AM
To: 'Kaul, David'; 'Winkler, Adam'
Cc: Dailey, Janet; Anderson, Patrick; Leach, John; Martin, Al; Fruhling, William; Murphy, Brad; Strassburg, Scott; Konkel, Brenda
Subject: 201-229 W Lakelawn updates

Hello David and Adam-

Due to your very tight timeline and the significant revisions proposed, I've distributed your revised plans for review by Zoning, Engineering, and Traffic Engineering. As you can imagine, there is very little time for review by staff, and it would be advantageous for you to anticipate problematic issues and contact agencies directly to discuss them. Still, as issues arise and are brought to my attention, I'll certainly do my best to pass along information to you so that you are able to discuss potential revisions prior to Wednesday's UDC meeting.

Along those lines, I just spoke with John Leach, who initially looked at your proposed revisions this morning. Traffic Engineering will not be able to grant a driveway in the rear of the property, since automobiles will no longer require access to the first level. Instead, there will need to be another means of access to the bicycle and moped storage area, which may involve an ADA-compliant ramp along the W. Lakelawn frontage and/or clear access from the Langdon Street frontage. As a side note, the elimination of the driveway should positively impact your usable open space calculation.

Also, there may be conflicts between the proposed tree plantings along the W. Lakelawn frontage and Fire Department policy that you should attempt to figure out prior to the UDC meeting this week. Please contact Scott Strassburg at 261-9843 (also cc'd above) and arrange for an additional review as necessary.

Thank you, and please don't hesitate to contact me with questions. If I don't have the answers, I'll make sure we find them for you.

Sincerely,

1/7/2009

Stouder, Heather

From: Murphy, Brad
Sent: Monday, November 10, 2008 8:30 AM
To: Stouder, Heather
Subject: FW: [cni_ec] Plans underway to renovate fraternity home

For your info, the case file and the Plan Commission.

Brad Murphy
Planning Division Director
Dept. of Planning & Community & Economic Development
PO Box 2985
Madison WI 53701-2985
608 266 4635
608 267 8739 FAX

From: Ledell Zellers [mailto:lzellers@mailbag.com]
Sent: Friday, November 07, 2008 5:26 PM
To: Murphy, Brad
Subject: FW: [cni_ec] Plans underway to renovate fraternity home

For Plan Commission.

From: cni_ec@yahoogroups.com [mailto:cni_ec@yahoogroups.com] **On Behalf Of** Griffin Klema
Sent: Friday, November 07, 2008 12:38 PM
To: cni_ec@yahoogroups.com
Cc: Eli Judge; JESSICA PAVLIC; Mike Verveer; Rankin, Katherine
Subject: Re: [cni_ec] Plans underway to renovate fraternity home

Thanks Jonathan.

After looking at the proposal, I am very disappointed with the design, and absolutely agree with Kitty's comments. However, I greatly appreciate that Alexander Co. is willing to invest in renovating the existing Acacia building. I hope they will scrap this design entirely and devise something more timeless. I have seen their projects, and their new developments always seem to have a contemporary feel, which is out of place in the historic Langdon district.

I urge the UDC and Landmarks Commission to reject this proposal until a more compatible building design is submitted.

Griffin Klema

On Fri, Nov 7, 2008 at 11:18 AM, Cooper, Jonathan D - WHS
<Jonathan.Cooper@wisconsinhistory.org> wrote:

This is on the Landmarks Commission agenda for next Monday

11/11/2008

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http://legistar.cityofmadison.com/meetings/2008/11/5981_A_LANDMARKS_COMMISSION_08-11-10_Agenda.pdf

Kitty Rankin's not particularly impressed with the design of the new apartment building
<http://legistar.cityofmadison.com/attachments/39f6a9f4-1f5a-46c0-9ec8-1e47227dbcf6.pdf>

From: cni_ec@yahoogroups.com [mailto:cni_ec@yahoogroups.com] **On Behalf Of** William Patterson
Sent: Friday, November 07, 2008 6:15 AM
To: cni_ec@yahoogroups.com
Subject: [cni_ec] Plans underway to renovate fraternity home

Plans underway to renovate fraternity home

By: [Abby Sears](#) /The Daily Cardinal - November 7, 2008

Acacia Fraternity is working with The Alexander Company to renovate their home and build a new apartment complex by August 2009.

A local development company is teaming up with Acacia Fraternity at UW-Madison to plan the renovation of their home and the creation of a new apartment complex nearby.

The Alexander Company plans to revamp the Acacia house at 222 Langdon St. in addition to creating a four-story, 23-unit apartment building called the Vesta Apartments in the parking lot behind the fraternity house.

Dan Peterson, communications director for The Alexander Company, said the 81-year-old home was due for a touch-up, which will be completed at the same time as the construction of the new apartments.

"It's a fraternity house, so it's quite old and it's quite beat up," Peterson said. "The same amenities that are going to be included in the new apartments are going to be in the existing house as well."

Scheduled for occupancy in 2009, the new apartments will dedicate two floors to the fraternity, but Peterson said the remaining units will be available at a competitive market price.

Peterson said the company is currently meeting with neighbors to inform residents of the proposed changes and get input on the plans.

"We really want to educate the neighborhood so that they understand what our intentions are, and they're providing us feedback with what our plans are," he said.

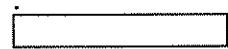
Acacia alum Bill Andrae said the fraternity is enthusiastic about the plans.

"We are excited to maintain the fraternity at this location and look forward to this revitalization of the Langdon Street neighborhood," Andrae said in a statement.

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MICHAEL BEST

& FRIEDRICH LLP

**Michael Best & Friedrich LLP
Attorneys at Law**

One South Pinckney Street
Suite 700
Madison, WI 53703

P.O. Box 1806
Madison, WI 53701-1806

Phone 608.257.3501
Fax 608.283.2275

William F. White

Direct 608.283.2246
Email wfwhite@michaelbest.com

January 8, 2009

Nan E. Fey, Chair
City of Madison Plan Commission
c/o City of Madison Department of Planning & Development
Room LL-100
215 Martin Luther King, Jr. Blvd.
Madison, WI 53709

Re: Acacia Fraternity House Development
201/229 W. Lakelawn Place

Dear Chair Fey:

We represent the Alexander Company which is the architect and agent for the Acacia Foundation of Wisconsin, Inc. regarding the above-referenced redevelopment. This matter will come before the Plan Commission on Monday evening, January 12, 2009, seeking approval of a Planned Unit Development and General Development Plan/Specific Implementation Plan. We ask for approval at that time.

The proposed development is in two phases. First is the renovation of the existing Acacia House on Langdon Street. As a result of the renovation, there will be 9 bedrooms allocated to the fraternity house and 7 rental apartment units used to support the missions of the Acacia House. The second phase of the development implements the City's backlot redevelopment goals on Lakelawn Place. This new building will consist of 16 units and 53 bedrooms. There will be no automobile parking, but will have parking for 89 bicycles and mopeds, although UDC has recommended removal of 11 of those stalls which front on Langdon Street.

The project is located within Downtown Design District 4 and is one of the first buildings to come through this process. Consequently, it has received intensive scrutiny and review from both Landmarks Commission and the Urban Design Commission. While the Landmarks Commission initially voted unfavorably on the project, substantial changes made to the exterior building materials as well as the functionality of the building resulted in the Urban Design Commission granting initial approval on January 7, 2009. Based on the substantial changes to the building, Alder Brenda Konkol, who is not only the Alder in whose district this project is located, but also the Aldermanic representative to the Landmarks Commission, recommended that it not be referred back to Landmarks Commission for further review.

The new building will replace a backyard parking lot. It has been the longstanding City policy to replace, in an incremental fashion, all backyard parking lots which are not accessory to a principal structure. Consequently, this project not only fulfills the City's long-term goals of

MICHAEL BEST

& FRIEDRICH LLP

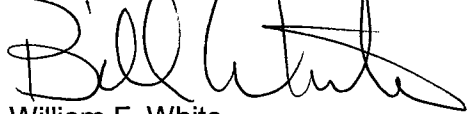
Nancy E. Fey
January 8, 2009
Page 2

eliminating backyard parking, also increases the density and urban feel for an area which has been designated by the City through its Downtown Design District 4.

We will be present on Monday evening and available to discuss this matter over the weekend. If there any questions, please do not hesitate to contact me at 695-4946 or Dave Kaul, the architect, on the project at (414) 651-1593. We look forward to seeing you on Monday evening.

Sincerely,

MICHAEL BEST & FRIEDRICH LLP



William F. White

WFW:cmm

cc: City of Madison Plan Commissioners
Alder Brenda Konkel
Jessica Pavlic, State/Langdon Neighborhood Association
Heather Stouder
Alan Martin
Peter Ostlind

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