



Department of Planning & Community & Economic Development  
**Planning Division**

Website: [www.cityofmadison.com](http://www.cityofmadison.com)

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January 7, 2009

Wally Johnson  
Workshop Architects, Inc.  
1736 North Second Street  
Milwaukee, WI 53212

RE: Approval of a request to demolish Union South and another UW office building and rezone 1308 West Dayton Street from R6 (General Residence District) and C2 (General Commercial District) to Planned Unit Development-General Development Plan, (PUD-GDP) to allow for the future construction of a new south campus union.

Dear Mr. Johnson:

At its January 6, 2009 meeting, the Common Council **approved** your client's application to demolish Union South and another UW office building and rezone 1308 Dayton Street from R6 (General Residence District) and C2 (General Commercial District) to Planned Unit Development-General Development Plan, (PUD-GDP) to allow for the future construction of a new south campus union. The following conditions of approval shall be satisfied prior to final approval and recording of the General Development Plan:

**Please contact Janet Dailey, City Engineering, at 261-9688 if you have questions regarding the following twenty (20) items:**

1. Installation of sanitary sewer lateral on West Dayton Street shall be coordinated with pavement restoration for UW Randall / Dayton Street project.
2. Clearly show the existing infrastructure conditions, including the curb and gutter, sidewalk and other infrastructure on the site plan.
3. A maintenance agreement shall be required for the rain gardens, which shall be executed and returned to City Engineering to be recorded by the Dane County Register of Deeds.
4. Construction of bus pull-out on Randall Avenue shall be coordinated with UW Randall / Dayton Street project.
5. Sanitary sewer lateral connection on West Dayton Street will require a manhole over the city sewer.
6. Proposed sanitary sewer connection to Randall requires permit from Madison Metropolitan Sewer District (MMSD), prior to approval.
7. The proposed project will require improvements to Dayton Street, Randall Avenue, Campus Drive and Orchard Street to accommodate the vacation of Johnson Street and to accommodate ingress and egress to the project. All improvements will include lighting, storm drainage, and terrace improvements as required by the City Engineer and City Traffic Engineer. All costs shall be the responsibility of the Developer. The improvements generally consist of:

- a. Widening on Dayton Street as required to accommodate left turns into the parking ramp and drop off area if required by the City Traffic Engineer.
  - b. A median north and south of Engineering Drive, a directional median for Engineering Drive which will allow left turns in but restrict left turns out, bike lanes and other incidental items as necessary to manage traffic on Randall Avenue.
  - c. The reconstruction of the Campus Drive and Randall Avenue intersection to compensate for the elimination of Johnson Street between Randall Avenue and Orchard Street.
  - d. The reconstruction of the public portion of Orchard Street.
  - e. The construction of rail crossing, railroad signals and gates at the railroad crossing at Randall Avenue and at Orchard Street as required by the Office of the Commissioner of Railroads and the City Engineer. All costs for the improvement shall be paid by the Developer.
8. The City of Madison Engineering Division will prepare a multi-purpose resolution ultimately vacating a portion of West Johnson Street, approving the geometric design for the project, and authorizing the City to petition the State of Wisconsin Commissioner of Railroads for removal of the existing vehicular crossing of the Wisconsin & Southern Railroad (WSOR) at W. Johnson Street and N. Orchard St. and modification of the crossing on N. Randall Ave. south of Campus Drive. The UW shall prepare and record a Certified Survey Map in the event there is a need for public right-of-way or easement rights to be conveyed to the City for public infrastructure for this project.
  9. 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.
  10. The approval of this rezoning 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.
  11. The Applicant shall replace all sidewalk and curb and gutter which abuts the property that is damaged by the construction or any sidewalk and curb and gutter that 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.
  12. All work in the public right-of-way shall be performed by a City licensed contractor.
  13. 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.
  14. 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.

15. 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.
16. Prior to approval, this project shall comply with Chapter 37 of the Madison General Ordinances regarding stormwater management. Specifically, this development is required to a) control 40% TSS (20 micron particle) off of new paved surfaces and b) 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.
17. 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.
18. 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>.
19. 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>.
20. Prior to approval of the 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>.

**Please contact John Leach, Traffic Engineering, at 267-8755 if you have questions about the following seven (7) items:**

21. The development's proposal to vacate Johnson Street, close-off services to Orchard Street, and to consolidate several nearby parking lots into this one location is expected to create traffic impacts. These impacts will be a challenge to manage. A package of transportation actions has been developed in consultation with UW officials in an attempt to provide adequate measures to address the City's transportation concerns and interests.

Due to the request to vacate Johnson Street, the applicant has additional steps and measures to provide replacement of that street's services and functions. This will require the UW widening Randall Avenue from north of Dayton Street to Campus Drive and securing the Railroad's approval for this and the other changes near Orchard St and Campus Drive. The applicant shall enter into a developer's agreement / contract with the City for these changes and the following specific improvements required to support the development and impacts involved. Unless modified by an alternative financing plan or exception noted, the developer is expected to finance 100% of the street or transportation facilities reconstruction, traffic signal and railroad costs, and other costs related to the changes proposed and required for the GDP.

- a. The applicant shall widen and reconstruct Randall Ave from north of Dayton Street to Campus Drive to include a dedicated right turn lane onto Campus Drive (to replace the capacity lost because of a vacated Johnson Street), and obtain the Office of Commissioner of Railroad's approval for this and the other changes near Orchard St. and Campus Dr. The OCR approval process takes several months and is required prior to the street vacation and SIP approval.
  - b. The applicant shall dedicate right of way along Randall Avenue in accordance with the plans approved by the OCR and the City. The exact right of way dedication required will need to be finally determined after the OCR approval. However, the plans shall included space to add marked bike lanes in the street and new sidewalk and terrace, specifically a 4-8 ft wide terrace buffer for street trees, snow storage, signage and street lights; and a 6-10 ft wide free and clear concrete sidewalk / pedestrian corridor and 1-2 ft setback from building face/property line/special features. (A 6 ft wide terrace and 9 ft wide free and clear sidewalk may be acceptable.)
  - c. As agreed to with UW, the UW shall reconstruct the intersection of Engineering Drive and Randall Ave with special medians / islands to restrict access of left turns out onto Randall Ave.
  - d. As agreed to with UW, in concert with restricting left turns out onto Randall Ave., the UW will support and provide additional use of the access drive to University Ave/ Campus Drive at the Mechanical Engineering and Engineering Centers Buildings.
  - e. As agreed to with UW, the applicant shall reconstruct portions of both sides of Dayton Street at the site's parking ramp driveway to provide adequate space for left turn access and operations to the new parking ramp and the traffic signal at Randall Ave.
  - f. As agreed to with UW, the UW shall provide an off-street drop-off circle or cul de sac on Orchard Street at Dayton Street to minimize impacts to Dayton St. and the pedestrian and bicycle conditions there.
  - g. As agreed to with UW, the building shall be set back and have the dimension noted from the railroad corridor for future transportation (commuter rail) purposes, consistent with the UW's consultant report reviewed and agreed to by the City.
  - h. The applicant has requested traffic signals at N. Orchard and Campus Drive. A City Council resolution is required to approve any traffic signals. As a result the applicant will need to file a request to the City Council and Pedestrian Bicycle Motor Vehicle Commission for their review and approval. If and when signals are approved by the City, the University shall be responsible for 100% of the costs of installation according to the City's plans and specifications and responsible for executing an agreement with the City for 100% of the traffic signal operation and maintenance costs of the traffic signals installed for the benefit of the University (similar to existing agreement for the traffic signals at Highland Avenue and Observatory Drive). If traffic signals are approved, then this intersection shall be reconstructed to provide a special, mid-block intersection re-marking treatment of double crosswalks 60 feet apart for intersection recognition (similar to treatment of East Campus Mall at Johnson St).
  - i. The applicant's proposal to vacate Johnson Street results in the loss or removal of public on-street parking and loading facilities. This includes the existing seven (7) metered public parking stalls, one loading zone, one taxi stand, and bus stop. The City's Transit and Parking Commission and the University have entered into an agreement to resolve this and other University-related removal of public on-street parking (see City Legislative ID 11150), which will need to be considered with this GDP and prior to SIP approval.
22. The final locations and number of bicycle parking shall be reviewed and approved by the Traffic Engineer.
23. 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, adjacent driveway approaches to lots on either side, signage, percent of slope, vehicle routes, and a scaled drawing at 1" = 20'.

24. The applicant shall post a deposit or letter of credit and reimburse the City for all costs associated with any modifications to traffic signals, street lighting, signing and pavement marking, and conduit and hand holes, including labor, engineering and materials for both temporary and permanent installations. This will include the costs for installation, operation, and maintenance of any new traffic signals.
25. The applicant shall enter into a subdivision contract or developer's agreement for the reconstruction of the streets and sidewalk adjacent to the development, including Randall Ave. and Dayton Street. The reconstruction of the streets and sidewalk shall be subject to the plans and specifications of the City Traffic Engineer and City Engineer.
26. The applicant shall submit a construction staging and traffic control plan prior to approval of the GDP and SIP. The applicant shall post a deposit or letter of credit and reimburse the City for all costs associated with any modifications to Traffic Signals, Street Lighting, Signing and Pavement Marking, and conduit and hand holes, including labor, engineering and materials for both temporary and permanent installations.
27. The final design and/or improvements to Randall Ave, Orchard St., Dayton St. Campus Drive, and Johnson St. shall be reviewed and approved by the City Traffic Engineer and City Engineer. The applicant shall need to obtain separate approval by the Board of Public Works and Common Council for the restoration and/or reconstruction of the public right-of-way including any changes requested by the developer. The applicant shall note on the site plan, " All work proposed in the right-of-way is not being approved as part of the PUD (GDP). All work in the right-of-way is approved separately by the Board of Public Works, City of Madison."

**Please contact Timothy Sobota, Metro Transit, at 261-4289 if you have questions about the following eight (8) items:**

28. The proposed intersection configuration of Campus Drive and Randall Avenue shown on the site plans would eliminate the existing bus stop location on the south side of Campus Drive, east of Randall Avenue. This stop that would be eliminated serves the current Union South and adjacent properties, and would have otherwise directly served the proposed New South Campus Union, as well as the new WIDMIR site across the street. Elimination of this stop would also be contrary to the conceptual plans for the Transport 2020 commuter rail project, which anticipated direct passenger transfer opportunities between the train platform and local bus services at this stop location.
29. The closure/vacation of West Johnson Street, between Randall Avenue and Campus Drive, would result in the elimination of the UW Route 80 bus stop along the north frontage of Union South, as well as eliminate all Route 80 trips that currently travel west of Charter Street to reach this bus stop location (currently evening service only).
30. Metro Transit would not consider adding a new bus stop in the vicinity of the Orchard Street intersection (as proposed by the developer) unless a bump-out or other physical barrier were installed in the southern-most lane of Campus Drive (see previously provided exhibits). Such a device would serve to divide and protect the area of a bus stop zone from the traffic that is entering this lane of Campus Drive from northbound Randall Avenue. Addition of a bus stop at Orchard Street would require the closure of the existing bus stop serving the intersection of West Johnson Street and Charter Street, due to stop spacing requirements.
31. Metro Transit feels it is critical to continue to be able to provide convenient transit service to the major trip generators of the expanded student union, as well as the WIDMIR project on the opposite side of Campus Drive. However, the extent to which the site plans show modifications to roadway capacity on both Randall Avenue and Campus Drive to accommodate an increase in car traffic directly eliminates current transit operations and moreover precludes any safe or efficient alternative options.

32. Metro Transit would request that the Plan Commission adopt a recommendation to the Board of Public Works and ultimately the Common Council in support of a physical traffic barrier being installed in the traffic lane on Campus Drive, that would create a safe bus stop zone near Orchard Street as identified in item 30 above.
33. Per the previously provided diagram titled "Current Metro Transit operations", Metro Transit buses currently stop on Campus Drive west of the signalized rail and pedestrian crossing at Babcock Drive (A). From this stop location, riders have easy access crossing all lanes of both Campus Drive and University Avenue to points on the UW Campus. Departing this stop location, buses continue along the south curb line of Campus Drive (B) and approach the Randall Avenue intersection in the designated right turn only lane (C) that is added here (buses are exempt from this right turn requirement, which provides a travel time advantage for bus passengers to the extent the three through lanes of Campus Drive are more heavily congested). Buses continue straight through the intersection from this curb lane to the current bus stop location serving the Randall Avenue intersection and Union South area (D), which is delineated from the three through traffic lanes of Campus Drive by a solid white line. This dedicated lane marking allows not only a protected zone for loading and unloading the approximately 600 passengers per day who use this stop, but also affords buses a scheduled layover spot (as published in the Ride Guide bus schedules) and a location from which various routes can start trips (both instances where a bus may have occasion to park for three to five minutes before departing). The dedicated lane marking continues on Campus Drive through the current intersection with West Johnson Street, where traffic eastbound on West Johnson Street is required to yield to buses traveling along Campus Drive (E). Buses continue east towards their next stop as the lane marking transitions to a dashed line (F). The next bus stop is in the curb lane on the south side of West Johnson Street, west of Charter Street (G). The stop at Charter affords similarly important pedestrian access to the extent Charter Street extends north of University Avenue towards Van Hise Hall and Observatory Drive. In addition to the bus operations along Campus Drive, the UW Route 80 currently has evening trips that travel west of Charter Street along University Avenue and Randall Avenue to serve the bus stop location on West Johnson Street east of Randall Avenue (H). Buses make similar use of this location, as a protected stop zone, for scheduled layover and other short-term parking requirements (i.e. driver breaks).
34. Elimination of the bus stop on Campus Drive east of Randall Avenue would leave an approximately 1/8th mile or 700 foot walking distance from the project site back to the previous stop location near Babcock Drive. The walking distance from the northeast corner of the development parcel (West Johnson Street at Orchard Street) to the next bus stop at Charter Street would be approximately 350 feet. The distance between these two remaining bus stop locations at Babcock and Charter (due to the elimination of the stop at Randall) would be just over 1/4 of a mile in total.
35. Metro Transit requests to sign and review final documents submitted for this project.

**Please contact Dennis Cawley, Madison Water Utility, at 266-4651 if you have questions about the following three (3) items:**

36. The owner shall be responsible for all costs associated with the relocation of the existing water main in West Johnson Street.
37. The Madison Water Utility shall be notified to remove the water meter prior to demolition. This property is in a Wellhead Protection District, and this use is permitted in this district. All wells located on this property shall be abandoned if no valid well operation permit has been obtained from the Madison Water Utility.
38. The Water Utility will need to sign off the final plans, but will not need a copy of the approved plans.

**Please contact Scott Strassburg, Madison Fire Department, at 261-9843 if you have questions about compliance with Fire Department standards.**

**Please contact Pat Anderson, Assistant Zoning Administrator, at 266-5978 if you have questions about compliance with the City's Zoning Ordinance.**

**Please contact my office, at 267-1157 if you have questions about the following three (3) items. Please note that item 40 was amended by the Common Council, as indicated.**

39. That the street vacation and conditions related to it shall be approved prior to final sign-off and recording of this General Development Plan and the issuance of demolition permits. At its January 6, 2009 meeting, the Common Council clarified that demolition permits could be issued for Hi-Ray Hall prior to the final approval of the vacation of Johnson Street.
40. That the applicant work with staff to revise the GDP text and eliminate references to past uses and provide further description on the permitted and conditional uses. The GDP should also include University Library as a permitted list to accommodate the Wendt Library.
41. That the future SIP submittal provide additional detail on the specific location and hours of operation for any outdoor eating areas.

**The applicant is also required to satisfy the conditions of approval of the Urban Design Commission prior to the final approval of the planned unit development for recording. Please contact Al Martin, Urban Design Commission Secretary, at 267-8740 if you have any questions about those conditions.**

After the plans have been changed as per the above conditions, please file **eleven (11) sets** of the revised, complete site plans, building elevations, floor plans and any other documentation requested herein with the Zoning Administrator, Room LL-100, Madison Municipal Building, 215 Martin Luther King, Jr. Boulevard. The sets of final revised plans or documents will be circulated by the Zoning staff to the City department staff listed above for their signature of final approval.

Upon receipt of the aforementioned plans, documents and fees, and upon determining that they are complete, the Zoning Administrator shall record them with the Dane County Register of Deeds Office. The recorded originals will be returned to the applicant, with the recording information noted, when the Register of Deeds has completed the recording process.

If this plan is not recorded within one year of the date of approval by the Common Council, the approval shall be null and void. No construction or alteration of the property included in this application shall be permitted until a Specific Implementation Plan (SIP) has been approved and recorded.

Within thirty-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.

If you have any questions regarding recording this plan or obtaining permits, please call Matt Tucker, Zoning Administrator, at 266-4551. If I may be of any further assistance, please do not hesitate to contact me at 267-1150.

Sincerely,

Kevin Firchow, AICP  
Planner

cc: Pat Anderson, Zoning Administrator  
Janet Dailey, City Engineering  
John Leach, Traffic Engineering  
Scott Strassburg, Madison Fire Department  
George Dreckmann, Streets Division  
Dennis Cawley, Water Utility  
Tim Sobota, Madison Metro  
Gary Brown, UW Facilities Planning and Management (Via Email Only)

<b>For Official Use Only, Re: Final Plan Routing</b>			
<input checked="" type="checkbox"/>	Planning Division (Firchow)	<input checked="" type="checkbox"/>	Water Utility
<input checked="" type="checkbox"/>	Zoning Administrator	<input type="checkbox"/>	Parks Division (Park fees)
<input checked="" type="checkbox"/>	City Engineering	<input checked="" type="checkbox"/>	Urban Design Commission
<input checked="" type="checkbox"/>	Traffic Engineering	<input checked="" type="checkbox"/>	Recycling Coordinator (R&R)
<input checked="" type="checkbox"/>	Fire Department	<input checked="" type="checkbox"/>	Other: Madison Metro