



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

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

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215 Martin Luther King, Jr. Boulevard  
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April 24, 2007

Scott Kammer & Doug Hursh  
Potter Lawson, Inc.  
15 Ellis Potter Court  
Madison, Wisconsin 53711

RE: Approval of a demolition permit for four single-family residences located at 308, 312, 318 & 334 Dow Court.

Gentlemen:

The Plan Commission, meeting in regular session on April 23, 2007, placed your client's demolition application on file without prejudice. The Commission found that the standards for demolition permits in Section 28.04(22), Madison General Ordinances, were not met, in particular the consideration of the future use of the property following the demolition.

An appeal from the decision of the City Plan Commission on this decision may be taken to the Common Council by the applicant for the wrecking permit or by the Alderperson of the district in which the building proposed to be wrecked is located. Such appeal must specify the grounds thereof in respect to the findings of the City Plan Commission and must be filed with the office of the Zoning Administrator within ten (10) days of the final action of the City Plan Commission.

If you have any further questions, please do not hesitate to contact my office at 261-9632.

Sincerely,

Timothy M. Parks  
Planner

cc: Kathy Voeck, Assistant Zoning Administrator

**PLANNING DIVISION REPORT**  
**DEPARTMENT OF PLANNING AND COMMUNITY**  
**AND ECONOMIC DEVELOPMENT**  
**of April 18, 2007**

**RE: I.D. #06222, Demolition Permit – 308-334 Dow Court**

1. Requested Action: Approval of a demolition permit for four single-family residences located at 308, 312, 318 & 334 Dow Court.
2. Applicable Regulations: Section 28.04 (22) provides the guidelines and regulations for the approval of demolition permits.
3. Report Prepared By: Timothy M. Parks, Planner

**GENERAL INFORMATION**

1. Applicant & Property Owner: Dan Petersen, J.H. Findorff & Son; 300 S. Bedford Street; Madison.  
  
Agent: Scott Kammer, Potter Lawson, Inc.; 15 Ellis Potter Court; Madison.
2. Development Schedule: The applicant wishes to begin demolition as soon as all necessary approvals have been obtained.
3. Parcel Location: The four single-family residences are located on approximately 0.34-acres on the west side of vacated Dow Court, 100 feet south of W. Wilson Street; Aldermanic District 4; Madison Metropolitan School District.
4. Existing Conditions: Four single-family residences located in a line of eight tax parcels, all zoned R4 (General Residence District).
5. Proposed Use: Land for future development.
6. Surrounding Land Use and Zoning:  
North: Railroad right of way, one and two-family residences, zoned R4 and R6 (General Residence Districts) and M1 (Limited Manufacturing District);  
South: North Shore Drive and Brittingham Park, zoned C (Conservancy District);  
East: J. H. Findorff & Son and National Conference of Bar Examiners office buildings, zoned PUD-SIP;  
West: Temporary surface parking lots and construction staging, zoned M1 and PUD-GDP.

7. **Adopted Land Use Plan:** The Bassett Neighborhood Master Plan includes the subject site in an area generally bounded by W. Main Street on the north, S. Bedford Street on the east, North Shore Drive on the south and Proudfit Street on the west. This zone is recommended primarily for “comprehensive residential redevelopment” of varying densities and scales, although mixed-use residential, office and neighborhood related commercial uses are recommended along W. Main and S. Bedford streets.
8. **Environmental Corridor Status:** The property is not located within a mapped environmental corridor.
9. **Public Utilities & Services:** The property is served by a full range of urban services.

### **STANDARDS FOR REVIEW**

This application is subject to the demolition standards of Section 28.04 (22).

### **ANALYSIS AND EVALUATION**

The applicant, J.H. Findorff & Son, is requesting approval of a demolition permit to allow razing of four single-family homes located in a line of eight tax parcels on the west side of former Dow Court, approximately 100 feet south of W. Wilson Street. The four buildings, addressed as 308, 312, 318 & 334 Dow Court, occupy 0.34-acres of land that are part of an area of 0.82-acres along Dow Court and North Shore Drive owned by the applicant immediately west of their corporate headquarters and the future offices of the National Conference of Bar Examiners. The applicant also owns additional lands west of the subject sites that formerly contained the Sweet and Duckwitz warehouses, which were demolished in 2004 to accommodate temporary off-site surface parking for Findorff employees as well as construction staging for various development projects throughout the Bassett neighborhood. The subject sites and other Dow Court parcels are zoned R4 residential zoning at the present time, while the former warehouse sites are zoned M1 industrial zoning. Dow Court was vacated as a City right of way in April 2006 with the exception of a 66-foot long section immediately adjacent to W. Wilson Street.

From north to south on the site, 308 Dow Court is a two-story wood-framed structure with two dwelling units. Photos of the building provided by the applicant's architects indicate that the building suffers from significant structural disrepair, particularly on the interior, where mold and moss are present in the pictures. The building at 312 Dow is a two-story single-family residence that has had an unstable porch removed for safety reasons and has mold present in some of the photos provided of the interior, though the disrepair overall does not appear to be as extensive in the previous building. The building at 318 Dow Court is a two-story two-family dwelling with wraparound front porch. The applicant indicates that mold is present in the basement of this building and that the previous owner removed most of the fixtures of value. The building is also noted as being in heavy disrepair. Lastly, the building at 334 Dow Court is a single-family house that partially overlooks North Shore Drive with a two-story addition along the westerly wall that includes an attached garage. The applicant indicates this building has mold present in the basement and on many of the walls and ceilings as well as being in heavy disrepair. However, unlike the other three buildings, which appear vacant and uninhabitable in their current

condition, the photos of this building suggest that it may have been used as some sort of office or lunch space within recent months. The four buildings were built in 1911, 1904, 1896 and 1929, respectively.

The applicant is not proposing new development at this time following the proposed demolitions. A conceptual plan submitted with the demolition plan suggests that the property between the Findorff and National Conference of Bar Examiners buildings and the Wisconsin & Southern Railroad right of way and Southwest Bike Path (Greenbush Link) further west, including these demolition sites, could be developed with two additional buildings of indeterminate use, bulk or mass. One of the buildings is shown running the length of the railroad/ bike path frontage, with a second building located along the W. Wilson Street frontage.

This concept joins two other concept plans that have been developed in the last decade to govern this area of the Bassett neighborhood. At the time that the plans were presented for the Findorff headquarters to the east, two concept plans for the site and the rest of the Findorff ownership west of the site were developed. Findorff, which historically controlled most of the properties extending from S. Bedford Street west to Proudfit Street between W. Main Street and North Shore Drive, offered a plan for approximately 475 dwelling units in about a dozen buildings under their ownership known as the Findorff Yards Conceptual Master Plan (attached). That plan area included the former Tobacco Warehouses, which have since been redeveloped as apartment units by Urban Land Development/ Urban Land Interests and the Fourth Ward Lofts on W. Main and W. Doty streets, which were developed by Todd McGrath. The Conceptual Master Plan placed an emphasis on medium-density buildings with structured parking similar to Fourth Ward Lofts. A second plan for approximately the same area known as the Findorff Yards Site Study (attached) called for the development of approximately 225 residential units in an area bounded by Proudfit Street, North Shore Drive, W. Wilson and S. Bedford streets and included the Tobacco Warehouses. The Site Study placed a greater emphasis on creating a more neighborhood feel through more extensive uses of townhouse development (and less emphasis on placing all parking in relatively more expensive underground parking) than the Conceptual Master Plan, though both plans called for a nine-story residential tower overlooking Brittingham Park and Lake Monona to be developed on the portion of the Findorff ownership where North Shore Drive curves around and becomes Proudfit Street. In the case of both plans, the area currently occupied by the four houses is shown either as residential, with 3 ½ to 4-story buildings generally recommended for the south side of W. Wilson Street, or for open space for nearby developments. The preservation of the existing housing stock on former Dow Court or infill redevelopment with buildings of a similar character is not proposed in any of the concept plans.

Approval of this demolition does not constitute approval of a particular redevelopment scheme for the undeveloped tracts between the two office buildings along the eastern edge of the block and the railroad/ bike path, including the driveway onto North Shore Drive that is shown on some of the redevelopment schemes. The driveways shown would cross City parkland. Parks Division staff has commented in staff meetings that it would not support such a driveway and asked that those driveways be removed from any future redevelopment proposals for the site.

While long-term redevelopment of these sites is not identified at this time, the applicant has indicated that the removal of the two southernmost houses at 318 and 334 Dow Court will

facilitate a minor addition to the underground parking for the Findorff headquarters building, which the applicant indicates would be less feasible if the existing houses needed to be protected. The addition to the parking facility was handled as a minor alteration to the planned unit development for the Findorff/ National Conference of Bar Examiners buildings separately from the consideration of these demolitions, though staff was generally aware that the subject demolitions would partially coincide with the parking addition. The parking addition itself will not extend in the R4-zoned area. The applicant otherwise proposes to grade and seed the 0.82-acres zoned R4 following the requested demolitions.

The subject was included as part of a two-lot Certified Survey Map that combined the Findorff headquarters property, the eight residential parcels along former Dow Court and the Sweet/Duckwitz properties into one lot. The bar examiners property comprised the second lot of the survey.

### CONCLUSION

The four houses are neither locally or nationally registered landmarks, are not located within a local or national historic district or identified in the Madison Comprehensive Survey of Historic Resources. Planning Division staff has not toured the inside of the four structures but believes based on the photographic evidence provided by the applicant that an assertion that these houses are not suitable for rehabilitation or repair could be supported based on the conditions of each of the homes implied by the applicant. The stated conditions, particularly the presence of mold and mildew in all four buildings as well as the unspecified "heavy disrepair" referenced for each may also make relocation of these four structures to other properly zoned lots unlikely. It is also likely that an assertion to the decreased economic productivity of these four houses could be supported.

While staff is not generally supportive of demolitions in the absence of specific redevelopment plans for a site, it does believe that an exception is appropriate in this case. Like the demolitions of the two warehouses to the west of these sites in 2004, the demolition of the four houses will accommodate future redevelopment that is consistent with the vision for the block bounded by Proudfit Street, North Shore Drive, W. Wilson and S. Bedford streets generally recommended in the Bassett Neighborhood Master Plan. The redevelopment vision for this block is further promoted by two concept plans, the Findorff Yards Conceptual Master Plan and Findorff Yards Site Study, which were developed over the last decade to serve as a general guide for future development of this area and have been reviewed in some fashion by a number of parties, including the neighborhood, Department of Planning and Community & Economic Development and the Plan Commission. Neither plans calls for the preservation of these four buildings or their general building form as part of redevelopment scheme for this immediate area, and the buildings do appear to no longer fit within the emerging context of this block, which has seen the development of two office buildings along its eastern edge and residential redevelopment along the western edge. So far, the projects developed have generally followed the framework established in the Conceptual Master Plan and Site Study documents.

In closing, although there are not specific plans for the reuse of these four building sites available at this time, the Planning Division feels that the houses should be removed given their apparent

condition and due to their detracting from the emerging context of the block, which no longer calls for the presence of such buildings.

The applicant has submitted a reuse and recycling plan with this application (attached) that will approval by the Recycling Coordinator prior to the issuance of wrecking permit if this request is approved.

### **RECOMMENDATION**

The Planning Division recommends that the Plan Commission find that the demolition standards are met and **approve** demolition of the four single-family residences at 308, 312, 318 & 334 Dow Court subject to input at the public hearing and the following conditions:

1. Comments from reviewing agencies.
2. That the applicant grade and seed the four building lots within 60 days of the demolition.
3. No parking shall be permitted on these four lots at any time.

Note: Approval of these demolitions does not constitute approval or support of a particular redevelopment scheme for the tracts located between the Findorff and National Conference of Bar Examiners office buildings along the eastern edge of the block and the railroad/ bike path. Any redevelopment of these parcels will likely be subject to the review and approval of the Plan Commission and Common Council as a subsequent application.

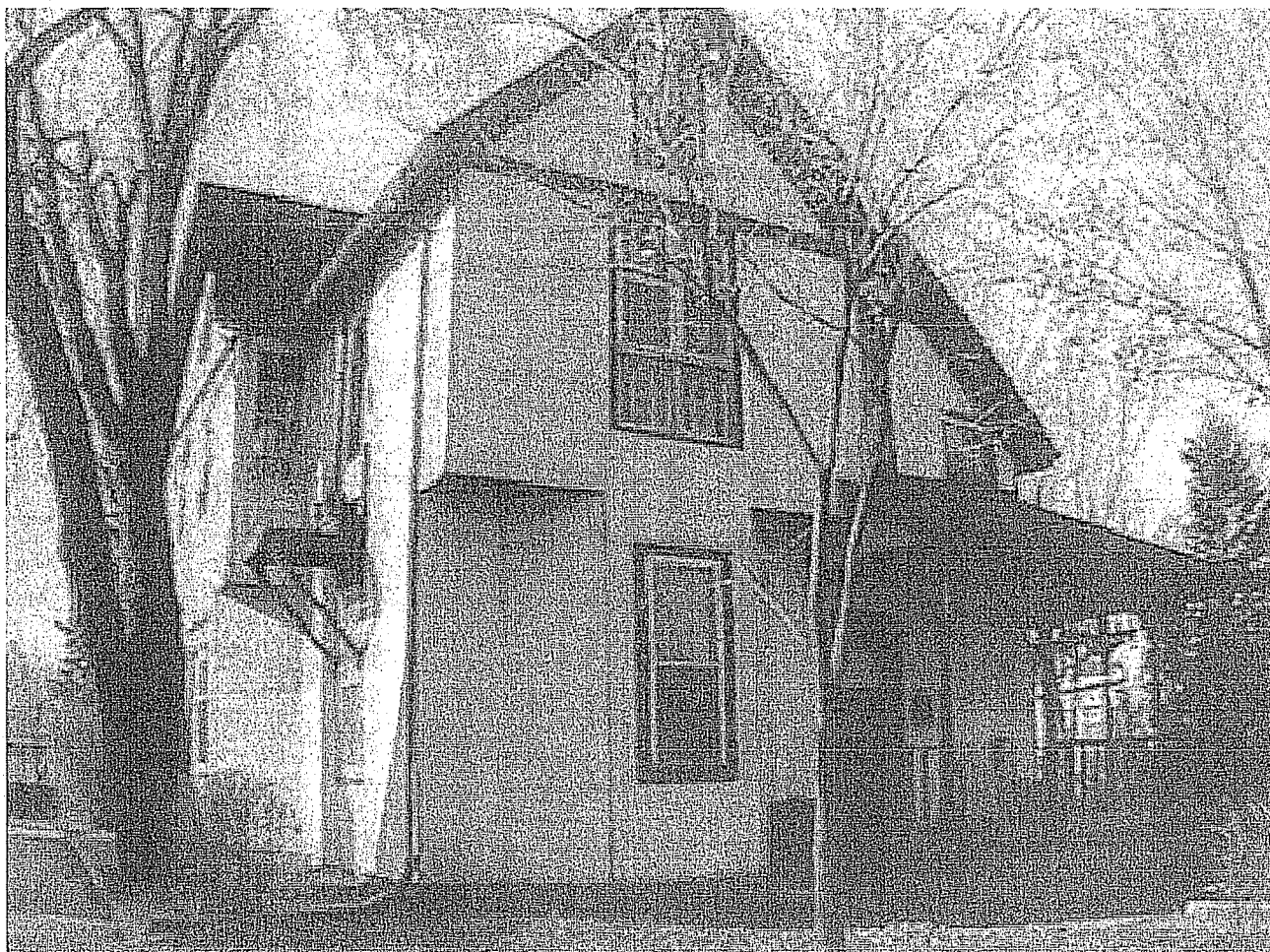


308 Dow Court. Built ca. 1915. The remaining houses on Dow Court are proposed for demolition. This is part of the redevelopment of the entire Findorff area properties, which has been a long-term venture with extensive City input. It was determined that none of these properties were eligible to be landmarks as part of the process and also in an West Rail Corridor Plan of 1981.

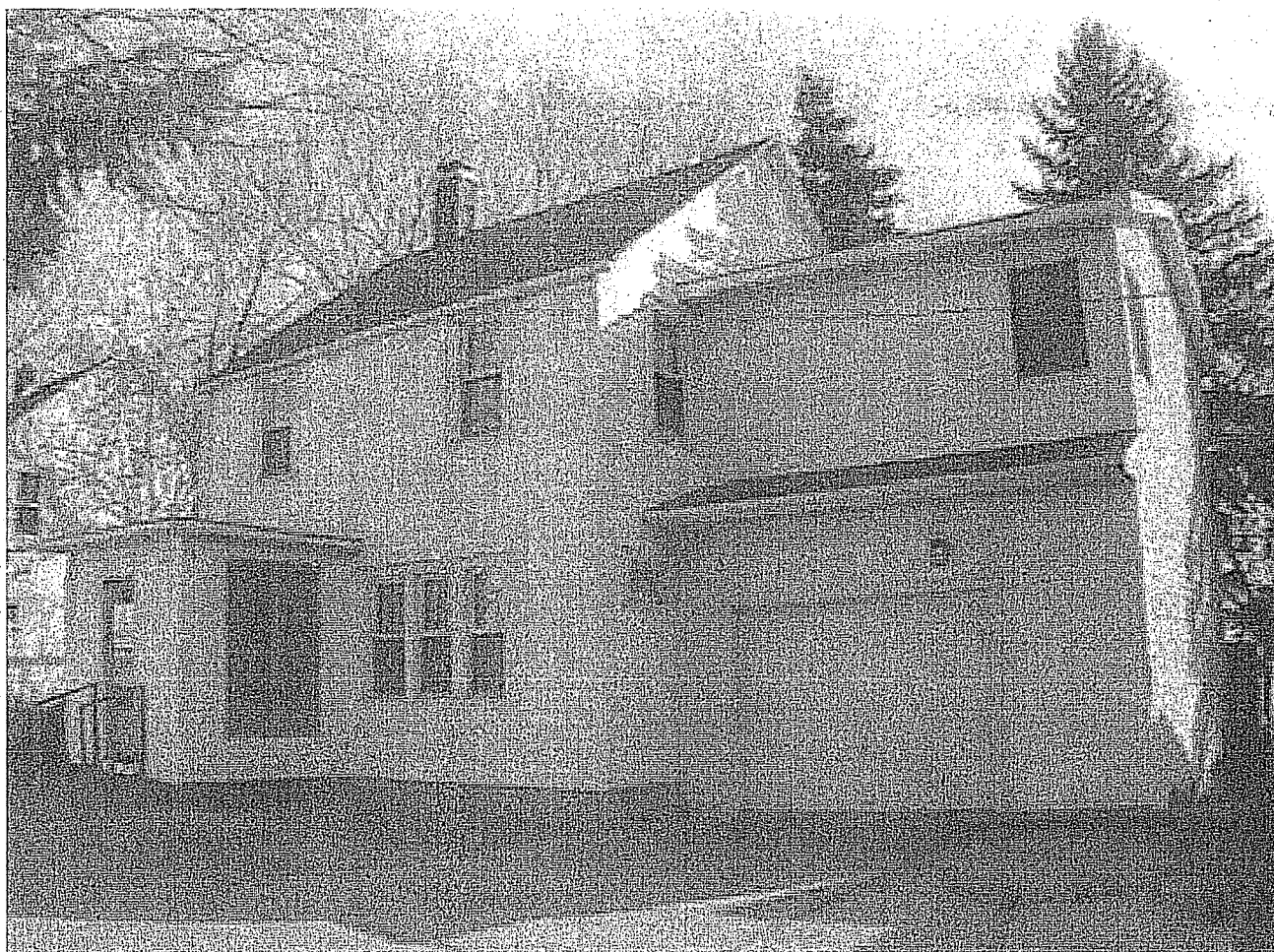


312 Dow Court. Built on spec in 1914 for contractor A. D. McConnell.





318 Dow Court. This old Queen Anne house has an interesting history, but it is so altered as to not be eligible to be a Madison Landmark. It was built in 1888 for the George Dow, Jr. family who owned several acres in this corner of the rail area. George Dow, Sr. was a miller in Cambridge, Wisconsin. The mill was a steam roller mill, rather than the more old-fashioned water-powered mill. Dow's son operated the mill until about 1898 when James E. Rhodes became the proprietor. In 1904 John Findorff bought the mill and ran it as a sawmill and carpentry shop. In 1909 the mill was destroyed by fire and Findorff built a new plant, which was altered extensively through the years and was recently demolished.



334 Dow Court. Built in 1928 for Roy Marks. It has been in the Burrows family since ca. 1942 and Mrs. Burrows sold the house to Findorff some time ago with the agreement that she could live there until she died.



Department of Public Works  
City Engineering Division

608 266 4751

Larry D. Nelson, P.E.  
City Engineer

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

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

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

**Operations Supervisor**  
Kathleen M. Cryan

**Hydrogeologist**  
Joseph L. DeMorett, P.G.

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

DATE: April 11, 2007

TO: Plan Commission

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

SUBJECT: 308, 312, 318, & 334 Dow Court Demolition

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

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

- |   |
|---|
| <p>1. Prior to approval, a new sanitary sewer manhole must be installed and in service within Dow Court near the southeast property line of 304 Dow Court. This will negate the need for a sewer plug permit for existing laterals.</p> |
|---|

**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: 308, 312, 318, & 334 Dow Court Demolition

**General**

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



Right of Way / Easements

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

Streets and Sidewalks

- 3.1 The Applicant shall execute a waiver of notice and hearing on the assessments for the improvement of [roadway] \_\_\_\_\_ in accordance with Section 66.0703(7)(b) Wisconsin Statutes and Section 4.09 of the MGO.
- 3.2 **Value of sidewalk installation over \$5000.** The Applicant shall Construct Sidewalk to a plan approved by the City Engineer along \_\_\_\_\_.
- 3.3 **Value of sidewalk installation under \$5000.** The Applicant shall install public sidewalk along \_\_\_\_\_. The Applicant shall obtain a Street Excavation Permit for the sidewalk work, which is available from the City Engineering Division. The applicant shall pay all fees associated with the permit including inspection fees. All work must be completed within six months or the succeeding June 1, whichever is later.
- 3.4 The Applicant shall execute a waiver of their right to notice and hearings on the assessments for the installation of sidewalk along [roadway] \_\_\_\_\_ in accordance with Section 66.0703(7)(b) Wisconsin Statutes and Section 4.09 of the MGO.
- 3.5 The Applicant shall grade the property line along \_\_\_\_\_ to a grade established by the City Engineer. The grading shall be suitable to allow the installation of sidewalk in the future without the need to grade beyond the property line. The Applicant shall obtain a Street Excavation permit prior to the City Engineer signing off on this development.
- 3.6 The Applicant shall close all abandoned driveways by replacing the curb in front of the driveways and restoring the terrace with grass.
- 3.7 **Value of the restoration work less than \$5,000. When computing the value, do not include a cost for driveways. Do not include the restoration required to facilitate a utility lateral installation.** The Applicant's project requires the minor restoration of the street and sidewalk. The Applicant shall obtain a Street Excavation Permit for the street restoration work, which is available from the City Engineering Division. The applicant shall pay all fees associated with the permit including inspection fees.
- 3.8 The Applicant shall make improvements to \_\_\_\_\_ in order to facilitate ingress and egress to the development. The improvement shall include a (Describe what the work involves or strike this part of the comment.) \_\_\_\_\_.
- 3.9 The Applicant shall make improvements to \_\_\_\_\_. The improvements shall consist of \_\_\_\_\_.
- 3.10 The approval of this Conditional Use does not include the approval of the changes to roadways, sidewalks or utilities. The applicant shall obtain separate approval by the Board of Public Works and the Common Council for the restoration of the public right of way including any changes requested by developer. The City Engineer shall complete the final plans for the restoration with input from the developer. The curb location, grades, tree locations, tree species, lighting modifications and other items required to facilitate the development or restore the right of way shall be reviewed by the City Engineer, City Traffic Engineer, and City Forester.
- 3.11 The Applicant shall provide the City Engineer with a survey indicating the grade of the existing sidewalk and street. The Applicant shall hire a Professional Engineer to set the grade of the building entrances adjacent to the public right of way. The Applicant shall provide the City Engineer the proposed grade of the building entrances. The City Engineer shall approve the grade of the entrances prior to signing off on this development.
- 3.12 The Applicant shall replace all sidewalk and curb and gutter which abuts the property which is damaged by the

construction or any sidewalk and curb and gutter which the City Engineer determines needs to be replaced because it is not at suitable grade regardless of whether the condition existed prior to beginning construction.

- 3.13 The Applicant shall obtain a privilege in streets agreement for any encroachments inside the public right of way. The approval of this development does not constitute or guarantee approval of the encroachments.
- 3.14 The Applicant shall provide the City Engineer with the proposed soil retention system to accommodate the restoration. The soil retention system must be stamped by a Professional Engineer. The City Engineer may reject or require modifications to the retention system.
- 3.15 The Applicant shall complete work on exposed aggregate sidewalk in accordance with specifications provided by the city. The stone used for the exposed aggregate shall be approved by the City. The Construction Engineer shall be notified prior to beginning construction. Any work that does not match the adjacent work or which the City Construction Engineer finds is unacceptable shall be removed and replaced.
- 3.16 All work in the public right-of-way shall be performed by a City licensed contractor.
- 3.17 Installation of "Private" street signage in accordance with 10.34 MGO is required.

#### Storm Water Management

- 4.1 The site plans shall be revised to show the location of all rain gutter down spout discharges.
- 4.2 Storm sewer to serve this development has been designed and constructed. The site plans shall be revised to identify the location of this storm sewer and to show connection of an internal drainage system to the existing public storm sewer.
- 4.3 The plan set shall be revised to show a proposed private internal drainage system on the site. This information shall include the depths and locations of structures and the type of pipe to be used.
- 4.4 The applicant shall show storm water "overflow" paths that will safely route runoff when the storm sewer is at capacity.
- 4.5 The applicant shall demonstrate compliance with Section 37.07 and 37.08 of the Madison General Ordinances regarding permissible soil loss rates. The erosion control plan shall include Universal Soil Loss Equation (USLE) computations for the construction period. Measures shall be implemented in order to maintain a soil loss rate below 7.5-tons per acre per year.
- 4.6 The City of Madison is an approved agent of the Department of Commerce. This proposal contains a commercial building and as such, the City of Madison is authorized to review infiltration, stormwater management, and erosion control on behalf of the Department of Commerce. No separate submittal to Commerce or the WDNR is required.
- 4.7 This development includes multiple building permits within a single lot. The City Engineer and/or the Director of the Inspection Unit may require individual control plans and measures for each building.
- 4.8 If the lots within this site plan are inter-dependent upon one another for stormwater runoff conveyance, and/or a private drainage system exists for the entire site an agreement shall be provided for the rights and responsibilities of all lot owners. Said agreement shall be reviewed and placed on file by the City Engineer, referenced on the site plan and recorded at the Dane Co Register of Deeds.
- 4.9 Prior to approval, this project shall comply with Chapter 37 of the Madison General Ordinances regarding stormwater management. Specifically, this development is required to:
  - Detain the 2 & 10-year storm events.
  - Detain the 2, 10, & 100-year storm events.
  - Control 40% TSS (20 micron particle).
  - Control 80% TSS (5 micron particle).
  - Provide infiltration in accordance with NR-151.
  - Provide substantial thermal control.
  - Provide oil & grease control from the first 1/2" of runoff from parking areas.

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

- 4.10 The plan set shall be revised to show more information on proposed drainage for the site. This shall be accomplished by using spot elevations and drainage arrows or through the use of proposed contours. It is necessary to show the location of drainage leaving the site to the public right-of-way. It may be necessary to provide information off the site to fully meet this requirement.
- 4.11 A portion of this project comes under the jurisdiction of the US Army Corp of Engineers and WDNR for wetland or flood plain issues. A permit for those matters shall be required prior to construction on any of the lots currently within the jurisdictional flood plain.
- 4.12 The Applicant shall submit, prior to plan sign-off, 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 the following data, each on a separate layer name/level number:

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

NOTE: Email file transmissions preferred [izenchenko@cityofmadison.com](mailto:izenchenko@cityofmadison.com) . Include the site address in this transmittal.

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

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

Residential developments shall infiltrate 90% of the predevelopment infiltration amount, 25% of the runoff from the 2-year post development storm or dedicate 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.
- 5.2 The applicant shall obtain all necessary sewer connection permits and sewer plugging permits prior to any utility work.
- 5.3 All proposed and existing utilities including gas, electric, phone, steam, chilled water, etc shall be shown on the plan.
- 5.4 The applicant's utility contractor shall obtain a connection permit and excavation permit prior to commencing the storm sewer construction.
- 5.5 The site plans shall be revised to show the location of existing utilities, including depth, type, and size in the adjacent right-of-way.
- 5.6 The developer shall provide information on how the Department of Commerce's requirements regarding treatment

of storm water runoff from parking structures, shall be satisfied prior to discharge to the public sewer system. Additionally, information shall be provided on which system (storm or sanitary) the pipe shall be connected to.

#### Sanitary Sewer

- 6.1 Prior to approval of the conditional use application, the owner shall obtain a permit to plug each existing sanitary sewer lateral that serves a building that is proposed for demolition. For each lateral to be plugged the owner shall deposit \$1,000 with the City Engineer in two separate checks in the following amounts: (1). \$100 non-refundable deposit for the cost of inspection of the plugging by City staff; and (2). \$900 for the cost of City crews to perform the plugging. If the owner elects to complete the plugging of a lateral by private contractor and the plugging is inspected and approved by the City Engineer, the \$900 fee shall be refunded to the owner.
- 6.2 All outstanding Madison Metropolitan Sewerage District (MMSD) and City of Madison sanitary sewer connection charges are due and payable prior 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 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

April 12, 2007

TO: Plan Commission  
FROM: David C. Dryer, P.E., City Traffic Engineer and Parking Manager  
SUBJECT: **308, 312, 318, and 334 Dow Court – Demolition – Four Houses**

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

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

1. None

### PEDESTRIAN AND BICYCLE TRANSPORTATION REVIEW COMMENTS

2. None

### GENERAL OR STANDARD REVIEW COMMENTS

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

3. None

Please contact John Leach, City Traffic Engineering at 267-8755 if you have questions regarding the above items:

Contact Person: Scott Kammer  
Fax: 608-274-5306  
Email: [scottk@potterlawson.com](mailto:scottk@potterlawson.com)

DCD: DJM: dm



**CITY OF MADISON  
INTERDEPARTMENTAL  
CORRESPONDENCE**

**Date:** April 2, 2007

**To:** Plan Commission  
**From:** Kathy Voeck, Assistant Zoning Administrator  
**Subject:** 308, 312, 318 & 334 Dow Ct.

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**Present Zoning District:** R-4

**Proposed Use:** Demolish 4 houses (308, 312, 318 and 334 Dow Ct.)

**Conditional Use:** 28.04(22) Demo. of principal buildings requires Plan Com approval (future development and rezoning to be reviewed at a later date)

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

**ZONING CRITERIA**

<b>Bulk Requirements</b>	<b>Required</b>	<b>Proposed</b>
Lot Area	6,000 sq. ft.	adequate
Lot width	50'	adequate
Usable open space	n/a	n/a
Front, side & rear yards	To be reviewed at future	development
Floor area ratio	n/a	n/a
Building height	n/a	n/a

<b>Site Design</b>	<b>Required</b>	<b>Proposed</b>
Number parking stalls	To be reviewed at future	development
Landscaping	As shown	adequate

<b>Other Critical Zoning Items</b>	
Urban Design	No
Flood plain	No
Utility easements	No
Barrier free (ILHR 69)	No

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

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# CITY OF MADISON FIRE DEPARTMENT

## Fire Prevention Division

325 W. Johnson St., Madison, WI 53703-2295

Phone: 608-266-4484 ♦ FAX: 608-267-1153

DATE: 4/13/07  
TO: Plan Commission  
FROM: Edwin J. Ruckriegel, Fire Marshal  
SUBJECT: 308, 312, 318, & 334 Dow Ct.

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

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

1. None.

## **GENERAL OR STANDARD REVIEW COMMENTS**

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

2. No comments on demo.

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

**Parks, Timothy**

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**From:** Widstrand, Si  
**Sent:** Monday, March 12, 2007 12:05 PM  
**To:** Parks, Timothy  
**Cc:** Morgan, James; McCormick, Dan  
**Subject:** Dow Court Demo for Findorff

I have no problem with the demo, but the attached sketch plan should not show driveway access from North Shore Drive. the land there is park land, not r-o-w. Parks has always been opposed to driveways there, and they are supposed to access the site internally. Please look up the adopted GDP and see if we ever conceded them a driveway. Otherwise, the access will have to be internal, and may affect the design of the phase they are in. SW