

Letter of Intent

Please consider this our formal Letter of Intent for the land use application and to pursue an Amendment to the General Development Plan and Specific Implementation Plan in the Planned Unit Development (PUD-GDP-SIP), previous PUD-GDP-SIP dated January 24, 2012.

Project Name:

UW Health 750 University Row Expansion

Parcel Location:

750 University Row
Madison, WI 53705

Applicant:

University Row Clinic, LLC
749 University Row, Suite 101
Madison, WI 53705
Paul G. Lenhart
608-260-7007
plenhart@kruppconstruction.com

Landowner:

GI Clinic, LLC
749 University Row, Suite 101
Madison, WI 53705
Paul G. Lenhart
608-260-7007
plenhart@kruppconstruction.com

Architect:

Eppstein Uhen Architects
309 W Johnson Street, Suite 202
Madison, WI 53703
Rob Beisenstein, AIA, LEED AP
414-291-8145
robb@eua.com

Civil Engineer:

D'Onofrio, Kottke and Associates
7530 Westward Way
Madison, WI 53717
Dan Day, PE
608-833-7530
dday@donofrio.cc

Landscape Architect:

Ken Saiki Design
1110 S. Park Street
Madison, WI 53715
Rebecca DeBoer
608-251-3600
rdeboer@saiki.design.com

Contractor:

Krupp General Contractors
749 University Row, Suite 101
Madison, WI 53705
Dietmar Bassuner
608-347-2759
Dietmar.bassuner@kruppconstruction.com

Proposed Building Occupant:

UW Health
600 Highland Avenue
Madison, WI 53792-8360
Michael McKay
608-422-8396
mmckay@uwhealth.org

The existing 67,292 SF UW Health, Digestive Health Center (DHC), is a 3-story outpatient clinic building located at 750 University Row. The lowest level of the DHC building includes parking, clinical support spaces, and building support spaces. The main entrance is located on the southeast end of the building, facing south to the surface parking lot, and is accessed from a driveway that runs between the building and the surface parking lot.

The proposed building expansion is comprised of a 189,000 SF, 4-story outpatient clinic. The first-floor clinical space includes Registration, Lab, Pharmacy, Imaging, Café, and Urgent Care. The second through fourth floors include Specialty Care and Primary Care Clinics. The proposed main building entrance will be relocated to face the primary street, University Row. A proposed 4 level, 792-car parking structure located to the south of the building expansion will have one level below grade and will be connected to the building addition with a covered walkway. Thirty-eight (38) surface parking spots will be located for staff and service use on the west side of the building addition. UW Health will be the single occupant of the expanded building and parking structure.

During construction, the temporary surface parking areas located on Lots 2 and 3 will be used for staff and patient parking.

Future development at Lots 2 and 3 will consist of a single 4-story multi-family building with covered and surface parking. The proposed multi-family building contemplates 110 units with a parking ratio of 1:1 parking stall per bedroom.

Site:

The University Crossing development is a total of 14.332 acres (624,302 SF).

Lots 1, 2 & 3 are 8.501 acres (370,324 SF). As part of this project the property boundaries of Lots 1, 2 and 3 will be revised via Certified Survey Map (CSM).

- Lot 1 will increase in size to accommodate the footprint of the building addition.
- Lots 2 and 3 will be combined and will be referred to as Lot 2.

The remaining development encompasses the following areas and will remain as configured:

- Lots 4, 5, 6 & 7 at 3.763 acres (163,924 SF)
- Outlot 1 at 0.374 acres (16,281 SF)
- Public roads at 1.694 acres (73,773 SF)

Comprehensive Plan:

The City of Madison Comprehensive Plan designates this site for Employment (E) and Community Mixed Use (CMU). Portions of the overall site are also designated as a Transit Oriented Design (TOD) overlay. The entire development is in the Spring Harbor Neighborhood Plan.

Existing Zoning:

The GDP site is zoned PD (Planned Development) District, which lies within the Urban Design District (UDD) 6, and within the Transit Oriented District (TOD) Overlay boundary.

To remain consistent with the requirements of UDD 6, the building will meet the following criteria:

- Section 33.24(13)(d)4. a. i.: Exterior building materials on the addition will, where possible, match the existing materials, or will be complementary to them. They will be low maintenance brick, composite metal panel, curtainwall/glass.
- Section 33.24(13)(d)4. a. ii.: Rooftop mechanical units will receive screen walls.
- Section 33.24(13)(d)4. b. i.: The building addition scale, materiality, and proportion of solid-to-glass complements, but does not replicate the existing building. Scale and opening proportions relate to the nearby buildings in the GDP.
- Section 33.24(13)(d)4. b. ii.: Consideration has been given to the scale of the building along the pedestrian/primary street (east) facing side, where the entry zone of the building steps back and is a 2-story height. Area of glazing along the first floor/street level is ample to provide natural light and activate the pedestrian/street scape along the primary street.
- Section 33.24(13)(d)4. b. iii.: The residential neighborhood to the west was taken into consideration when determining structured parking location on site and orientation of the parking public entry/exit points, which will be on the northeast and south facades. Additional trees will be planted to buffer the view from the west. Green roof systems will be incorporated onto the lower roofs, where there is visual exposure for adjacent multi-family and apartment units.
- Section 33.24(13)(d)5. Lighting: Building and parking structure entries, as well as pedestrian paths along the building will be illuminated for life safety and for security.
- Section 33.24(13)(d)6. Landscaping: Selected plant material will provide interest and color throughout each season and will be hardy to the Madison region. Planters and plantings will be used to enhance the pedestrian-friendly path along University Row.
- The area along the main entry of the building will include landscape planters and seating elements to create a safe, walkable, and attractive pedestrian environment along University Row.

Upon completion of the updated CSM for Lot 1, Lot 1 (a portion thereof) will be subject to the City of Madison TOD overlay. As part of our submission, we are requesting an exception to the following requirements:

(7) Site Standards for Buildings.

Applicability. The following standards are applicable to all new principal buildings and major expansions [fifty percent (50%) or more of building floor area] for non-residential uses and buildings with over two residential units. Standards shall apply only to the portion of the building that is new or expanded.

a) Maximum Principal Building Setbacks.

1. At least thirty percent (30%) of primary street-facing building facades shall be setback no more than twenty (20) feet from the primary street. Buildings shall occupy at least thirty percent (30%) of the primary street frontage. Setbacks from private streets shall be measured from interior private access road curb faces or edges of pavement.

The existing building massing is within the 20 foot setback from University Row, but the circumstance of that street is that it slants away at an obtuse angle, relative to University Avenue, approximately 94 degrees. The building addition at 750 University Row has been conceived as perpendicular to the existing building to create pleasing and regular massing, and rational structural bays and intersections. As the street continues to slant away, this results in the new façade being beyond the 20' setback.

See drawing A05.

(8) Site Standards for Automobile Infrastructure.

- a) Applicability. The following standards are applicable to non-residential uses and buildings with over three residential units.
- b) Automobile parking, loading, drives, drive aisles, driveways, vehicle access sales and service windows and drives, gas pumps, gas station canopies, car wash vacuum stalls and electric vehicle charging facilities:
 1. Shall not be allowed between the primary street-facing façades and the primary public or private street.
 2. On a corner lot, shall not be allowed between the primary street facing façades and the primary street and shall not be allowed between the secondary street- facing façades and the secondary street more or less perpendicular to the primary street. On lots with more than one corner, only the corner with the primary and secondary (public or private) streets shall be required to meet this provision.
 3. Shall be setback from the primary and secondary street equal to or greater than the principal building setback.
- d) Parking structures shall integrate active uses along at least fifty percent (50%) of the primary street-facing façade at the first floor.

To provide a safe environment for patients arriving via shared ride, taxicab, transfer van, and ambulances from assisted care facilities, the expansion to 750 University Row will provide a 2-lane, one-way drop-off/pickup area between the building and the public sidewalk/road. This configuration will provide direct access for these patients to the primary front entrance of the building along with ease of front door fire department access. A landscape buffer between the drive and sidewalk will be provided to create a safe separation between pedestrians and moving vehicles.

Patients utilizing the drop-off lanes will either continue to self-park, exit onto University Row, or will temporarily hold for valet service.

Creating an activated zone of fifty percent (50%) or more of the parking structure street-facing façade in this location would require an additional level of above-ground parking to meet the projected parking

need for this development. In addition, an open/transparent first floor will provide a level of visibility and security for patients and staff, which is a priority for the building occupant.

See drawings A04, A05, A14, A15 and A16.

Surrounding Uses:

North:

- Single family residences in the Spring Harbor neighborhood and City of Madison Water Utility, Well No. 14, zoned R1.

South:

- Wisconsin Southern Railroad & Old Middleton Road.
- Multiple zoning properties, zoned NMX, PD, SE & SR-C2.

West:

- Trillium Homes, zoned R4.

East:

- Variety of retail businesses, zoned NMX.

Sustainability:

The project goals for expansion of 750 University Row include sustainable design and the team is exploring the following highlights:

- Exploring renewable energy, including solar.
- Central and accessible: Located within ¼ mile walk to six bus lines (the closest bus stop being approximately 200' from main entrance) and within ½ mile walk to a planned BRT stop.
- The parking garage will provide charging for electric vehicles, ample bike parking for staff and visitors and will be shaded by solar panels.
- The design will incorporate bird collision deterrence concepts, including bird-friendly glazing.
- The design will incorporate vegetated roof areas to aid with stormwater management strategies as well as provide enhanced views.
- Parking will be in a covered structure minimizing rainwater run-off as well as minimizing the use of deicing agents during the winter months.
- The project will incorporate low-emitting and low-carbon materials.

Signage:

Concept signage locations for 750 University Row are indicated on the design drawings. Final signage design will be submitted at a future date.

Schedule:

The anticipated occupancy date of 750 University row is expected to be Q2 2027.

Transportation:**Bike:**

The clinic expansion will include internal bike storage along with showers and lockers to encourage bike use by employees. The existing bike path on the west side of the development will be extended to the building expansion south property line.

A B-Cycle station is currently located at the intersection of University Avenue and University Row.

Transit:

Located within ¼ mile walk to 6 bus lines (the closest being approximately 200' from main entrance) and within ½ mile walk to a planned BRT stop.

Traffic Study:

A traffic impact analysis has been completed by KL Engineering and was submitted to the City of Madison on February 8, 2023. Per input from Sean Malloy at the January 4, 2024 DAT meeting, the original traffic study done for the previous 2023 submittal for this project will suffice.