

T-2

CDBG Office
Department of Planning and
Development
City of Madison, Wisconsin

TO: Members of the Plan Commission
FROM: Hickory Hurie
SUBJECT: Analysis of IZ Waiver Request for Capitol West (Alexander and Company)
DATE: June 15, 2005

Alexander and Company proposes a 159 to 160-unit condominium development on Block 51, a site that includes some commercial use and shared use parking. The first of three phases would include a tower, and three lower level components (Broom, Main, and Court) with various bedroom configurations. The project has requested TIF assistance, all of which would be applied to the residential portion of the project. The developers have requested a waiver of some of the inclusionary dwelling units, and a payment in lieu for the ones not built on site.

This analysis for an inclusionary zoning waiver is based upon data provided by the Alexander Company during May and June 2005, including data provided on June 15, 2005. The analysis focuses solely on the residential portion of phase one, including an assumption that the first phases will involve the construction of at least 22 units along Broom Street. If the Plan Commission were to disapprove the Broom Street units, we would need to revise this waiver analysis, since it appears that much of the profitability for the entire phase one hinges on the sale of those 22 units.

Method of Analysis:

The Council adopted a waiver provision as part of the inclusionary dwelling unit ordinance that requires an analysis of project financial feasibility. The method consists of running three or more scenarios, using data provided by the developer. The first run is based upon a scenario whereby the entire project is set at market rate. If this version is financially feasible according to the standards adopted by the Council, we then run the full 15% inclusionary version with 15% of the units meeting the inclusionary unit standards. If this full-IZ scenario does not meet the Council standards for financial feasibility, we then select a scenario (some combination of a partial percentage of IZ units with units off-site or payment in lieu of units on-site, or reduction of expected number of units) that will provide a sufficient return for financial feasibility.

'Market' Rate:

We started with the assumption that the 'market' rate project was the 159-160-unit project. In essence, this means that, for IZ waiver analysis purposes, the City has already provided a high level of public incentives (additional density and TIF funding) to the project in order to make it 'feasible'. Presented with these public incentives designed into the project, the 'market-rate unit project', (with all TIF assistance applied to the residential portions of the project and no TIF 10% set-aside in the project), does appear to meet one of the major benchmark standards adopted by the Plan Commission for the IZ waiver financial infeasibility criteria. The gross profit margin of 13.3% as a market rate project falls within the acceptable range of 12.5% to 17.5%. (Attached is the feasibility summary sheet labeled **Market Rate Run**.)

Full Inclusionary Zoning:

The project's gross profit margin, with a full complement of the required 24 inclusionary units, (see attachment two labeled **Full IZ**) does not fall within the benchmark standards, but falls to 5.5%.

According to the ordinance and protocol, the project would then be eligible for consideration of a waiver, with an option of off-site units, payment in lieu, a reduction in IZ units, or a combination.

Staff considered the timing of providing off-site new construction replacement IZ units and the opportunities for such a project within the neighborhood, and concluded that it was unlikely that the

developer could provide the replacement units within the one-year time frame identified in the ordinance. Based on the current financial information provided by the developer, the projected cost of the inclusionary units, in the context of the larger project needs for basic TIF assistance, appears to exceed the value of the incentives offered as part of the land use process.

Recommended Waiver Option

Since this project consists of four different buildings components within Block 51, we asked the developer to suggest two different configurations of on-site IZ units and a payment in lieu. Since the difference between the full market and the partial IZ scenario is partially a financial gap, the financial (in)feasibility is caused in part by the complex interplay of bedroom size, location and price of the IZ units. The developer provided two options:

	Total Number of all units (including IZ)	Scenario A: (more units, less dispersion)	Scenario B More dispersion, fewer units)	Scenario A-2: (more units, some dispersion)
Tower-Court	112 Tower 15-16 Court	15 (all in Tower)	13 (11 in Tower)	16 (all in Tower)
Main Street-Broom Street	10 Main 22 Broom	2 (all in Broom)	3 (2 in Broom)	2 (all in Broom)
Total IZ units		17	16	18
Payment in lieu proposed		\$184,258	Waived to \$0	\$157,938

Scenario A provides one additional IZ unit by placing more IZ units in the Tower building, since the lower building components, particularly the Broom complex, contributes more 'profit' per unit to the overall project. Scenario B adheres a little more closely to the ordinance in terms of IZ unit dispersion, but because of the profitability mix of the designated units, is able to offer one less IZ unit than Scenario A, and no payments in lieu of the on-site units.

Because of the budget constraints on the TIF and TIF 10% programs, it would appear that there is little chance of additional TIF assistance in order to subsidize additional affordable units.

Rationale:

Staff believe that **Option A-2** offers the superior public benefits of the three alternate scenarios. Scenario A-2 provides two additional affordable units and cash for the special IZ Special Revenue Fund, compared to Scenario B. Scenario A-2 provides one additional affordable unit than Scenario A, better dispersion within the tower building, and some cash for the IZ Reserve Fund.

None of the scenarios quite meets the feasibility benchmark for the gross profit margin, but are acceptable to the developer. Under each scenario (see attachment 3 labeled **Waiver Option**), the gross profit margin returns to a minimum of 6.7 %, under the lower range of the adopted benchmark criterion of 12.5%.

The amount of the payment in Scenario A-2 in lieu of the 6 on-site inclusionary units would be calculated according to the formula expressed in the adopted Ordinance at MGO 25 C) 6. e. g: 10% of the average sale price of the owner-occupied units within the development. Final calculations suggest an average sales price of \$263,226/unit for the 159 units. If this were the final figure after TIF negotiations, the total the developer would provide into the IZ Reserve Fund would be six times \$26,323 or \$157,938 under Scenario A-2.

Background Note on the Waiver Process for Plan Commissioners:

The IZ ordinance and the Policies document outlined the need for an analytical tool to help staff and the Plan Commission to determine a waiver of the on-site IZ unit requirements. The Plan Commission reviewed and adopted the parameters for acceptable waivers; on January 18, 2005, the Common Council approved the parameters.

Suby Van Haden representatives, with the guidance of the staff team and alders, created a model whereby a project's pro-forma could help the Plan Commission determine whether a proposed development would be financially infeasible (or not). A developer would input data on the project without any IZ units, and would then run the model again with a second set of assumptions involving solely the addition of the IZ units. If the project (without the IZ unit) were financially feasible, but the second run of the application with the IZ units (and City incentives) showed that the proposal did not reach a set of benchmark measures (such as gross profit margin), the Commission could reasonably conclude that the project with the IZ units was infeasible, and permit a waiver of some sort, using the choices outlined in the 'Policies' document.

Attachments:

3 scenarios (Capitol West market, Capital West Full IZ, Capital West recommended waiver option A-2)

CC: Alder Mike Verveer, Dean Brassler, Jeanne Hoffman, Mark Olinger, Joe Gromacki, Don Marx, Brad Murphy

"A-2"

**Capitol West
Inclusionary Zoning Plan
Modified Option A as of June 14, 2004**

	Market Rate Units			Total	Inclusionary Zoning Units			Total
	One	Two	Three		One	Two	Three	
309 W. Washington	52	32	12	96	8	5	3	16
Capitol Court/Wash Row	0	15	0	15	0	0	0	0
Main Street	0	10	0	10	0	0	0	0
Broom Street	9	11	0	20	1	1	0	2
Total	61	68	12	141	9	6	3	18
% by size that are IZ	43.26%	48.23%	8.51%		12.86%	8.11%	20.00%	11.32%
% by Size of Market or IZ					50.00%	33.33%	16.67%	

Assumes Waivers

Units	
309 W. Washington	1
Capitol Court/Wash Row	2
Main Street	2
Broom Street	1

IZ Waiver Payment

	6
	\$26,322
Total	\$157,932

Inclusionary Zoning Units in 309 W. Washington

- Unit 102
- Unit 106
- Unit 202
- Unit 206
- Unit 208
- Unit 209
- Unit 304
- Unit 306
- Unit 305
- Unit 308
- Unit 406
- Unit 408
- Unit 411
- Unit 506
- Unit 508
- Unit 606

The Alexander Company
Capitol WestPhase I-PART IZ OPTION A-2
For Sale Parameters for Determining Financial Infeasibility of Inclusionary Zoning
For the periods from August 01, 2005 through December 31, 2015

Issue	Recommended range	Assumed	Actual
Interest rate	Prime plus 0.5		6.0%
Project costs			
Land/Building acquisition - per square foot raw land	\$5 per square foot - raw land \$50 - \$55 per square foot, downtown - vacant land \$90 - \$125 per square foot, downtown - improved with building	This project falls within this category	\$29.50 \$29.50 \$29.50
Hard cost contingency	5% new, 8% rehab of AIA contract		0.0%
Soft cost contingency	5% new/rehab of soft costs	Acceptable range: Figure to right reflects TIF offsets	-32.5%
Contractor profit	6% of AIA contract (net of profit, overhead and general requirements)		0.0%
Contractor overhead	2% of AIA contract (net of profit, overhead and general requirements)		0.0%
Contractor general requirements	4% of AIA contract (net of profit, overhead and general requirements)		0.0%
Parking	\$1,000 per stall - surface \$15,000 per stall - first level underground \$20,000 per stall for second level underground \$27,000 per stall for three levels or more of underground	Cost above standard but reflects costs associated with site constraints.	\$28,020.83
Development fees	8% of total project costs, net of development fees and reserves	This project fits within the adopted policy range	6.5%
Square foot cost of construction, includes buildings including profit overhead and general requirements, site improvements and personal property	4 stories and under - \$62.50 per square foot, 5 to 8 stories - \$95, and 8 stories or higher \$110 - \$120	The project figures is a net figure; the policy figure is a \$/gross square foot figure	\$139.98
Soft cost	10% of cost of construction		5.4%
Inflation index factor on sales	5 year average economic change factor for DOR website or 5 year average HUD AMI increase for IZ units	Acceptable	2.0%
Inflation index factor on costs	5 year average economic change factor for DOR website or 5 year average HUD AMI increase for IZ units	Acceptable	2.0%
Range of market rate initial selling prices	MLS or assessors website comps for market rate IZ as indicated in the ordinance (City of Madison annual calculation based on AMI)		See schedule
Sale/transaction costs	6.5% of selling price		\$1,927,000.00
Internal rate of return	15% - 30% (assuming 80% leverage, 20% equity) depending upon product type	This calculation is not applicable to this project for analytical purposes	2.7%
Ratio of sales to inventory (absorption)	Submit similar comps for similar projects		2.5
Gross profit assumption	12.5 - 17.5 sales minus direct project costs (not costs of sale or transaction costs)	This reflects deduction of TIF, soft equity covered expenses, and development fee shift. Project falls OUTSIDE lower range of adopted policy standard for gross profit margin, but has been found to be acceptable to the developer.	6.7%
Associated fees	Amount of fees	Note: This figure varies by unit size, and includes insurance.	\$250.00

This scenario involves Scenario A-2, with provision of a portion of the expected inclusionary units, and includes both the high rise tower and the low rise buildings in Block 51, INCLUDING the 22 low rise units along Broom Street.

This scenario differs from the original submission in that some of the remediation/ demolition costs are taken off budget and covered by other fund sources; in addition, other costs are reduced and condo prices reconfigured.

Certain additional costs of \$1.818 million associated with land acquisition and demolition of the southeast corner annex and clinic buildings are also reduced since they will be covered during this first phase by soft debt from Alexander Company with the assumption that they will be recovered during phase 2.

Finally, \$550,000 of the proposed development fee has been reduced to match the initial all-market development budget that helped to qualify the project

as eligible for a waiver under the all-market scenario., and TIF assistance of \$4,274,000 has been applied to reduce costs.

Conclusion: Project with full 15% IZ units does not meet the gross profit assumptions adopted by the Common Council. Hence, the project qualifies for a partial waiver of IZ units and must either provide units off-site, payment in lieu of, or receive a reduction in the expected level of IZ units, per MGO 28 25).

This assumes includes a waiver payment is \$157,938. and would provide 18 IZ units.

This is the recommended scenario and is acceptable to the developer based on the submission of SCENARIO A-2.

Hickory R. Hurie
June/15/2005

The Alexander Company
Capitol WestPhase I-All Market
For Sale Parameters for Determining Financial Infeasibility of Inclusionary Zoning
For the periods from August 01, 2005 through December 31, 2015

Item	Assumption	Applicable Calculations	Amount
Interest rate	Prime plus 0.5		6.0%
Land/Building acquisition - per square foot raw land	\$5 per square foot - raw land \$50 - \$55 per square foot, downtown - vacant land \$90 - \$125 per square foot, downtown - improved with building	This project falls within this category	\$33.25 \$33.25 \$33.25
Hard cost contingency	5% new, 8% rehab of AIA contract		0.0%
Soft cost contingency	5% new/rehab of soft costs		-35.8%
Contractor profit	6% of AIA contract (net of profit, overhead and general requirements)		0.0%
Contractor overhead	2% of AIA contract (net of profit, overhead and general requirements)		0.0%
Contractor general requirements	4% of AIA contract (net of profit, overhead and general requirements)		0.0%
Parking	\$1,000 per stall - surface \$15,000 per stall - first level underground \$20,000 per stall for second level underground \$27,000 per stall for three levels or more of underground		\$28,020.83
Development fees	8% of total project costs, net of development fees and reserves	This project fits within the adopted policy range	6.5%
Square foot cost of construction, includes buildings including profit overhead and general requirements, site improvements and personal property	4 stories and under - \$62.50 per square foot, 5 to 8 stories - \$95, and 8 stories or higher \$110 - \$120	The project figures is a net figure; the policy figure is a \$/gross square foot figure	\$157.75
Soft cost	10% of cost of construction		4.9%
Inflation index factor on sales	5 year average economic change factor for DOR website or 5 year average HUD AMI increase for IZ units	Acceptable	2.0%
Inflation index factor on costs	5 year average economic change factor for DOR website or 5 year average HUD AMI increase for IZ units	Acceptable	2.0%
Range of market rate initial selling prices	MLS or assessors website comps for market rate IZ as indicated in the ordinance (City of Madison annual calculation based on AMI)		See schedule
Sale transaction costs	6.5% of selling price		\$1,927,000.00
Internal rate of return	15% - 30% (assuming 80% leverage, 20% equity) depending upon product type	This calculation is not applicable to this project for analytical purposes	5.1%
Ratio of sales to inventory (absorption)	Submit similar comps for similar projects		2.5
Gross profit assumption	12.5 - 17.5 sales minus direct project costs (not costs of sale or transaction costs)	This reflects deduction of TIF, soft equity covered expenses, and development fee shift. Project falls within lower range of adopted policy standard for gross profit margin, and hence qualifies for request of waiver.	13.3%
Association fees	Amount of fees	Note: This figure varies by unit size; and includes insurance.	\$250.00

This scenario involves all-market units, and includes both the high rise tower and the low rise buildings in Block 51, INCLUDING the 22 low rise units along Broom Street.

This scenario differs from the original submission in that some of the remediation/ demolition costs are taken off budget and covered by other fund sources; in addition, other costs are reduced and condo prices reconfigured.

Certain additional costs of \$1.818 million associated with land acquisition and demolition of the southeast corner annex and clinic buildings are also reduced since they will be covered during this first phase by soft debt from Alender Company with the assumption that they will be recovered during phase 2.

Finally, \$550,000 of the proposed development fee has been reduced, with the net results that the first phase of this project, with the TIF assistance of \$4,274,000, does meet the financially feasible standards for an -all market project.

Hickory R. Hurie
June/3/2005

The Alexander Company
Capitol WestPhase I-Full IZ
For Sale Parameters for Determining Financial Infeasibility of Inclusionary Zoning
For the periods from August 01, 2005 through December 31, 2015

Issue	Requirement	Monetary Calculation	Amount
Interest rate	Primo plus 0.5		6.0%
Project costs			
Land/Building acquisition - per square foot raw land	\$5 per square foot - raw land \$50 - \$55 per square foot, downtown - vacant land \$90 - \$125 per square foot, downtown - improved with building	This project falls within this category	\$29.28 \$29.28 \$29.28
Hard cost contingency	5% new, 8% rehab of AIA contract		0.0%
Soft cost contingency	5% new/rehab of soft costs		-35.8%
Contractor profit	6% of AIA contract (net of profit, overhead and general requirements)		0.0%
Contractor overhead	2% of AIA contract (net of profit, overhead and general requirements)		0.0%
Contractor general requirements	4% of AIA contract (net of profit, overhead and general requirements)		0.0%
Parking	\$1,000 per stall - surface \$15,000 per stall - first level underground \$20,000 per stall for second level underground \$27,000 per stall for three levels or more of underground		\$28,020.83
Development fees	8% of total project costs, net of development fees and reserves	This project fits within the adopted policy range	6.5%
Square foot cost of construction, includes buildings including profit overhead and general requirements, site improvements and personal property	4 stories and under - \$62.50 per square foot, 5 to 8 stories - \$95, and 8 stories or higher \$110 - \$120	The project figures is a net figure; the policy figure is a \$/gross square foot figure	\$138.92
Soft cost	10% of cost of construction		4.9%
Inflation index factor on sales	5 year average economic change factor for DOR website or 5 year average HUD AMI increase for IZ units	Acceptable	2.0%
Inflation index factor on costs	5 year average economic change factor for DOR website or 5 year average HUD AMI increase for IZ units	Acceptable	2.0%
Range of market rate initial selling prices	MLS or assessors website comps for market rate IZ as indicated in the ordinance (City of Madison annual calculation based on AMI)		See schedule
Sale transaction costs	6.5% of selling price		\$1,927,000.00
Internal rate of return	15% - 30% (assuming 80% leverage, 20% equity) depending upon product type	This calculation is not applicable to this project for analytical purposes	2.2%
Ratios/risks to inventory (absorption)	Submit similar comps for similar projects		2.5
Gross profit assumption	12.5 - 17.5 sales minus direct project costs (not costs of sale or transaction costs)	This reflects deduction of TIF, soft equity covered expenses, and development fee shift. Project falls outside lower range of adopted policy standard for gross profit margin, and hence qualifies for request of waiver.	5.5%
Absorption rate	Amount of fees	Note: This figure varies by unit size, and includes insurance.	\$250.00

This scenario involves all-market units, and includes both the high rise tower and the low rise buildings in Block 51, INCLUDING the 22 low rise units along Broom Street.

This scenario differs from the original submission in that some of the remediation/ demolition costs are taken off budget and covered by other fund sources; in addition, other costs are reduced and condo prices reconfigured.

Certain additional costs of \$1.818 million associated with land acquisition and demolition of the southeast corner annex and clinic buildings are also reduced since they will be covered during this first phase by soft debt from Alexander Company with the assumption that they will be recovered during phase 2.

Finally, \$550,000 of the proposed development fee has been reduced to match the initial all-market development budget that helped to qualify the project as eligible for a waiver under the all-market scenario, and TIF assistance of \$4,274,000 has been applied to reduce costs.

Conclusion: Project with full 15% IZ units does not meet the gross profit assumptions adopted by the Common Council.

Hence, the project qualifies for a partial waiver of IZ units and must either provide units off-site, payment in lieu of, or receive a reduction in the expected level of IZ units, per MGO 28 25).

Hickory R. Hurie
 June/3/2005

From: "Mark N. Shahan" <mnshahan@chorus.net>
To: <nanfey@earthlink.net>, <jhoffman@ci.madison.wi.us>, David Dryer <ddryer@cityofmadison.com>, David Trowbridge <dtrowbridge@cityofmadison.com>, <bmurphy@cityofmadison.com>, <dmccormick@cityofmadison.com>, <district5@council.ci.madison.wi.us>, <district10@council.ci.madison.wi.us>
Date: 6/9/2005 8:27:53 AM
Subject: Broom Street Setback

Nan,

I caught part of the Plan Commission meeting on Channel 12 Monday night and was dismayed to see the Plan Commission still struggling with the Broom St. setback 7 months later. Given that people kept referring to the long range transportation needs for the corridor, I think this issue could benefit from a review by LRTPC. LRTPC is the commission suited to such an issue because our membership includes the relevant players needed at the table to make a decision that takes into account all modes of transportation. I think we could at least narrow the list of viable options down since some of the ideas I heard just didn't make sense. It may be too late for that now but I find myself regretting that we canceled the May LRTPC meeting because of a lack of agenda items. LRTPC could have taken this up last month.

I know PBMVC discussed this issue but there were problems with that discussion at our 11-30-04 meeting. PBMVC was badly split on the issue because we were trying to make a quick decision on very little information. When asked about how much right-of-way might be needed for various transportation needs in the future and about traffic projections, TE didn't have the information yet. The options that I saw at Plan Commission Monday night were the sorts of information PBMVC needed to make a stronger recommendation and may well have persuaded more people we don't need the full 30 foot setback. I don't think it is fair to put any commission in the situation PBMVC was in at the 11-30-04 meeting and expect good decision making. Upon thinking about it, I realize that LRTPC would be a better place to discuss this issue because all modes of transportation in relation to land use issues need to be discussed.

I will close by reminding people that a transportation study was suppose to have been done for this area back in 1998 but it wasn't done due to a lack of funding. Regardless of what is decided for the setback in the near future, I think this study should be performed.

Mark N. Shahan ----- _o
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mnshahan@chorus.net

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From: "Thomas Miller" <tcml@alexandercompany.com>
To: "Brad Murphy (E-mail)" <bmurphy@cityofmadison.com>
Date: 6/6/2005 8:39:05 AM
Subject: FW: Capitol West Mike Verveer Memo

Brad,

Please see the attached memo from Natalie Bock to Mike Verveer regarding Broom Street.

TM

-----Original Message-----

From: Natalie Bock [mailto:nlb@alexandercompany.com]
Sent: Saturday, June 04, 2005 11:53 AM
To: district4@cityofmadison.com
Cc: wfwhite@mbf-law.com; Thomas Miller (E-mail); Randall Alexander (E-mail)
Subject: Capitol West

Mike:

I was going to call you, but I know that you are busy so have opted for an e-mail instead.

As you requested, we have looked more carefully at the financial impact of a Broom Street setback greater than 12 feet. Please remember that our original proposal was a 6 ft setback from the right of way with a three story building. Our current proposal with a 12 foot setback assumes that we will be allowed to build a four story structure.

As a preliminary matter, we heard at the last neighborhood meeting that the neighbors are particularly interested in the creation of a better pedestrian amenity and streetscape on Broom Street. After the neighborhood meeting, Tom Miller worked on the type of pedestrian improvements that can be made in a 12 ft setback. Between the curb and the 12 foot setback line we can fit (1) a 7 to 8 foot tree panel that preserves the existing mature terrace trees, (2) a 2 foot pedestrian lighting panel, (3) an 8 foot enlarged sidewalk, and (4) a 7 to 8 foot green space or tree panel between the side walk and the building. I don't see that an additional 2 to 3 feet provides significant opportunity to improve the pedestrian panel.

In terms of feasibility of your proposed 15 foot setback, we showed staff schematic plans for a four story structure on Broom with a 12 foot setback. The structure was pushed back as far as possible so that the Broom Street Lofts are 10 feet from the existing open ramp at 345 W. Washington. A minimum of 10 feet is required by FIRE code. If the setback is increased to 14 ft, we continue to have 22 units but lose approximately 1,500 s.f. of salable area. The loss of salable square footage translates into an additional funding gap of \$160,000 assuming that we are given a four foot easement for balconies on the upper floors. The gap increases to \$370,000 if we are not allowed an easement for balconies.

A 15 foot setback further reduces our salable square footage and increases our gap. At 15 ft, we are also at the point where the units become too

Broom St.
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narrow to make them efficient as living space. While we are excited by the Main Street Townhomes, we feel that one set of narrow townhomes is enough and need to have the Broom Street Lofts layout in a more traditional manner.

Under an increased gap situation and given our current negotiation of TIF, we would need to request additional IZ waivers to make our funding work for this development. As you can see, the economic impact of a few feet is significant.

Please let me know your thoughts. Do you still think that we will see your proposed resolution on Monday? do you have other issues with our SIP that I can address?

Please feel free to contact me at anytime. My cell number is 279-2358.

Best Regards,
Natalie

CC: "Natalie Bock (E-mail)" <nlb@alexandercompany.com>

From: Tom Miller, Alexander Co.

June 6th, 2005

Response to Planning Staff Comments

This memo is in response to the Planning Unit Report Recommendations, dated May 31st 2005

2. We believe the SIP for the components not including Broom Street should be signed and recorded once the GDP has been amended to include The Broom Street Component. Then the SIP for Broom Street can be recorded as soon as approval of the SIP can be obtained. Waiting for completion of the SIP process for Broom Street prior to recording the remainder of the SIP unnecessarily delays the entire project.

3. Phase 1 of the project will include common amenities such as the fitness center and the concierge desk. However, it is our intention to include the common meeting area and business center in Phase 2 of the project in the 306 West Main Building. This is how our SIP is currently structured, so approval of the SIP would forego the meeting area and business center until Phase 2 of the project.

4. We have identified in our current SIP application that site improvements, balconies and bay windows on the West Washington Elevation of 309 West Washington Avenue are designed to project to the line of the existing sidewalk. We ask the commission to consider the approval of these elements as designed as we feel they are compatible with existing structures approaching the Square. The precedent has been set for similar encroachments at Capitol Point and Block 89 amongst other recent projects.

5. The pedestrian bridge is scheduled to be constructed with 333 West Washington. The structures of these two components are integral, and as a result will be built simultaneously as part of Phase 3 of the development. We anticipate the commencement of Phase 3 in 2009 however this will be dictated, in part, by market forces.

6. We believe that neighborhood and City goals for Broom Street can be achieved within the 12' setback proposed within our GDP amendment application. This conclusion is based on information garnered at a series of neighborhood and City sponsored meetings on the Broom Street issue.

8. We have not contemplated, as part of this application, providing new street lighting at West Washington Avenue. Our proposal includes the provision of pedestrian scale lighting at Broom, Main and Henry Streets at areas where streetscapes improvements have been identified on the SIP Application documents.

End

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June 6th, 2005

Response to Traffic Engineering Staff Comments

This is in response to the Traffic Engineering Division Review Comments, May 27th 2005

3. We have requested as part of our GDP/SIP application that all IZ dwelling unit residents shall be eligible for residential parking permits – not just those at 309 West Washington Avenue.

14. We believe it is unreasonable to expect a blanket waiver of notice and hearing on special assessments for future traffic signals, streetlights, and associated streets. Such a waiver would eliminate the rights of future residents to participate in the public process. If signals and other improvements are required they should be identified now. Otherwise residents should maintain their rights to notice and hearing. Additionally, we find it difficult to commit to a deposit for an unidentified sum. Consequently, we ask that this condition be removed and that such a deposit be negotiated once a cost for the identified improvements can be identified.

15. Our current application does not contemplate the replacement of lighting on West Washington Avenue. However we have included the replacement/addition of pedestrian scale lighting on Henry, Main and Broom Streets and agree that the SIP application and approval is subject to these specific areas. We again, find it difficult to commit to a deposit of an unidentified sum at this time and ask that that condition be removed.

16. The loading and delivery proposal has been included in the current application; we ask that this be approved as described as part of the SIP approval.

17. We find it difficult to agree to submit a deposit for work of unidentified scope, and unidentified cost. However, we have agreed to provide lighting and improvements within the public r.o.w. and we will work with the City to provide those improvements in the most efficient and appropriate manner.

End

June 6th, 2005

Outstanding Neighborhood Issues

This memo is in response to Pete Ostlind's letter to Brad Murphy dated: June 1st, 2005

1. Our current Broom Street proposal is a GDP Amendment to include a 4-story building plus mezzanines in a 12' setback, with 4' balconies projecting back into the setback area above the first floor. This proposal coincides with both the TIF application and the IZ Application. We believe neighborhood identified amenities for Broom Street fit well within this setback.
2. 309 West Washington site improvements provide access to the 1st floor and Lower Level via ramps and stairs from the existing sidewalk. It is necessary to locate a portion of the stairs and ramps within the r.o.w. due to the changing grade along West Washington Avenue.
3. Several balconies and bay windows at 309 West Washington project 2'-7" into the existing r.o.w along West Washington Avenue. Please note that these balconies do not cross into the existing sidewalk zone, which is to remain in its current location. We are prepared to work with the City's Real Estate division regarding the balconies, as is current standard practice (i.e Capitol Point, Block 89).
4. 309 West Washington Avenue will comply with existing Capitol View Preservation Ordinance set forth in the Zoning Code: 28.04(14).
5. Our current application outlines that the 309 West Washington Avenue building include a passenger and delivery loading zone within the terrace as shown in the SIP Documents. This proposal is similar in concept to the passenger drop off are associated with the Loraine condominium project. This will provide the most efficient and orderly loading solution for residents of 309 West Washington Avenue.
6. We have designed the mews to create a safe public passageway from Broom Street to Henry Street, however we believe we must maintain the future residents' right to safely and effectively manage the property including the mews without zoning restriction. While we have designed the mews for public access it will be a private walk managed by the Homeowner's Association.
7. Our current proposal includes a trash enclosure at Washington Row, this is required to provide for convenient disposal of trash and recyclables for Main Street Residents. The enclosure will provide screening of the trash containers. We have taken great care to locate trash and recycling areas internally within the block and we believe that the privately owned Washington Row is the best location to serve the 10 Main Street Townhomes.
8. Our current proposal identifies loading zones at Washington Row, West Washington Avenue and a future area at Main Street for passenger and delivery loading. In addition we are encouraging the city to consider a short term loading zone at Henry Street adjacent to the Mews. Van-loading areas are located within the proposed garage structure. We do not intend to have semi tractor-trailer loading within the buildings.

9. The condensers for the Main Street Townhomes will be located either in the existing parking Ramp or at the roof terraces of the townhomes.
10. We have provided a number of community amenities in Phase 1 including the fitness center and a concierge desk. However, the community meeting area and business center are planned for Phase 2 in 306 West Main Street.
11. There is no number 11 in the Neighborhood's Document
12. Modifications to the lighting atop the existing parking structure are not included in Phase 1. We are contemplating improvements to the structure as part of a later phase.
13. There may be some limited construction vehicle activity from Findorff Headquarters to the site.
14. – 21. Are included in our current application.

End

From: "Lee Brown" <leebrown807@tds.net>
To: "Brad Murphy" <bmurphy@cityofmadison.com>
Date: 6/6/2005 9:49:47 AM
Subject: Correction on memo I sent yesterday

Brad Murphy:

Below is a correction on the memo I sent yesterday. Sorry for the error.

Lee Brown

Correction: Cost of West Main Street Townhouses (\$3.00 per square foot times 1600 = \$480,000. \$3.00 per square foot times 1900 = \$570,000.)

360 West Washington Avenue, #807, Madison, WI 53703

June 4, 2005

Re: Capitol West - Block 51 SIP

Recommendation of Conditions of Approval for the Plan Commission

Dear Brad Murphy:

While the Capitol West plan has many attractive features, I have concerns about two parts - the Broom Street Setback and the West Main Street Townhouses.

Broom Street Setback:

The Broom Street Setback issue deserves more discussion. Those of us attending the most recent neighborhood meeting about the Broom Street Setback concluded that the Setback should not be built on because Traffic Engineering will probably need some of it to widen the street making possible a trolley line and bike lanes in the near future. It makes no sense to build new housing there.

Even if the Setback is not needed right away for widening Broom Street, in the meantime we need the trees to reduce air pollution, to absorb rain, to improve aesthetics, to prevent ground level ozone, and to maintain a pleasant community environment. We really do believe that trees make a major contribution to healthy, happy neighborhoods.

Also, while attending information sessions we have learned that there will be few trees in the center of Block 51 because of the construction of underground parking garages and reservoirs for recycling rain water. To provide greenery the landscapers are planning to use vines and bushes which can survive in a thinner layer of soil.

Dividing the Broom Street Setback in half, i.e., half for townhouses and half for green space, is a bad idea. Building on 15 feet of the present Setback will destroy all the mature trees now in place. Even if very expensive larger trees replace those already there, the new trees will have limited root space resulting in stunted and unhealthy trees in future years.

Broom Street & #4

West Main Street Townhouses:

Building townhouses in the space between the parking ramp and the sidewalk is ill-advised. That space is already well used. The built-to-last-forever deep air wells beside the ramp allow air flow through all levels of the ramp and are tastefully landscaped with lawn, bushes and five healthy trees - an attractive utilitarian use of the space.

If the townhouses were built right up against the parking ramp, how would the carbon monoxide escape from the lower levels of the ramp? Then would 24/7 lighting be required?

The proposed long and narrow (eleven and a half foot wide) four-story townhouses with no elevators to accommodate the handicapped, or someone with a sprained ankle, would not attract many buyers. Even though they may have a total space of 1600 to 1900 square feet, who would want to pay half a million dollars for such an undesirable floor plan? ($\$3.00$ per square foot times $1600 = \$480,000$. $\$3.00$ per square foot times $1900 = \$570,000$.)

Yours truly, Lee Brown

From: Brad Murphy
To: Ostlind, Peter
Date: 6/3/2005 2:28:53 PM
Subject: Re: Broom St.

Peter,

Our intention was to indicate that the commission now has the information they need to make a decision and to present alternatives as to how to handle making the decision. I believe we did that. If you look at the recommendations, we indicated that the Commission will need to make a recommendation on the setback as part of the action on Monday or as part of a future action. We did not specifically recommend that they act on it Monday.

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

>>> "Peter Ostlind" <postlind@chartermi.net> 06/03/05 12:13 PM >>>
Brad,

I am disturbed to read in the Conclusions of the Staff report on the Capitol West SIP the recommendation that the Plan Commission should act on the Broom St. setback Monday. While I can appreciate yours and the developer's concerns about delays to the project I believe that the issue has not received the full and thorough review that a decision of this magnitude deserves.

The Neighborhood recognized early on when Capitol West was proposed that use of the setback was a significant issue. We organized a meeting where Staff were invited to provide information on the setback in October. At that time Staff had gathered limited information of the history of the setback or possible futures for the corridor.

Subsequent to that a few of us met with City Staff in November to facilitate a resolution of the issue. This discussion recognized that some examples of possible configurations for the right of way would be necessary to give people a basis for identifying what if any of the setback had enduring community value. Traffic Engineering agreed to develop a range of scenarios. You indicated that the issue should probably be evaluated by a number of City Committees as part of an introduction of a formal resolution on the topic.

Traffic Engineering scenarios were first available at the May 6 Plan Commission meeting. In the interim the Neighborhood continued to meet to identify key desires and concerns. Recently the Traffic Engineering report was presented to the neighborhood and a facilitated discussion was held to evaluate the options. Substantial progress was made in developing a considered evaluation of the possible futures along Broom St.

Now the Staff is recommending a decision be made prior to conclusion of any reasonable evaluation. I believe this is a tremendous insult to the residents who have dedicated their time and effort to provide a considered review of the possibilities.

The Neighborhood instigated the process, Traffic Engineering took 5 months to develop some scenarios and now concerns about the developer's schedule are preempting the review process.

The Developer new of the setback when they first proposed the project but made no effort to engage a review of the topic. City Staff only belatedly came to the table on this. The Neighborhood who was out in front on this issue is now being preempted.

From the very beginning the Neighborhood has been very clear on their position that the future of the

Broom St. corridor should be considered on its own merits, not on a piecemeal basis as individual proposals come forward. I am extremely frustrated that the efforts we have made are not recognized by Staff as a valid process and are dismissed in your report.

Peter Ostlind
Chair of the Bassett District of Capitol Neighborhoods.

CC: Verveer, Mike

NEED

June 1, 2005

Mr. Brad Murphy
City of Madison
Planning & Development
215 Martin Luther King Jr. Blvd.
Madison, WI 53703

Re: Capitol West – Block 51 SIP
Recommendation of Conditions of Approval for the Plan Commission

Dear Brad,

The Steering Committee established by the Neighborhood recommends that each of the following items be included as Conditions of Approval when the Plan Commission considers the Phase I SIP proposal for this project.

1. The proposed Broom St. Townhome element of the project within the existing setback limit shall be referred until the ongoing City/Neighborhood review process for the Broom St. setback has been completed.
2. Construction of at grade building elements shall not be allowed to infringe within the public right of way. In particular the proposed building at 309 W. Washington shall be modified such that no portion of the structure extends beyond the property line.
3. Projections from the buildings shall not be allowed to extend outward above the public right of way. In particular the balconies of the proposed building at 309 W. Washington shall be modified such that no portion of the building extends outward above the public right of way.
4. The highest elevation of any portion of the building at 309 W. Washington shall not extend above the City Capitol View Preservation limit of 187.2' above city datum. This would include any mechanical or elevator penthouse or other building component.
5. Curb cuts into the street terrace along W. Washington Ave. shall be limited to driveways only. The terrace shall not be allowed to be used for parking or loading of vehicles. In coordination with City Departments loading zones may be established at points along the curb in conjunction with building entrances.

6. Any modification to the pedestrian passageway extending from S. Henry St. through the Capitol Court Mews and between 345 W. Washington and the existing parking garage to S. Broom St. which would restrict public access shall be considered a major alteration to the PUD/SIP. Such modification shall require approval by the Plan Commission at a public hearing.

7. All trash & recycling containers shall be located within building structures, not on Washington Row or any other pedestrian or traffic corridor.

8. As part of the Phase I construction the drive access from W. Main St. to the new parking garage shall be wide enough to allow for parking large delivery vehicles and tractor trailer type moving vans without blocking the sidewalk or the street. As part of a future Phase which constructs the building at 306 W. Main St. provisions shall be made to accommodate this same delivery parking area within the building structure.

9. The air conditioner condensers for the Main St. townhomes shall be located inside the parking structure adjacent to the townhomes.

10. The Applicant shall provide a temporary common space to be used by the condo community for meetings, etc., until a permanent space is constructed in Phase II.

12. The pole lighting at the top level of the existing parking ramp shall be replaced with light fixtures which minimize impact on the night sky as approved by the Urban Design Commission.

13. Cut-through traffic by construction vehicles and equipment shall be prohibited in the residential streets of the Bassett neighborhood to the west of Broom St. (specifically, W. Main, W. Doty and W. Wilson Sts.) for the duration of Phase I. Construction vehicles should access the site via W. Washington Ave. or Broom St. from the John Nolen Parkway.

The Applicant has committed to the following items which are not specifically noted in the SIP documents. The Steering Committee recommends that these also be included as Conditions of Approval.

14. RP3 residential parking permits shall be available only to residents of specified IZ residential units. RP3 residential parking permits shall not be available to residents of market rate dwelling units.

15. Madison Environmental Group's Preliminary Recycling Reuse Plan, submitted as part of the Phase I SIP shall be a condition of approval

16. Prior to issuance of any building permits the Applicant shall provide a detailed diagram showing location & quantity of bicycle parking for residents within parking

structures and/or storage spaces. The total quantity of bicycle parking spaces for residents shall be equal to the number of bedrooms in the dwelling units to be constructed.

17. Prior to issuance of any building permits the Applicant shall provide details of the rain catchment system for all components of Phase I.

18. A bicycle ramp shall be provided as part of the Grand Stairs from Washington Row to the Capitol Mews.

19. All roof top mechanicals shall be screened in a method acceptable to the Urban Design Commission.

20. The landscaping plans shall be modified to include provision of additional trees in the street terrace. As part of the plan submittal for a building permit a plan for protection of existing trees within the street terrace shall be provided.

21. Installation of the pedestrian scale street lighting which has been installed elsewhere in the neighborhood shall be included as part of each phase of construction as it is completed.

With regards to the IZ units the Steering Committee would prefer that no waivers be given. When considering the two most recent options presented by the Applicant our preference would be Option A with 8 IZ units and a payment of \$245,000.

Please forward these recommendations to the members of the Plan Commission for their consideration.

Sincerely,

Peter Ostlind
Chair Bassett District of Capitol Neighborhoods

File



May 4, 2005

Brad Murphy
City of Madison
Planning & Development
215 Martin Luther King Jr. Blvd.
Madison, WI 53703

RE: Capitol West – Block 51 SIP Response to Neighborhood Comments

Dear Brad,

We have received a copy of the letter from Pete Ostlind regarding the neighborhood comments on the Capitol West project.

We are pleased to respond to the questions and comments that have resulted from this neighborhood review process.

All in all we feel that none of the issues presented by Mr. Ostlind are insurmountable and that the following response provides clarification of all comments outlined in the neighborhood letter. We will be submitting a response to Mr. Ostlind's questions in the near future.

Sincerely,

THE ALEXANDER COMPANY, Inc.

Thomas Miller
Development Project Manager

Cc: Natalie Bock, The Alexander Company
Bill White, Michael, Best and Friedrich
Pete Ostlind, Bassett District Chairman

Capitol West

Response to Neighborhood comments regarding SIP

Inclusionary Zoning

Working with Planning & IZ staff on an Inclusionary Zoning plan that coordinates closely with the TIF request. We anticipate filing a revised IZ plan once decisions with staff are complete.

Landscape, Site Plan, Lighting

Work in the street terraces directly adjacent to each of the Phase 1 components will be included in this in this phase of construction. The site plan identifying this work will be submitted by JJR.

This work will include the construction of the pedestrian scale street lighting to match that which has been added recently along Main Street. This will be coordinated with the City. Our current understanding is this will be constructed by the city in cooperation with The Alexander Company.

We are including a water feature in this phase of the development at Capitol Mews near Henry Street. The second water feature will be located near 345 West Washington, also on the mews, and will be developed as part of phase 3 of the project. This is indicated on the Master Site Plan.

We will agree to the neighborhoods request that the up lighting be eliminated from the 309 West Washington building.

GDP Modifications

We formally request that the GDP reflect the inclusion of Washington Row Houses along Washington Row, we feel this is a significant improvement in added vitality to the streetscape of this lane. The common areas have been reprogrammed into Phase 2.

We believe Washington Row would function better as a one-way street with traffic moving from Main Street to West Washington, but we are prepared to modify this to a two way street as requested by the neighborhood if approved by City staff.

We are still planning on retail at the street level of 306 West Main; this will be addressed in a future SIP. 306 West Main is not included in the current SIP application.

Pedestrian Passageway

We fully intend to allow public access to and through Capitol Mews and we have specifically designed the mews with this in mind. However, we need to maintain the ability to limit public access to the mews in the event that mis-use of the mews by the public becomes an issue and if the safety of resident of the project becomes endangered.

Bicycle access along the grand stair will be incorporated in the details of the stair. JJR will design a narrow ramp along one edge of the stair to allow for pushing ones bike while walking the stair.

Community Space

The Community space will be included in Phase 2 of the development in the 306 West Main Building. These amenities will be available to all condominium residents.

309 West Washington Footprint.

309 west Washington has been designed so that site improvements including landscape beds, stairs and ramps leading to the First Floor and Lower Level occur between the existing location of the sidewalk and the footprint of the building. Similar to the existing building some of these improvements encroach into the public right of way – we see this as an appropriate and beneficial design to access the different levels of the property along the sloping grade of West Washington Avenue. The current design vastly improves the streetscape condition of this property.

Balconies projecting from the face of the building that encroach into the public r.o.w. will require an agreement per standard practice similar to Capitol Point. We feel this design works well with the established setbacks of building between 309 & the Capitol Square.

PLEASE NOTE THEAT NO BUILDING ELEMNET – BALCONY, SITE IMPROVEMENT, or OTHER ENCROACHMENT PROJECTS OVER THE SIDEWALK, AND THE SIDEWALK REMAINS IN ITS CURRENT LOCATION.

Bike Parking

1 bike parking ‘stall’ will be provided for each bedroom in the development. The location of interior or covered bike parking is in the parking ramps at the head of each interior parking stall.

The location of visitor bike parking for Phase One is as follows.

Corner of West Washington and South Henry - 8 stalls

Corner of West Washington and Washington Row - 8 stalls

Parking Ramp at Washington Row and Main Street -16 stalls

Additional visitor bicycle parking will be provided in Phases 2 and 3 of the development.

Traffic

We are not requesting street parking permits for the Market Rate Units.

We have submitted the final Traffic Impact Analysis to the Traffic Engineering Unit and can provide additional copies upon request. This analysis was included in the Transportation Demand Management Plan and we have incorporated recommendations from the TDM plan in the SIP and will continue to do so throughout the SIP application process for additional phases.

Deliveries

The following locations have been identified for loading and deliveries:
309 West Washington Loading Zone – Passengers & Deliveries
309 West Main Loading Zone Phase 2 - Passengers & Deliveries
Level 40 Parking – Van accessible Loading Zone
Level 52 Parking – Van Accessible Loading Zone
Main Street Parking Ramp – Van Accessible Deliveries

In addition trash enclosures will be located in the following areas:
Level 40 Parking
Washington Surface Parking

Broom Street

We believe housing along Broom Street is the most desirable land use for this location. Residential housing along for density downtown is appropriate to the use of setbacks directly across the street. The land use proposed adds vitality and to the streetscape. Our current 12' setback is a compromise from our preferred 6' setback originally proposed.

Green Building Items

This SIP includes green building components throughout and we are committed to continuing this trend through additional phases. The green building components currently included in phase 1 are:

- Construction Recycling and Reuse program
- Extensive plantings providing a favorable environment for urban wildlife
- Rain catchments to supplement planting irrigation systems
- Energy Star appliances
- Environmentally friendly interior finishes packages
- Low VOC paints
- Hardwood from Certified Forests

We are including planting and green roofs at the courtyard as currently designed by JJR.

We are investigating the feasibility of additional green roof for 345 W. Washington and later phases.

Mechanicals on Rooftops

The mechanicals for the listed components will be located and screened as follows:

309 West Washington	Cooling tower at roof will be screened
Capitol Court Townhomes	Compressors will be in rear yards
Washington Rowhouses will be screened	Compressors will be on rooftops and
Main Street Townhomes	Compressors will be located at ramp

309 W. Washington Architecture

The design of the 309 West Washington building has been completed by the Firm of Miller/Hull, this firm received the Nation's top honor award for Architects: the AIA Firm of the Year last year, and continues to be a leader in design of the highest quality. This building will be a Madison landmark.

Neighborhood Meeting to Discuss Broom Street Corridor 13 June 2005 Meriter Main Gate

Attending: Simon Anderson, Ed Bottemiller, Lee Brown, Tom Brown, Lee Christiansen, Jonathan Cooper, Gene Devitt, Laura Exner, Carol Ferguson, Pam Hasse, Val Lagy, Peg LeMaheur, Stef Moritz, Peter Ostlind, Mike Quigley, Karin Sandvik, John Schauf, Susan Schauf, Jim Skrentny, Mike Verveer, Vic Villacrez, Phil Wand, Ledell Zellers, Vince Jenkins (recorder)

Welcome letter—S. Moritz distributed copies of a welcome letter and handout that she compiled for new neighborhood residents. It was well received. Still in question: how do we identify those recently moved into the neighborhood?

Annual meeting—P. Ostlind announced the Capitol Neighborhoods annual meeting on June 30 at Monona Terrace. Mayor Dave Cieslewicz will be the keynote speaker.

425 W. Washington proposal—M. Quigley and L. Christiansen of Solution Strategies LLC, representing Dr. John Bonsett-Veal and Erik Minton, briefly introduced revised plans for a proposed 8-story building at 425 with apartments, exercise gym, indoor pool, health offices, and a “green” roof. Solution Strategies will make its formal presentation at a neighborhood meeting on Thursday, June 23.

Broom Street discussion—Following introductions, P. Ostlind outlined the meeting’s purpose: the City Plan Commission wants definite neighborhood suggestions for the long-term design of the Broom Street right-of-way (ROW), to be presented prior to the Commission’s June 20 meeting to help guide city policy for development and traffic on the street. In February and May, neighborhood residents compiled preferences for ROW development to be considered by the city; and viewed Traffic Engineering Dept. suggestions for configurations of traffic lanes, terraces, bike lanes, setbacks, etc. on Broom.

To begin discussion, J. Skrentny provided photographs of existing streetscape configurations in the Capitol Square area suggesting many different sidewalk and terrace widths, setbacks, bike lanes, etc. This gave participants some background for making specific choices for widths of components. Copies of the various traffic configurations were distributed.

ROW: measured from the private property line on one side of the street to the property line on the opposite side. Sidewalks are within ROW, and therefore on public land.

Setback: private property, outside the ROW, between the property line and any permanent structure. Although the setback is privately owned, City zoning ordinances restrict the property owner from constructing buildings within a certain

distance of the property line. Along the east side of Broom St. this distance has been informally set at 30 feet for the past three decades.

Suggestions and comments under categories of sidewalks, terraces, parking, bike lanes, traffic lanes and direction, street amenities, and setback were recorded (below). Residents divided into small groups each of which developed a proposed Broom Street cross sections. The four groups had ROWs ranging from 80 to 88 ft. Further discussion then arrived at a consensus for an 83 ft. minimum ROW (drawing C).

SUGGESTIONS & PREFERENCES EXPRESSED BY ATTENDEES:

TERRACE (curb to sidewalk)

- 7-foot minimum (City)
- Additional 2 ½ ft. fixture zone desirable
- 6 ½ ft. terrace, 1 ft. fixture, ? sidewalk
- Wider terrace gives more sense of safety if parking lane goes away
- Options for transit stops

SIDEWALKS

- Preference for 7 feet
- Maintain current width on west side
- What is City code minimum (5 feet?)
- Preference for 8 feet
- East/west continuity of width (not greater than 6 feet)
- Asymmetry (side to side) OK

PARKING

- Parking on one side & bike lane on the other
- Only consider parking on 2 sides if there is 2-way traffic
- Parking not needed? (but “hunting permits” issued by City)

BIKE LANES

- Well-marked 5-ft. lane
- Counterflow lane—7-ft. including curb
- Bike path—east side? (outside of traffic lanes—up to 14-ft. width) Traffic concerns.
- Problem of bikes & pedestrians sharing same space
- One lane with 2-way bike traffic (safety issues)

TRAFFIC LANES

- What is minimum recommended width?
- Width & effect on traffic speed?
- 11-ft. width preferred
- Need wider lane for trucks?
- Narrower traffic lanes only if there are bike paths
- 10 ft. width—can stay with current width of street
- Lanes need to be well-marked
- How many lanes should there be? (Consensus: two)

AMENITIES

- Separate zone for street lighting desirable
- Specify a building setback
- Utilities will go underground if street is rebuilt
- Median (if 2-way) to calm traffic/provide pedestrian refuge
- Double tree terrace on east side
- Symmetry from one side of street to the other

DISCUSSION OF NEIGHBORHOOD-PROPOSED STREET CROSS-SECTIONS:

- Economics of City purchasing whole setback a drawback
- Like more space for trees
- Need for designated trolley lane
- More trees
- 78 to 83 feet right-of-way OK depending on building setback
- 78 to 80 feet right-of-way would accommodate needs
- What happens with the setback already preserved?
- Minimum of 83 feet right-of-way

Attendees “voted” on the four proposed cross-sections as follows:

Drawing A: 2 votes

Drawing B: 0 votes

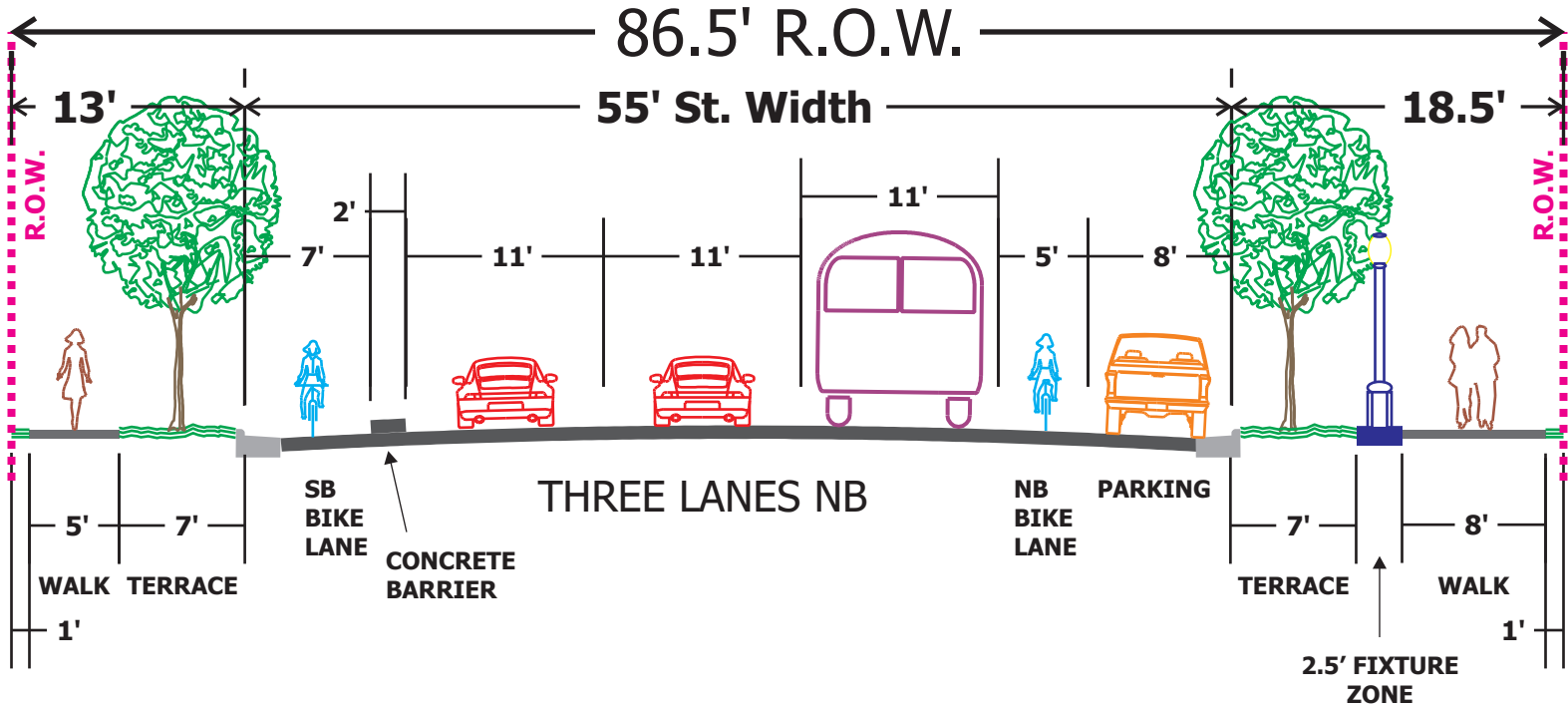
Drawing C: 11 votes

Drawing D: 1 vote

Broom Street Setback Neighborhood Study

Design A

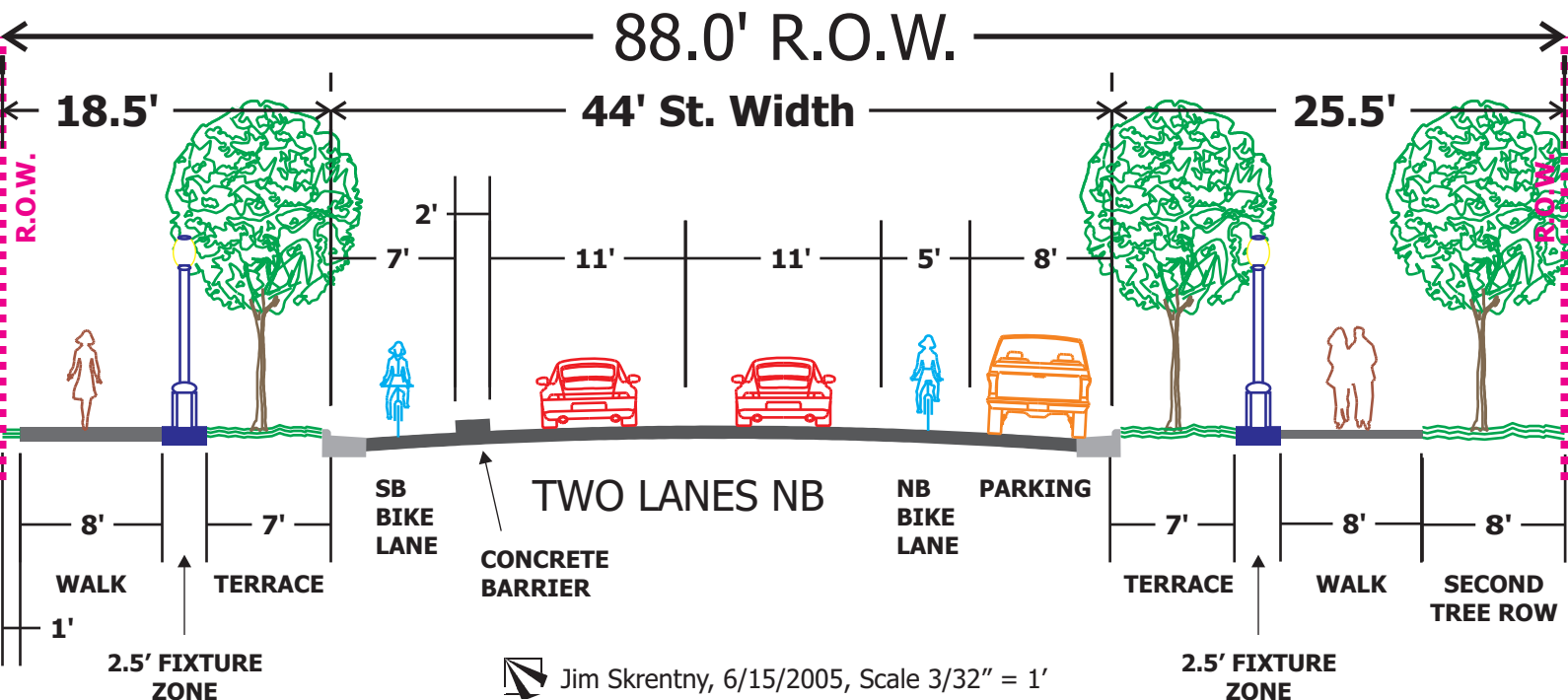
- Asymmetric Design: West Side (left) Unchanged, East Side (right) Enhanced Pedestrian Walkway
- Three Northbound Traffic Lanes (emphasizes including Mass Transit) and Parking on East Side
- Northbound and Southbound Bike Lanes
- Requires 20.5' Setback from Existing Property Line



Broom Street Setback Neighborhood Study

Design B

- Asymmetric Design: West Side (left) and East Side (right) both with Enhanced Pedestrian Walkways
- Two Northbound Traffic Lanes and Parking on East Side with Northbound and Southbound Bike Lanes
- Requires 22' Setback from Existing Property Line

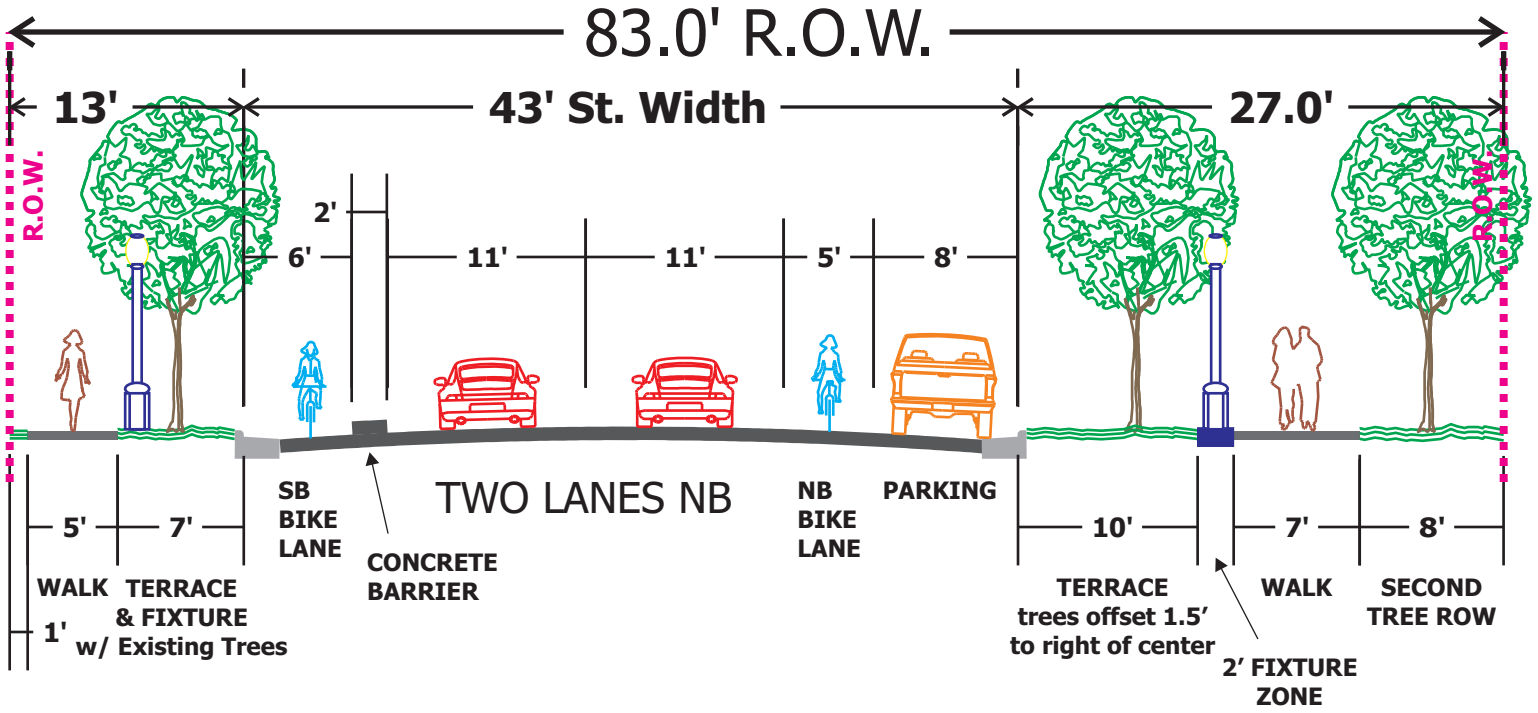


Jim Skrentny, 6/15/2005, Scale 3/32" = 1'

Broom Street Setback Neighborhood Study

Design C

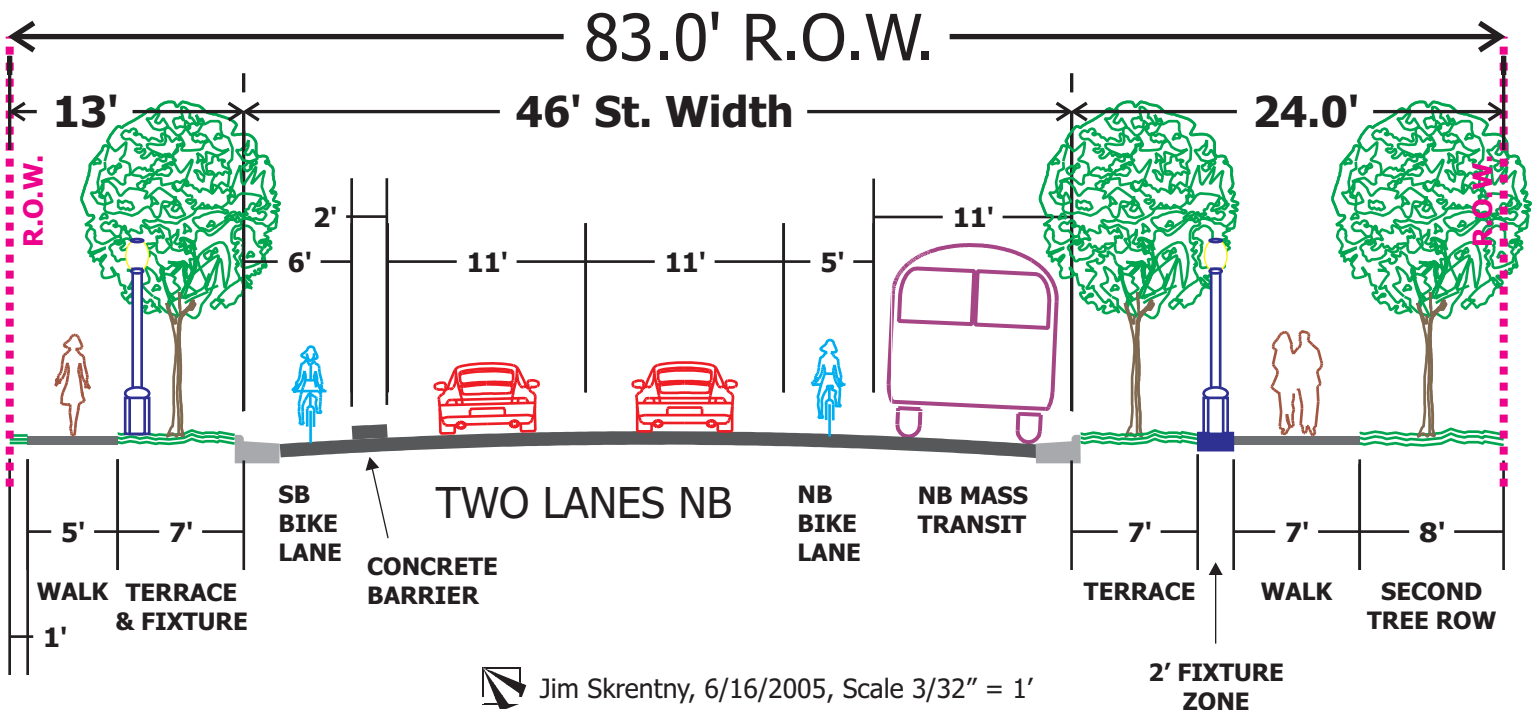
- Asymmetric Design: West Side (left) Fixture Added, East Side (right) Enhanced Pedestrian Walkway
- Two Northbound Traffic Lanes with Northbound and Southbound Bike Lanes
- Maintains Option for Future Mass Transit Lane (see below)
- Requires 17' Setback from Existing Property Line



Design C Showing Future Mass Transit Lane

Design C+

- Parking and 3' of East Terrace Replaced with Mass Transit Lane
- East Terrace Trees Spared Due to Planting Offset in Design C

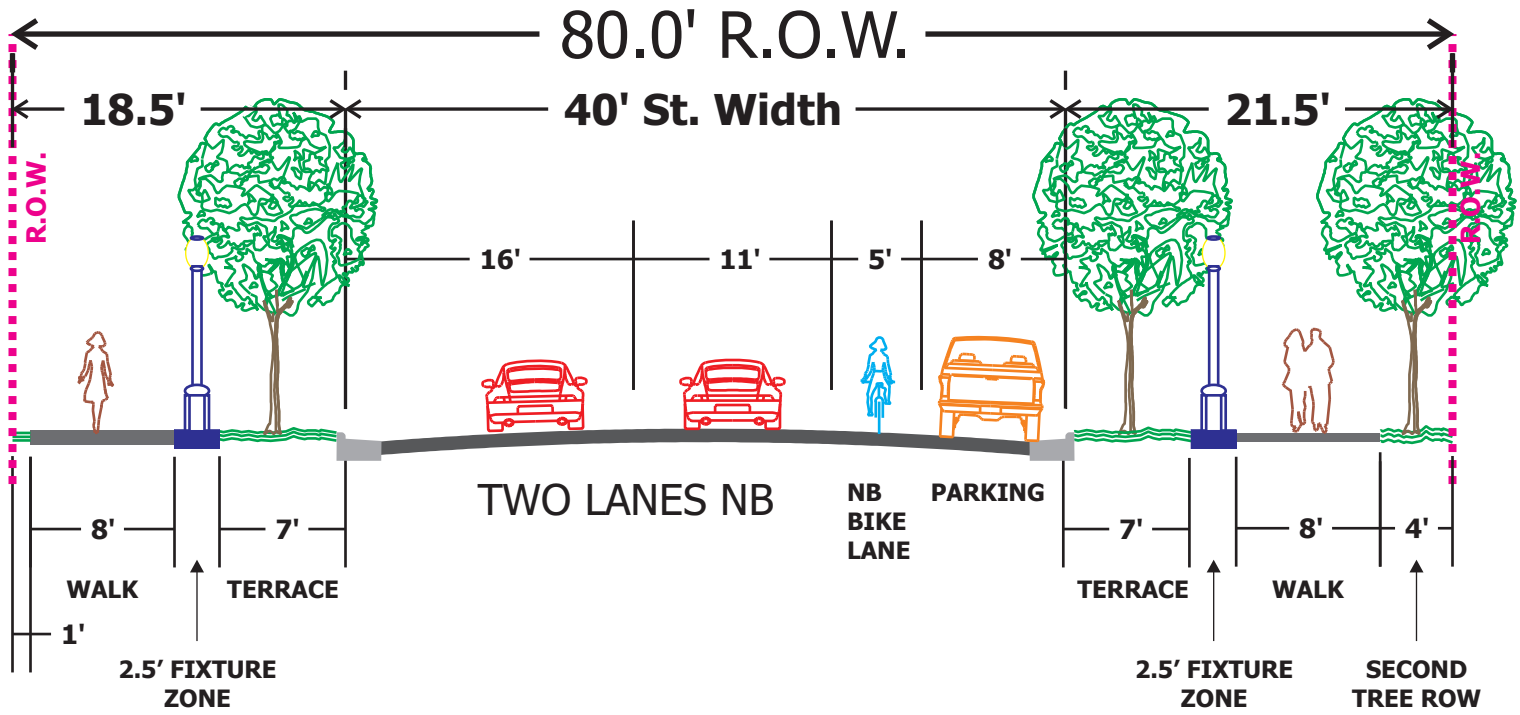


Jim Skrentny, 6/16/2005, Scale 3/32" = 1'

Broom Street Setback Neighborhood Study

Design D

- Asymmetric Design: West Side (left) and East Side (right) both with Enhanced Pedestrian Walkways
- Two Northbound Traffic Lanes and Parking on East Side with Northbound Bike Lanes
- Requires 14' Setback from Existing Property Line





June 17, 2005

Mr. Brad Murphy
City of Madison
Planning and Development 215 Martin Luther King Jr. Blvd
Madison, WI 53703

RE: Capitol West—Block 51 Amended GDP
Capitol West—Block 51 SIP
Requested Modification to Conditions of Approval

Dear Brad:

The Alexander Company, Inc. appreciates the hard work and professionalism of City staff in reviewing the pending applications for an Amendment to our GDP and approval of the SIP for Phase I. For a complicated development, we have relatively few issues, which is a testament to staff's work.

After reviewing the Planning Unit Report and Conditions of Approval and the Traffic Engineering Division Report and Conditions of Approval, we respectfully ask the Plan Commission to consider minor modifications to the recommendations. I have attached a redline of selected sections of the Conditions of Approval indicating the changes that we would like made.

Please forward this information to the members of the Plan Commission for their consideration.

Sincerely,

THE ALEXANDER COMPANY, INC.

A handwritten signature in cursive script that reads "Natalie Bock".

Natalie Bock
Development Project Manager

Cc: Ald. Verveer
Peter Ostlind
Thomas Miller
William White, Esq.

The Alexander Company, Inc. requests action by the Plan Commission as follows:

- Approval of the Amended GDP adding the Broom Street Lofts as described.
- Approval of SIP subject to staff comment modified as follows:

Planning Unit Report

2. The SIP shall not be signed-off and recorded until ~~the SIP an amended GDP~~ for the Broom Street lofts ~~allowing a minimum of 22 units is are~~ approved by the Common Council
3. The condominium common area ~~shall include a fitness center and concierge desk, as shown on the adopted GDP and shall~~ be provided as part of the first phase building, unless waived by Plan Commission. ~~Condominium Common Areas including a community room shall be provided for in Phase II SIP and shall be made available to the homeowners in Phase I.~~
4. ~~4. Staff recommends that there be no above grade building encroachments into the West Washington Avenue right of way.~~
5. ~~A specific timeline shall be provided and approved by the Plan Commission for the construction of t~~The pedestrian walkway bridge as shown on the approved GDP over the Washington Row drive and parking area ~~shall be a condition of approval for any SIP addressing construction at 333 W. Washington Avenue.~~
6. The Plan Commission will need to recommend the establishment of a setback on Broom Street either as part of this action or as part of a future action. Planning Unit staff supports the placement of the 123 West Broom Street lofts no closer than about 12 –15 feet from the northeast right of way line of Broom Street. ~~No first floor building elements will be allowed to encroach in to the setback.~~
8. All street lighting on ~~each of the block faces Henry Street, Broom Street and Main Street~~ which have not yet been replaced, shall be modified as part of this project to incorporate the Bassett Neighborhood Pedestrian Street light Standards.

Selective conditions of approval from City Traffic Engineering:

1. At a minimum, the Plan Commission should reserve a ~~125~~ ft setback or the equivalent of ~~8178~~ feet for future public right of way purposes.
3. A condition of approval shall be that no residential parking permits will be issued for 309 West Washington Avenue, this would be consistent with projects. In addition the applicant shall inform all owners and/or tenants of this facility of the requirement in their condominium documentation, apartment leases and zoning text: however, ~~the all~~ designated inclusionary dwelling units ~~at 309 West Washington Avenue~~, shall be eligible for residential parking permits according to the inclusionary zoning.
14. ~~The applicant shall execute a waiver of notice and hearing on special assessments for the future traffic signal, st. lights and associated street. The traffic signal waiver may also require a deposit for future area traffic signals and associated intersection changes.~~
15. The applicant shall remove, replace and adjust street light poles on Broom St. S. Henry St., on Main Street ~~and W. Washington Avenue~~ adjacent to this project.