

PLANNING UNIT REPORT
DEPARTMENT OF PLANNING AND DEVELOPMENT
February 20, 2006

RE: I.D. # 02720: Zoning Map Amendment I.D. 3161, rezoning 2810-2818 Todd Drive and 2703-2805 West Beltline Highway from Temp. A (Agriculture), C2 (General Commercial District) and C3 (Highway Commercial District) to PUD-GDP-SIP

1. Requested Actions: Approval of a request to rezone 2810-2818 Todd Drive and 2703-2805 West Beltline Highway from Temp. A (Agriculture), C2 (General Commercial District) and C3 (Highway Commercial District) to Planned Unit Development-General Development Plan-Specific Implementation Plan (PUD-GDP-SIP) to allow the construction of a four-story commercial building containing 22,650 square feet of first floor retail space and 69,015 square feet of office space following demolition of approximately six buildings.
2. Applicable Regulations: Section 28.07 (6) of the Zoning Ordinance provides the requirements and framework for Planned Unit Developments; Section 28.12 (9) provides the process for zoning map amendments; 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. Applicants: Bradley Hutter, Landmark Gate, LLC (Mortenson Investment Group), 3113 W. Beltline Highway; Madison. The application is cosigned by Mark A. Olinger, Director of the City of Madison Department of Planning and Development.

Property owners (from City Assessor records):

- LG1, LLC/ Mortenson Investment Group, 3113 W. Beltline Highway, Madison, owners of 2810 Todd Drive and 2711 & 2805 W. Beltline Highway;
- JD Associates, 912 Erin Street, Madison, owners of 2818 Todd Drive;
- E & K Land, LLC, 10505 Corporate Drive, Suite 101, Pleasant Prairie, owners of 2703 W. Beltline Highway;
- Cunxiu Zheng & Shi Xueqing, 2705 W. Beltline Highway, owners of the same;
- Daniel Bishop, 3811 21st Street, Racine, owners of 2709 W. Beltline Highway.

Agent: Andrew Inman, Vierbeicher Associates, Inc.; 999 Fourier Drive, Suite 201, Madison.

2. Development Schedule: The developer anticipates redevelopment of the site commencing in April 2006, with completion of the project expected in April 2007.

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3. Location: Approximately 4.16 acres generally located at the southwestern corner of Todd Drive and the West Beltline Highway frontage road; Aldermanic District 14; Madison Metropolitan School District.
4. Existing Conditions: The site consists of a variety of commercial buildings of varying size located across the site, including a Citgo gas station and Open Pantry convenience store, Selective Video, Madison Bridge Club, Sergenian's floor coverings and Grand China restaurant.
5. Proposed Land Use: The applicant proposes to raze all the existing buildings on the site with the exception of the Sergenian's building to accommodate the construction of a four-story, 91,665 square-foot commercial building containing 22,650 square feet of first floor retail space and 69,015 square feet of office space with a 245-space parking structure below and behind the building and 184 surface parking spaces. The existing two-story, 31,300 square-foot multi-tenant commercial building (Sergenian's) at 2805 W. Beltline Highway will remain and share parking and access with the proposed building.
6. Surrounding Land Use and Zoning:
North: Beltline Highway (US 12-14-18-151), with the University of Wisconsin Arboretum further north;
South: Multi-family residential buildings, zoned Temp. A (Agriculture) and R4 (General Residence District);
East: Verlo Mattress Factory Store, The Little Big Load Laundromat, Allen Kitchen & Bath Center, Kayser Ford, zoned Temp. A;
West: Arbor Hills Apartments, zoned Temp. A.
7. Adopted Land Use Plan: The Comprehensive Plan identifies the site for "Community Mixed-Use Development."
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), the standards for zoning map amendments and the standards for Planned Unit Development Districts.

PLAN REVIEW

The developer is requesting approval of a planned unit development to implement the redevelopment of a 4.16-acre tract of land located at the southwestern corner of Todd Drive and the W. Beltline Highway frontage road. The site is comprised of seven parcels, of which the applicant currently owns or has contracts to purchase four. On January 12, 2006 the Community Development Authority (CDA) approved Resolution 2681 authorizing development and approving the transfer of property to the applicant, Landmark Gate, LLC following City acquisition of the remaining parcels. The site is located within Tax Increment Financing District #35 and the Todd Drive/West Beltline Redevelopment Area, which gives the CDA the ability to acquire these properties for redevelopment projects. The Zoning Ordinance allows for an application to rezone property to be made by someone other than the property owner if a unit of government, in this case the CDA, has approved a relocation order for the property.

Existing Conditions

Existing uses on the subject site include a Citgo gas station and Open Pantry convenience store located at the parcel at the corner of Todd Drive and Beltline frontage road. The convenience store is a one-story, 2,300 square-foot stucco building located on the southern half of the parcel 2703 W. Beltline Highway with a covered fuel service area with four pump islands located between the building and frontage road. The site includes a tall pole-mounted identification sign oriented to traffic on the adjacent Beltline Highway. Next door to the west is the Grand China buffet restaurant located in a one-story 1,840 square-foot stucco building at 2705 W. Beltline Highway and the one-story, 10,000 square-foot Selective Video building. Both the restaurant and Selective Video share a parking lot located between the buildings and frontage road, with additional parking for Selective Video along the west side of that building. A one-story brick and concrete block commercial building located at 2711 W. Beltline Highway currently stands vacant and includes a highway-oriented billboard along its eastern wall. The building was formerly home to Midwest Billiards. The western end of the project frontage is occupied by a two-story, 31,300 square-foot commercial building addressed 2805 W. Beltline Highway, which houses Sergenian's Floor Coverings, a day spa and credit union. Parking for the Sergenian building is provided along the east and south walls of the building. A vacant one-story brick apartment building at 2810 Todd Drive and the one-story brick Madison Bridge Club at 2818 Todd Drive

are located south of the gas station/convenience store and occupy the remaining two parcels in the redevelopment project.

The grade of the site steps down significantly at the eastern property line of the Sergenian site, with a very slight slope otherwise from that point east towards Todd Drive. The front of the Sergenian building is located just slightly above the grade of the Beltline and frontage road at this point before the frontage road dips downward toward Todd Drive, while the freeway section passes approximately 20 feet above Todd Drive on an overpass structure. The subject site is generally devoid of any meaningful landscaping, with vegetation mostly limited to scrub growth along the rear property line of the site.

The site is located at the western edge of a nearly continuous stretch of highway commercial uses that extend nearly a mile along the south side of the Beltline west of Fish Hatchery Road. Uses along this portion of the Beltline frontage road include car dealerships, a church, and a handful of service commercial uses, including Allen Kitchen & Bath and Verlo Mattress, which is located along with a laundromat across Todd Drive from the site. The site is adjacent to medium-density multi-family residential uses located to the south and west, including the Arbor Hills apartment development next west of the site. Chain-link fencing is the primary means of separation between the commercial uses on the redevelopment site and the residential land uses immediately to the south and west.

Project Description

Plans for the site call for a new four-story, 91,665 square-foot commercial building containing 22,650 square feet of first floor retail space and 69,015 square feet of office space on the upper floors. The new building will replace all but the two-story Sergenian's building at 2805 W. Beltline Highway, which will remain as part of the redevelopment project. The proposed building will parallel both the Beltline frontage road and Todd Drive and will be located approximately 100 feet from each, with one row of surface parking to be located between the building and those streets. The developer indicates that the building was set back towards the southern edges of the site to enhance its visibility from the freeway, which as indicated earlier, is located about 20 feet above Todd Drive.

The 4.16-acre site will be served by a total of 429 parking spaces. The proposed office-retail building will sit atop and in front of a three-level, 245-space parking structure that will include a full level of parking below ground, a second level enclosed behind the first floor retail and a top level to be open to the sky behind the first floor of offices. The remainder of the proposed parking includes surface parking for 184 vehicles in lots located along the northern and eastern walls of the new building and in a reconfigured parking lot for the Sergenian's building to the

west. The 429 parking spaces spread across the site results in a parking ratio of 3.48 spaces per 1,000 square feet of building area for the entire 122,965 square-foot mixed-use project. A new driveway from the Beltline frontage road will provide access to the below-grade and enclosed first floor parking levels and northern surface parking lot. Access to the open top level of the parking structure will be provided through the existing Sergenian's frontage road driveway using the higher grade of that part of the site. There are no internal connections proposed between the three parking levels. A third driveway to the site will be provided in the southeastern corner of the site along Todd Drive to serve the eastern surface parking area.

The parking area will be separated from the perimeter streets by a 15 to 20-foot wide landscaped terrace that will include a modest berm to aid in screening the lot from the adjacent public sidewalks as well as the installation of a variety of shade and ornamental trees and planting beds with a mixture of different shrubs and perennials. The landscaped terrace will also include an illuminated monument sign identifying the development located at the northeastern corner of the site. A decorative security fence will be erected along the southern boundary of the site as well as along the western edge of the eastern parking area, with evergreen and ornamental trees to be planted inside the fence adjacent to the building and eastern parking lot edge. A raingarden is also proposed between the rear of the parking structure and southern property line. Landscaping will also be added in portions of the Sergenian's parking lot as part of the parking improvements that will occur with this project. A 15-foot wide walk will be provided between the building and surface parking lots, with a patio area identified near the northeastern corner of the building.

The exterior of the building will be faced using a combination of tan-colored brick, horizontal ribbed metal panels, and an aluminum and glass curtain wall system, with a metal cornice at the top of the fourth floor. The Todd Drive and frontage road elevations will include approximately a dozen ground-floor retail entrances in addition to the lobby entrance for the office floors located near the northeastern corner of the building facing north. The developer indicates that fabric awnings may be incorporated into the north and east elevations to highlight the first floor retail spaces. The portions of the parking structure partially exposed above ground along the north, south and west sides will be faced with light-colored precast concrete panels. A curved metal screen wall set back from the edge of the roof will be used to screen mechanical equipment to be located on the eastern half of the roof.

Exterior modifications to the Sergenian's building are not proposed at this time.

ANALYSIS AND CONCLUSION

The proposed planned unit development proposes redevelopment of seven parcels located at the southwestern corner of Todd Drive and the West Beltline Highway frontage road. The site is

currently occupied with six buildings of varying condition (not including the Sergenian's building, which will remain). A windshield survey of the buildings by staff found the buildings in various states of repair, though the condition of those buildings is likely commensurate with their age, the oldest of which is believed to date back to the 1960s. Staff has no information that would indicate that the buildings are not structurally sound or capable of being rehabilitated or repaired.

However, staff believes that the proposed alternative use of the site as a mixed retail-office building will allow this site to be more economically productive for the foreseeable future as well as serve as a catalyst in the reinvestment into the surrounding area. One of the goals of the proposed project is to increase employment opportunities in an area of the City that has historically been dominated by highway-oriented commercial establishments and high concentrations of multi-family housing. Staff believes the site, located along a vital regional corridor passed by upwards of 100,000 vehicles a day, is currently under utilized.

The redevelopment project will coincide with a road improvement project being undertaken by the City of Madison and the Wisconsin Department of Transportation to improve the Beltline frontage roads north and south of the freeway and centered on Todd Drive. The road improvements proposed near the site will include pedestrian and aesthetic improvements along the frontage road and signalization of the two Todd Drive-frontage road intersections.

As noted above, the Comprehensive Plan identifies the subject site for "community mixed-use development." The project appears to fit well within the recommendations for community mixed-use developments, which the Comprehensive Plan recommends either be located adjacent to medium or high-density residential areas or be large enough to accommodate high density residential uses when adjacent to lower density areas, of which the former best applies. Community mixed-use areas are recommended to have a focal point developed at high densities and focused on a commercial core, a plaza or square, a civic use or dense residential development. Buildings within these zones should generally be located close to the sidewalk with parking located at the rear of the buildings or underground, and pedestrian-level amenities should be provided. The Landmark Gate project appears to comply with many of these guidelines, especially when taken in the context of the area that surrounds it, which is largely developed with one and two-story, medium-density residential housing and highway commercial uses. While most of the surface parking is located between the public sidewalks and proposed four-story building, staff accepts the developer's assertion that this setback will aid in the visibility of the building from the Beltline Highway, which is elevated slightly adjacent to the site. Staff believes despite the setback of the building that the developer has done a good job relating the building to both vehicular and pedestrian traffic on the local streets and buffering the surface parking lots from the sidewalks. It is expected that the new building will include tenants (particularly retail

tenants) that will enhance the spectrum of commercial services currently available to nearby residents.

The Urban Design Commission reviewed this project and granted final approval on January 25, 2006. Their report is attached.

Planned unit development zoning was required for this project due to the proximity of the parking structure to the residentially zoned areas to the south. Were the project to be developed in C2 or C3 zoning, a rear yard of 30 feet would be required for the four-story building. The project proposes a setback of less than twenty feet along the southern, rear property line, though staff feels that adequate screening has been provided in lieu of the required yard. In reviewing the standards for planned unit developments, staff believes the criteria can be met with this project. The proposed development should result in substantial benefits to the built environment that embodies the intent of planned unit developments. In particular, that the proposed planned unit development is "compatible with the physical nature of the site or area" and "would produce an attractive environment of sustained aesthetic desirability, economic stability and functional practicality compatible with the [master] plan."

Approval of the demolition of these buildings will first require a reuse and recycling plan to be approved by the City's Recycling Coordinator prior to the issuance of permits.

The Planning Unit is also requesting a condition of approval certifying that the proposed building will be built to limit interior noise levels caused by Beltline traffic to 52 decibels. While highway noise abatement is not required by City ordinance for a commercial building such as the one proposed, staff believes that constructing the building to limit noise from the highway will be key to its long-term viability.

RECOMMENDATION

The Planning Unit recommends that the Plan Commission forward Zoning Map Amendment 3161, rezoning 2810-2818 Todd Drive and 2703-2805 West Beltline Highway from Temp. A (Agriculture), C2 (General Commercial District) and C3 (Highway Commercial District) to PUD-GDP-SIP to the Common Council with a recommendation of **approval**, subject to input at the public hearing and the following conditions:

1. Comments from reviewing agencies.
2. That the zoning text be revised per Planning Unit approval as follows:
 - a.) the list of permitted uses should be clarified to state that all non-residential uses as

- allowed in the C2 and O2 zoning districts;
- b.) the floor area ratio (FAR) and off-street parking sections should be revised to state: "As shown on the attached plans;"
 - c.) the signature line, notary statement and whereas clauses should be removed from the zoning text;
 - d.) the zoning text should be submitted in the letter format (8 ½ X 11 inch, portrait).
3. That a note be placed on the building plans stating that the proposed four-story mixed-use building will be designed so that traffic-induced interior noise levels will not exceed 52 decibels.
 4. That an elevation and materials palette for the decorative security fence proposed along the southern and western property lines be submitted for Planning Unit approval prior to recording.
 5. That all site and floor plans for this project be clearly labeled and dimensioned. For example, the plans submitted for review lacked sufficient detail on drive widths, circulation patterns, loading areas, setbacks from adjacent property lines and the widths of landscaping terraces.
 6. That recording of the PUD-GDP-SIP not occur until all of the properties are under the ownership of LG1, LLC or its successors and assigns.

City of Madison, Wisconsin

REPORT OF: URBAN DESIGN COMMISSION

PRESENTED: January 25, 2006

TITLE: 2703-2805 West Beltline Highway
Frontage Road/2810-2818 Todd Drive,
Landmark Gate/Office-Retail Development
PUD(GDP-SIP)-14th Ald. Dist.

REFERRED:

REREFERRED:

REPORTED BACK:

AUTHOR: Alan J. Martin, Secretary

ADOPTED:

POF:

DATED: January 25, 2006

ID NUMBER:

Members present were: Paul Wagner, Chair; Ald. Noel Radomski, Lou Host-Jablonski, Todd Barnett, Lisa Geer, Robert March, Michael Barrett, and Jack Williams.

Members Excused: Bruce Woods and Cathleen Feland

SUMMARY:

At its meeting of January 25, 2006, the Urban Design Commission **GRANTED FINAL APPROVAL** of a PUD(GDP-SIP) for an office/retail development called "Landmark Gate" located at 2703-2805 West Beltline Highway Frontage Road/2810-2818 Todd Drive. Appearing on behalf of the project was Doug Hursh, architect, Sarah Shoemaker, representing Mortenson Investment Group; and Andy Inman of Vierbacher Associates. The modified plans as presented featured the following:

- The addition of landscaping along areas adjacent to the frontage road; the addition of trees between the building and surface parking, in addition to the first floor commercial/retail façade.
- Pedestrian connections have been provided across the site from the Sergennian's building along with a direct connection from the property's West Beltline Highway frontage road, as well as the corner of the West Beltline Highway frontage road and Todd Drive.
- A review of the building elevations emphasized the applied building material treatment consisting of tinted precast concrete, rib metal wall panels, Low E tinted glass, and brick, in addition to clear anodized aluminum window and curtain wall framing.
- Address of the Commission's previously stated concern relative to pulling the building east to relate to the street (frontage road) was provided with a review of cross-sectional details emphasizing the need to provide for a required setback to address local ordinance as well as to State highway requirements for a setback and noise abatement provision. It was also emphasized that the setback was necessary to maintain visibility and accessible parking for first floor retailers.

Following the presentation the Commission expressed concerns on the following:

- The amount of parking stall appears to be excessive. According to the applicant, the need to provide for the retail component dictated the level of parking, as well as its location which required the maintenance of accessible surface parking for retailers.
- Still torn on building location; consider providing alternative pedestrian facilities across site parallel to the U.S. Beltline frontage road.
- Consider creating level areas in landscaping for use in areas such as seeding combined with landscaping.
- The landscape plan is improved, balanced and deals with the heat reduction and stormwater issues, as well as the setback issue with the Beltline Highway being appropriately addressed.

ACTION:

On a motion by Barrett, seconded by Ald. Radmoski, the Urban Design Commission **GRANTED FINAL APPROVAL** of a PUD(GDP-SIP) located at 2703-2805 West Beltline Highway Frontage Road/2810-2818 Todd Drive. Voting in favor of the motion was March, Ald. Radomski, Host-Jablonski, Barnett, Geer, and Williams; voting no was Barrett, with Wagner abstaining. The motion was passed on a vote of (6-1-1). The motion required that the plans be modified for staff approval to incorporate pedestrian connections to provide more direct routes to the building with edge to the street with all fixtures to be metal halide.

After the Commission acts on an application, individual Commissioners rate the overall design on a scale of 1 to 10, including any changes required by the Commission. The ratings are for information only. They are not used to decide whether the project should be approved. The scale is 1 = complete failure; 2 = critically bad; 3 = very poor; 4 = poor; 5 = fair; 6 = good; 7 = very good; 8 = excellent; 9 = superior; and 10 = outstanding. The overall ratings for this project are 4, 6, 6, 7, 7, 7, and 7.

URBAN DESIGN COMMISSION PROJECT RATING FOR: 2703-2805 West Beltline Highway Frontage Road

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

General Comments:

- Nice architecture. But entirely too much parking – way beyond code requirements. Very disappointing that the neighborhood association advocated against better pedestrian connectivity.
- Good compromise on setback.
- Decent design for a commercial building. Not a very friendly “rear to the adjoining buildings.
- Appreciate the density and structured parking. The additional trees within the islands will improve the heat and glare. The patio and colored paving will add to the pedestrian interest and use.
- Good architecture – site plan a compromise but O.K.
- Thorough, nice project. Investigate pedestrian traffic from Beltline frontage road to project and to future developments.



Department of Public Works
City Engineering Division

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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: February 8, 2006

TO: Plan Commission

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

SUBJECT: 2810-2818 Todd Drive/2703-2805 W. Beltline Frontage Road Planned Unit Development (GDP/SIP) & 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.)

1. Plan shall be updated to reflect new sanitary sewer alignment on Todd Drive. Contact Mark Moder at 261-9250 for latest utility information (sanitary).
2. The new driveway located just east of 2205 West Beltline Highway (existing building at west end of project) will not be possible as proposed. The existing sidewalk is approximately 2.5 feet above the street and the resulting driveway apron slope is too steep. The developer shall either move the driveway or reconstruct the sidewalk to a lower elevation. If the grade is lowered at this location, the grade of the parking lot will need to be redesigned.

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: 2810-2818 Todd Drive/2703-2805 W. Beltline Frontage Road Planned Unit Development (GDP/SIP) & 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 application.

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

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.
- 4.5 The applicant shall show storm water "overflow" paths that will safely route runoff when the storm sewer is at capacity.
- 4.6 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.
- 4.7 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.
- 4.8 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.
- 4.9 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.
- 4.10 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 signoff.

- 4.11 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.
- 4.12 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.

- 4.13 The Applicant shall submit, prior to plan sign-off, digital CAD files to the Engineering Program Specialist in the Engineering Division (Lori Zenchenko). The digital copies shall be to scale and represent final construction.

CAD submittals can be either AutoCAD (dwg) Version 2001 or older, MicroStation (dgn) Version J or older, or Universal (dxf) formats 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 lzenchenko@cityofmadison.com . Include the site address in this transmittal.

- 4.14 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.

- 4.15 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).

- 4.16 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.

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 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 to connection to the public sewerage system.
- 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.

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Traffic Engineering Division

David C. Dryer, City Traffic Engineer

Madison Municipal Building
215 Martin Luther King, Jr. Boulevard
P.O. Box 2986
Madison, Wisconsin 53701-2986
PH 608/266-4761
TTY 608/267-9623
FAX 608/267-1158

February 13, 2006

TO: Plan Commission

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

SUBJECT: **2705 to 2805 West Beltline Hwy. & 2810 to 2818 Todd Drive – Rezoning /
Demolition – Temp A, C2, C3 to PUD (GDP-SIP) – Build 4 Story, 91665 Sq.
Ft. Retail & Office Building – 245 Parking Spaces**

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. The attached Street Light declaration of conditions and covenants shall be executed and returned with site plans.

GENERAL OR STANDARD REVIEW COMMENTS

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

2. The applicant shall contact the Department of Planning and Development to comply with M.G. O. Sec. 16.23(3)(d)–Highway Noise Land Use Provisions policies and ordinances.
3. When the applicant submits final plans for approval, the applicant shall show the following: items in the terrace as existing (e.g., signs and street light poles), type of surfaces, existing property lines, addresses, one contiguous plan (showing all easements, all pavement markings, building placement, and stalls), adjacent driveway approaches to lots on either side and across the street, signage, percent of slope, vehicle routes, dimensions of radii, aisles, driveways, stalls including the two (2) feet overhang, and a scaled drawing at 1" = 20'.
4. A "Stop" sign shall be installed at a height of seven (7) feet at all driveway approaches. All signs at the approaches shall be installed behind the property line. All directional/regulatory signage and pavement markings on the site shall be shown and noted on the plan.

5. The intersection shall be so designed so as not to violate the City's sight-triangle preservations requirement which states that on a corner lot no structure, screening, or embankment of any kind shall be erected, placed, maintained or grown between the heights of 30 inches and 10 feet above the curb level or its equivalent within the triangle space formed by the two intersecting street lines or their projections and a line joining points on such street lines located a minimum of 25 feet from the street intersection in order to provide adequate vehicular vision clearance.
6. The applicant shall show the dimensions for all proposed surface & underground parking stalls items A, B, C, D, E, and F, and for ninety-degree angle parking with nine (9) foot wide stalls and backing up, according to Figures II "Medium and Large Vehicles" parking design standards in Section 10.08(6)(b) 2. (If two (2) feet of overhang are used for a vehicle, it shall be shown on the plan.)
7. The parking facility shall be modified to provide for adequate internal circulation for vehicles. This can be accommodated by eliminating a parking stall at the dead ends. The eliminated stall shall be modified to provide a turn around area ten (10) to twelve (12) feet in width and signed "No Parking Anytime."
8. The applicant shall modify the driveway approach according to the design criteria for a "Class III" driveway in accordance to Madison General Ordinance Section 10.08(4).
9. The Developer shall post a deposit and reimburse the City for all costs associated with any modifications to Traffic Signals, Street Lighting, Signing and Pavement Marking, and conduit and handholes, including labor, engineering and materials for both temporary and permanent installations.
10. Public signing and marking related to the development may be required by the City Traffic Engineer for which the developer shall be financially responsible.

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

Contact Person: Andrew Inman
Fax: 608-826-0530
Email: ainm@vierbicher.com

DCD:DJM:dm



Madison Metro Transit System



1101 East Washington Avenue
Madison, Wisconsin 53703
Administrative Office: 608 266 4904
Fax: 608 267 8778

February 9, 2006

TO: Plan Commission

FROM: Timothy Sobota, Transit Planner, Metro Transit

SUBJECT: **2810 Todd Drive – Landmark Gate**

Metro Transit 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. The developer shall install and maintain a bench or other seating amenity and a trash receptacle on the south side of the Frontage Road, west of Todd Drive. These amenities should be located on property side of the sidewalk, immediately west of the curb ramp and crosswalk leading north across the Frontage Road.
2. The developer shall include the location of these passenger amenities on the final documents filed with their permit application so that Metro Transit may review and approve the design.

GENERAL OR STANDARD REVIEW COMMENTS

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

3. Metro Transit operates bus service seven days a week along the Frontage Road between Seminole Highway and Todd Drive. The State Highway project requires the relocation of bus stops in this vicinity – and will be including a concrete passenger boarding pad adjacent the curb ramp for a new bus stop at the location of the amenities requested above.
4. Metro Transit requests to sign and review final documents submitted for this project.

Please contact Tim Sobota, Metro Transit at 261-4289
or by email at <tsobota@cityofmadison.com>
if you have questions regarding the above items.



Digitally signed
by Tim Sobota
Date: 2006.02.09
11:36:18 -06'00'

CC: Project contact person, Andrew Inman: ainm@vierbicher.com (email)

Atch. Exhibit page "Site Plan" [12/06/2005], notated with request

11



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: 2/8/06
TO: Plan Commission
FROM: Edwin J. Ruckriegel, Fire Marshal
SUBJECT: 2810-2818 Todd Dr.

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. Fire apparatus unable to make turn onto 26'-wide fire lane from east entrance. Adjust curb to allow minimum 28' radius turn per Comm. 62.0509.

GENERAL OR STANDARD REVIEW COMMENTS

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

2. Provide fire apparatus access as required by Comm 62.0509 and MGO 34.19, as follows:
 - a. Provide a completed MFD "Fire Apparatus Access and Fire Hydrant Worksheet" with the site plan submittal.
 - b. The site plans shall clearly identify the location of all fire lanes.

Please contact John Lippitt, MFD Fire Protection Engineer, at 608-261-9658 if you have questions regarding the above items.

cc: John Lippitt

**CITY OF MADISON
MADISON WATER UTILITY
119 East Olin Avenue
266-4651**

MEMORANDUM

Date: January 10, 2006

To: The Plan Commission
From: Dennis M. Cawley, Engineer IV - Water Utility
Subject: DEMOLITION / REZONING – 2810-2818 Todd Drive
2703-2805 West Beltline Frontage Road

Madison Water Utility has reviewed this demolition/rezoning and has the following comments.

MAJOR OR NON-STANDARD REVIEW COMMENTS

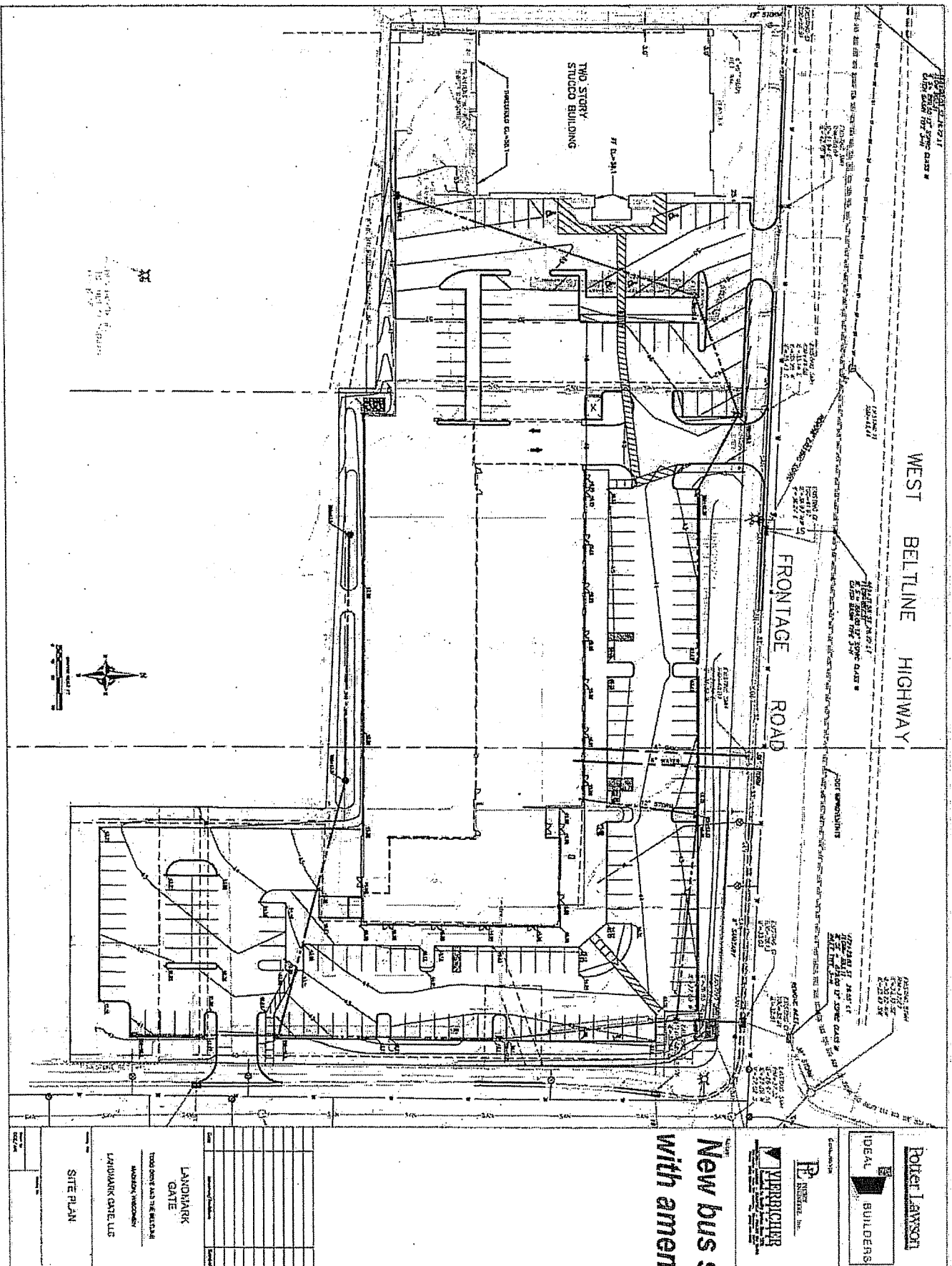
None

GENERAL OR STANDARD REVIEW COMMENTS

The Madison Water Utility shall be notified to remove all water meters prior to demolition.

The Water Utility will not need to sign off the final plans, and will not need a copy of the approved plans.

Dennis M. Cawley



WEST BELLINE HIGHWAY

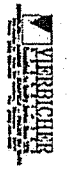
FRONTAGE ROAD

TWO STORY STUCCO BUILDING

LANDMARK GATE
 TO BE OPEN AND THE METAL
 ANCHORS, REINFORCED
 LANDMARK GATE LITS

SITE PLAN

**New bus stop
 with amenities**



**CITY OF MADISON
INTERDEPARTMENTAL
CORRESPONDENCE**

Date: February 1, 2006

To: Plan Commission

From: Kathy Voeck, Assistant Zoning Administrator

Subject: 2818 Todd Dr., 2705-2805 W. Beltline Frontage Rd.

Present Zoning District: Temp Ag, C-2, and C-3

Proposed Use: Demo 4 commercial buildings, 1 apt. bldg, 1 private clubhouse and build 4-story, 91,665 sq. ft. retail and office bldg. (91,665 sq. ft. new bldg. and 31,300 sq. ft. of existing building at 2805 W. Beltline, 122,965 sq. ft. total.)

Proposed Zoning District: PUD(GDP-SIP)

Conditional Use: 28.04(22) Demolition of principal buildings requires Plan Commission approval.

MAJOR OR NON-STANDARD REVIEW COMMENTS (Comments which are special to the project and/or may require additional work beyond a standard, more routine project). **NONE.**

GENERAL OR STANDARD REVIEW COMMENTS

1. Site plans shall show dimensions of stalls, drive aisles, buildings, and setbacks from the buildings to the property lines.
2. Meet all applicable State accessible requirements, including but not limited to:
 - a. Provide a minimum of **nine** accessible stalls striped per State requirements. A minimum of one of the stalls shall be a van accessible stall 8' wide with an 8' striped out area adjacent.
 - b. Show signage at the head of the stalls.
 - c. Show the accessible path from the stalls to the buildings.
3. Provide **three** 10' x 35' loading areas for the new building with 14' vertical clearance to be shown on the plan. Provide **one** 10' x 35' loading area for the existing 31,300 sq. building. The loading areas shall be exclusive of drive aisle and maneuvering space. (Two for retail uses and one for office uses in the new building.)

4. Provide 43 bike parking stalls in a safe and convenient location on an impervious surface to be shown on the final plan. The lockable enclosed lockers or racks or equivalent structures in or upon which the bicycle may be locked by the user shall be securely anchored to the ground or building to prevent the lockers or racks from being removed from the location. NOTE: A bike-parking stall is two feet by six feet with a five-foot access area. Structures that require a user-supplied locking device shall be designed to accommodate U-shaped locking devices. Note: Up to 21 of the stalls may be deferred until such time as they may be needed. Land area required for provision of deferred bicycle parking spaces shall be maintained in reserve and shown on the plan.
5. Parking lot plans with greater than twenty (20) stalls, landscape plans must be stamped by a registered landscape architect. Provide a landscape worksheet with the final plans that shows that the landscaping provided meets the point and required tree ordinances. In order to count toward required points, the landscaping shall be within 15' and 20' of the parking lot depending on the type of landscape element. (Note: The required trees do not count toward the landscape point total.) Planting islands shall consist of at least 75% vegetative cover, including trees, shrubs, ground cover, and/or grass. Up to 25% of the island surface may be brick pavers, mulch or other non-vegetative cover. All plant materials in islands shall be protected from vehicles by concrete curbs.
6. Provide 6' – 8' high screening between this property and residentially zoned properties adjacent.
7. Address signage in the zoning text as allowed in Chapter 31 of the Madison General Ordinances as compared to the C-2 district. Signage must be approved by the Urban Design Commission and Zoning. Sign permits must be issued by the Zoning Section of the Department of Planning and Development prior to sign installations.
8. In the zoning text, under statement of purpose, there is mention of living environment within the development. It is our understanding that the uses will be office and commercial uses as allowed in the C-2. If there is a residential component that may be proposed, depending on the number of units, inclusionary zoning requirements may need to be met. If no residential units are proposed, maybe the text should say working environment instead. Under the permitted use section of the text, permitted uses in the C-2 would allow residential components in the building so the text shall be revised to say "commercial uses as permitted in the C-2 and O-1 zoning districts." The verbage "Such leasable spaces can be rented or owner occupied" should include "commercial condominiums" to not imply that they can be owner occupied dwelling units.

9. Lighting is not required. However, if it is provided, it must comply with City of Madison outdoor lighting standards. (See parking lot packet). Lighting will be limited to .10 watts per square foot.

C-2 (compared to)

ZONING CRITERIA

Bulk Requirements	Required	Proposed
Lot Area	6,000 sq. ft.	4.16 acres
Lot width	50'	adequate
Usable open space	n/a	n/a
Front yard	0'	25.4' (existing building)
Side yards	0' (6' adjacent to R-4 Res. zone)	3', 9' & 86'
Rear yard	30'	178'
Floor area ratio	3.0	1.47
Building height	---	4 stories

Site Design	Required	Proposed
Number parking stalls	410	429
Accessible stalls	9	(2)
Loading	4	(3)
Number bike parking stalls	43	(4)
Landscaping	Yes	(5)
Lighting	No	(9)

Other Critical Zoning Items	
Urban Design	Yes
Historic District	No
Landmark building	No
Flood plain	No
Utility easements	No
Water front development	No
Adjacent to park	No
Barrier free (ILHR 69)	Yes

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

* Since this project is being rezoned to the **(PUD)** district, and there are no predetermined bulk requirements, we are reviewing it based on the criteria for the C-2 district, because of the surrounding land uses.