

**PLANNING DIVISION REPORT
DEPARTMENT OF PLANNING AND COMMUNITY
AND ECONOMIC DEVELOPMENT
Of March 14, 2007**

RE: I.D. # 05645: Zoning Map Amendment I.D. 3248 To Rezone 910 W. Wingra Drive et al. from R2 (Single-Family Residence District) to PUD-GDP-SIP

1. Requested Actions: Approval of a request to rezone 1355 & 1359 Fish Hatchery Road, 1346 & 1354 South Street, and 910, 968, 972 & 976 W. Wingra Drive from R2 (Single-Family Residence District) and C2 (General Commercial District) to Planned Unit Development, General Development Plan and Planned Unit Development, Specific Implementation Plan (PUD-GDP-SIP) to allow expansion of an existing office building following demolition of three single-family residences.
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. Applicant & Property owner: Strand Associates, Inc.; 910 W. Wingra Drive; Madison; Mike Felker, representative.
2. Development Schedule: The applicants wish to commence construction in June 2007, with completion scheduled for December 2008.
3. Location: A block of approximately 4.4 acres generally located on the north side of W. Wingra Drive between Fish Hatchery Road and South Street, Aldermanic District 13; Madison Metropolitan School District.
4. Existing Conditions: The site is developed with the existing offices of Strand Associates engineering firm in a two-story building located at the northwest corner of South Street and W. Wingra Drive in C2 (General Commercial District) zoning and a total of five single-family homes located west of the office building along W. Wingra Drive and Fish Hatchery Road in R2 (Single-Family Residence District). Strand maintains a 161-stall surface parking lot to serve the office building across Wingra Creek from the site in M1 (Limited Manufacturing District), which is **not** part of this PUD application.

5. Proposed Land Use: The applicants propose to demolish three of the five single-family homes west of the current office building to allow construction of a 36,765 square-foot addition.
6. Surrounding Land Use and Zoning:
North: Temporary parking lot for St. Mary's Hospital, zoned R4 (General Residence District);

South: Wingra Creek, James Wright Middle School, zoned R2 (Single-Family Residence District); Strand off-site employee parking lot, zoned M1 (Limited Manufacturing District);

East: Multi-family residences, zoned R4;

West: Single-family residences, zoned R2; UW Arboretum, zoned A (Agriculture).
7. Adopted Land Use Plan: The Comprehensive Plan identifies the area bounded by Wingra Creek, Fish Hatchery Road and S. Park Street for "community mixed-use" in accordance with the Wingra Creek Market Study and Redevelopment (BUILD) Plan supplement of the South Madison Neighborhood Plan, which identifies the site for professional office uses.
8. Environmental Corridor Status: The property is not located within a mapped environmental corridor, though Wingra Creek to the south and the lands immediately abutting it are.
9. Public Utilities & Services: The property is served by a full range of urban services.

STANDARDS FOR REVIEW

This application is subject to the standards for demolitions and the Planned Unit Development District standards.

PLAN REVIEW

The applicants are requesting approval of a planned unit development to facilitate expansion of their existing 40,450 square-foot office building located on the north side of W. Wingra Drive, approximately 300 feet east of Fish Hatchery Road at the corner of South Street. The current building consists of a two-story wing adjacent to South Street and a larger one-story wing to the west. An additional 12,817 square feet of space in the basement is used for records storage. A small parking area containing a trash enclosure, four vehicle stalls and a bike rack is located off the northeastern corner of the building with access from South Street. The remaining parking for

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the current facility, which has occupancy for up to 170 employees, is located south of the site across Wingra Creek on the south side of Plaenert Drive in a 161-space parking lot in M1 zoning. A pedestrian bridge across the creek opposite South Street connects the office building and off-site parking lot.

The applicants propose to construct a new two-story, 36,765 square-foot addition to the office building off the western wall of the one-story western wing, with a smaller 3,100 square-foot addition to be added to the basement storage area. The area the proposed expansion will occupy is currently developed with three one-story single-family residences fronting onto W. Wingra Drive in R2 zoning. The area of the proposed planned unit development will also include two additional single-family residences fronting Fish Hatchery Road that are owned by the applicants, which will remain as rental properties until a further expansion of the office building is proposed. Future demolition of these two houses to permit additional expansion of the office building will require approval of demolition permits for each and a major alteration to the PUD.

A key component of the proposed addition will include a two-story glass atrium that will be constructed immediately west of the existing one-story wing to serve as assembly space for the complex. The remainder of the addition west of the atrium will consist primarily of additional office spaces on both floors. The new addition will be constructed with a combination of brick and masonry units intended to match the architecture of the existing building. The front wall of the addition will observe the same setback from W. Wingra Drive as most of the existing building, while an approximately 60-foot setback will be observed from Fish Hatchery Road. A landscaping plan for the addition primarily proposes the planting of various shrubs along the base of the building. The remaining landscaping will be comprised of existing mature vegetation in the yards of the residences to be demolished, including a mature cottonwood and a line of spruce trees between the proposed addition and Fish Hatchery Road. The applicants have expressed a willingness to explore a green roof for a portion of the new addition, though plans for such have not been presented to staff at this time.

The applicants state that the existing off-site parking lot will have sufficient capacity to serve the expanded office building and are not proposing modifications to the lot in conjunction with the office building expansion. The applicants have indicated during discussions with staff that the lot could be reconfigured to provide additional parking should the need arise in the future. In the event that the applicants should wish to proceed with an expansion or reconfiguration of the parking lot to increase its capacity, a minor alteration to the unrelated M1 conditional use for an off-site accessory parking lot will be required prior to proceeding.

The three residences proposed for demolition, 968, 972 & 976 W. Wingra Drive, are each single-story ranch-style homes constructed in the 1950's. Moving from east to west, 968 W. Wingra Drive is a three-bedroom, one-bath constructed in 1950 that includes an attached two-car garage.

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The structure at 972 W. Wingra Drive is a two-bedroom, one-bath house constructed in 1951 that includes a two-car attached garage, while the last house proposed for demolition contains three bedrooms, one bath and an attached two-car garage with access from Fish Hatchery Road. City records indicate that the house at 976 W. Wingra Drive was constructed in 1954. The applicants indicate that all three houses are generally in good condition, though individual residences contain some structural deficiencies and/ or outdated fixtures. The applicants note that two of the three residences have oil-burning furnaces and that all three structures have evidence of varying degrees of settling as a result of the moist soil conditions present in this area.

An effort by the applicants to arrange for the three residences to be relocated to other properties and not demolished is ongoing, though the Planning Division did not have specific information on the new locations of the buildings at the time this report was drafted.

ANALYSIS AND CONCLUSION

The applicants are requesting approval of a planned unit development to allow construction of a 36,765 square-foot addition to an existing office building located on the north side of W. Wingra Drive between Fish Hatchery Road and South Street following demolition of three of five single-family residences also included with the zoning district boundaries. The resulting office building addition will result in a near doubling of both space and employees by Strand Associates, a long-standing employer in the South Madison area of the City, in a structure that staff feels is well-designed and appropriate within the neighborhood context.

The proposed expansion of Strand's presence at this location was anticipated as part of the land use recommendations contained in the Wingra Creek Market Study and Redevelopment (BUILD) Plan, which was adopted in March 2006 as a supplement of the South Madison Neighborhood Plan. The Wingra Creek plan was prepared to guide redevelopment activities on the triangular-shaped, 64-acre land mass bounded by Wingra Creek, Fish Hatchery Road and S. Park Street. In the plan, space for expansion of Strand's office building either to the north or west was included in the land use recommendations, which generally include a "professional office" designation along the W. Wingra Drive frontage between Fish Hatchery Road and South Street.

The Planning Division believes that the standards for both planned unit developments and demolitions can be met with this request. Planned unit development zoning was felt by staff to be the most appropriate zoning approach to guide both the current expansion of the Strand facility as well as any future expansions that may be proposed.

While the applicants propose the demolition of three single-family residences that appear to be in a state of good repair, staff believes that the office expansion proposed will result in a project more economically viable than the three residences, which are not identified in the long-term

development goals identified for this site in the recently adopted plan for the area. Although staff believes that the demolition standards can be met to allow the project to proceed, it strongly encourages the applicants to have the three residences on the site relocated to new appropriate properties versus being razed and landfilled.

The Urban Design Commission reviewed the project on February 21, 2007 and recommended final approval (see attached reports).

RECOMMENDATION

The Planning Unit recommends that the Plan Commission find the standards for demolitions and planned unit developments met and forward Zoning Map Amendment 3248, rezoning 1355 & 1359 Fish Hatchery Road, 1346 & 1354 South Street, and 910, 968, 972 & 976 W. Wingra Drive from R2 (Single-Family Residence District) and C2 (General 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 for the planned unit development be amended per Planning Division approval as follows:
 - a.) That the list of permitted uses for the project be listed as follows:
 - offices, business and professional;
 - single-family residences as shown on the approved plans, and;
 - uses accessory to the permitted uses listed above.
 - b.) That the floor area ratio and building height be noted "As shown on the approved plans."
 - c.) That the off-street parking section be revised to reference that parking for this facility is also provided at an off-site parking facility located at 833 Plaenert Drive, and to note that any future reduction of surface parking at that facility may be considered as part of a major alteration to this PUD; the loading section shall continue to be noted "As shown on the approved plans."
 - d.) That signage shall be limited to the maximum permitted in the C2 zoning district and as approved by the Urban Design Commission and Zoning Administrator.
3. That the applicants receive the approval of Planning Division, Zoning and Building Plan Review staff of site plans for the relocation of the three residences at 968-976 W. Wingra Drive (if the new sites are located within the City of Madison). In the event that the all or some of those buildings are not relocated, a reuse and recycling plan approved by the Recycling Coordinator will be required prior to the issuance wrecking permits.

AGENDA # 5

City of Madison, Wisconsin

REPORT OF: URBAN DESIGN COMMISSION	PRESENTED: February 21, 2007
TITLE: 910 West Wingra Drive – PUD(GDP-SIP), Office Building Addition. 13 th Ald. Dist. (05088)	REFERRED: REREFERRED: REPORTED BACK:
AUTHOR: Alan J. Martin, Secretary	ADOPTED: POF:
DATED: February 21, 2007	ID NUMBER:

Members present were: Paul Wagner, Lisa Geer, Robert March, Bruce Woods, Todd Barnett, Ald. Noel Radomski and Michael Barrett.

SUMMARY:

At its meeting of February 21, 2007, the Urban Design Commission **GRANTED FINAL APPROVAL** of a PUD(GDP-SIP) for an office building addition located at 910 West Wingra Drive. Appearing on behalf of the project were Brendan Kress and Michael Felker. The modified plans as presented featured the following:

- Details on the proposed location of bike racks were presented consistent with code requirements including their size.
- Inverted steps have been added to the porch/patio at the front of the atrium to provide access to the street level for employees.
- Previous plans for the expansion of an existing remote parking area have been clarified as not to be within the scope of the current project.

Following the presentation, the Commission noted the following:

- Issue with lack of address with comments relevant to providing consideration for alternative on-site stormwater improvements such as a green roof.
- Disappointed with idea of just piping water to creek where clean roof water is desirable for infiltration; areas to the west look feasible, reduce where you can peak surges, encourage that water be managed on-site.
- The rear bicycle rack still does not meet City code requirements; investigate.
- Glass atrium calls out to be an entry.
- The addition will increase drainage flow into the creek, removal of one of the houses slated for demo could be utilized to create a rain garden with cistern in an area already with a hole in the ground.
- Consider designing the roof structure for potential for green roof.

A detailed discussion on the merits on-site infiltration, as well as providing for a green roof emphasized that the addition and other associated improvements would increase discharge from the site where it was necessary to do something with the extra water. It was noted that if infiltration due to poor soils is a problem, a green roof is a feasible alternative. The Commission requested that the applicant examine the potential for providing a green

roof on the projecting roof of the 1-story portions of the addition adjacent to the atrium along Wingra Drive. Although Felker noted that he did not recognize the need to provide for on-site amenities, he agreed that the lower roof of the addition facing Wingra Drive would be designed to incorporate green roof amenities.

ACTION:

On a motion by March, seconded by Woods, the Urban Design Commission **GRANTED FINAL APPROVAL**. The motion was passed on a unanimous vote of (7-0). The motion acknowledged the applicant's commitment to a green roof on the lower 1-story portion of the addition along Wingra Drive as a compromise to issues relevant to on-site infiltration noted by the Urban Design Commission.

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 6.5, 7, 7, 7.5 and 7.5.

URBAN DESIGN COMMISSION PROJECT RATING FOR: 910 West Wingra Drive

	Site Plan	Architecture	Landscape Plan	Site Amenities, Lighting, Etc.	Signs	Circulation (Pedestrian, Vehicular)	Urban Context	Overall Rating
Member Ratings	7	8	7	-	-	8	8	7.5
	7	8	8	7	-	-	7	7.5
	7	7	6	7	-	7	7	7
	5	7	6	-	-	6	7	6.5
	6	7	6	-	-	-	7	7
	6	7	7	-	-	7	7	7

General Comments:

- Good solid design – needs run-off management.
- Good project but too much impervious material – green roof? Yes. Bravo.
- Appreciate the addition of the informal employee access out from the patio area to the street. The ribbon style bike racks may not be approved by staff. A tray system with a green roof would improve the stormwater conditions on site.
- Add a green roof.
- Generally a tasteful expansion. Two disappointments: Lack of on-site bioinfiltration (rain gardens, etc.), lack of major access to the building at the centerpiece atrium element.
- Nice building and thanks for putting a green roof on the building.

AGENDA # 3

City of Madison, Wisconsin

REPORT OF: URBAN DESIGN COMMISSION	PRESENTED: January 24, 2007
TITLE: 910 West Wingra Drive – PUD(GDP-SIP), Office Building Addition. 13 th Ald. Dist. (05088)	REFERRED: REREFERRED: REPORTED BACK:
AUTHOR: Alan J. Martin, Secretary	ADOPTED: POF:
DATED: January 24, 2007	ID NUMBER:

Members present were: Paul Wagner, Chair; Lisa Geer, Michael Barrett, Bruce Woods, Lou Host-Jablonski, Cathleen Feland and Todd Barnett.

SUMMARY:

At its meeting of January 24, 2007, the Urban Design Commission **GRANTED INITIAL APPROVAL** of a PUD(GDP-SIP) for an office addition located at 910 West Wingra Drive. Registered on behalf of the project were Brendan Kress and Michael Felker. The revised plans as presented featured the following:

- The removal of a proposal to expand an existing remote parking lot serving the Strang office facility has been removed from the scope of the redevelopment project.
- The preservation of a maple, cottonwood and some spruce trees on the redevelopment site were detailed, combined with additional plantings as well as removal of some existing vegetation.
- The building materials will generally match materials on the existing facility utilizing split face block at the base with intermittent brick bands. Windows will feature precast lintels and sills.

Following the presentation, the Commission noted the following:

- Relevant to areas dedicated to bike parking, areas not large enough; a 2'x6' required for each bike.
- Appreciate reconsidering parking expansion as well as the potential for considerations for additional vertical expansion with the addition.
- Concerned that the atrium does not have steps that go down to the street; such as a connection from the porch/patio area. It is not welcoming without a connection to the street corner. Create an easy way to sidewalk for users of the porch/patio area to Wingra Parkway.
- It is understandable that no steps for the porch/patio area keep it semi-private for employees with an outdoor entry from the adjoining cafeteria in the atrium but can't understand why not an entry from the street.
- Examine providing steps off of the west end of the porch/patio area where it wouldn't look like an entry but provide access.
- Consider a green tray system for roofs' stormwater or at least bare minimum, allow for in the future with encouragement to do it now as an alternative to piping into the storm sewer system.

ACTION:

On a motion by Geer, seconded by Feland, the Urban Design Commission **GRANTED INITIAL APPROVAL**. The motion was passed on a unanimous vote of (7-0). The motion required address of the above and the following:

- Providing steps for the porch/patio.
- Provide access for staff which would not be obvious to the public.
- Provide further clarification to elimination of the proposed parking expansion as not part of the scope of the project and details in the letter of intent a removal from any plans provided for further consideration of the project, in addition to providing consideration for alternative on-site stormwater improvements.

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 5, 6, 6.5, 7, 7, 7 and 7.

URBAN DESIGN COMMISSION PROJECT RATING FOR: 910 West Wingra Drive

	Site Plan	Architecture	Landscape Plan	Site Amenities, Lighting, Etc.	Signs	Circulation (Pedestrian, Vehicular)	Urban Context	Overall Rating
Member Ratings	-	7	-	-	-	-	7	7
	7	6	5	-	-	6	7	7
	7	7.5	7	7	-	8	7	7
	6	7	6	-	-	6	7	6.5
	6	7	6	-	-	5	6	6
	7	7	7	-	-	6	7	7
	6	5	6	-	-	5	5	5

General Comments:

- Good looking project. However, we'd love if this engineering firm would take seriously the importance of managing stormwater better with a green roof and better infiltration.
- Attractive building and good to see a large company expanding in the city.
- Well thought out project. Connection from "deck" to sidewalk. Bravo for not expanding parking lot.
- Not enough area for the bike racks as located, 2' x 6' for each bike is required.
- Nice expansion. The glass atrium should open out to the world with a grand staircase down to Wingra. Stormwater should be retained on site! The scaled-back parking lot is a good thing. Strongly recommend on-site stormwater management; piping to the creek is unacceptable.



Department of Public Works
City Engineering Division

608 266 4751

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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 26, 2007
TO: Plan Commission
FROM: Larry D. Nelson, P.E., City Engineer
SUBJECT: 910 West Wingra Drive Revised Letter of Intent

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. Pavement excavation on Wingra Drive shall require restoration in accordance with the City's Patching Criteria.
2. Review Stormwater Management Requirements with the City Engineer. Additions to parking may trigger requirements. Additional impervious area of building may trigger requirements and/or future requirements.
3. Proposed plan intends to build over platted public utility easement and requires release by utility companies and City of Madison prior to issuance of building permits. Applicant has coordinated this release project with the Engineering Division Project No. 53B2608 and Real Estate Project No. 8684.

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: 910 West Wingra Drive Revised Letter of Intent

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,

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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,

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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.
- 3.17 Installation of "Private" street signage in accordance with 10.34 MGO is required.

Storm Water Management

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

Stormwater management plans shall be submitted and approved by City Engineering prior to signoff.

- 4.10 The plan set shall be revised to show more information on proposed drainage for the site. This shall be accomplished by using spot elevations and drainage arrows or through the use of proposed contours. It is necessary to show the location of drainage leaving the site to the public right-of-way. It may be necessary to

provide information off the site to fully meet this requirement.

- 4.11 A portion of this project comes under the jurisdiction of the US Army Corp of Engineers and WDNR for wetland or flood plain issues. A permit for those matters shall be required prior to construction on any of the lots currently within the jurisdictional flood plain.
- 4.12 The Applicant shall submit, prior to plan sign-off, a digital CAD file (single file) to the Engineering Program Specialist in the Engineering Division (Lori Zenchenko). The digital CAD file shall be to scale and represent final construction. The single CAD file submittal can be either AutoCAD (dwg) Version 2001 or older, MicroStation (dgn) Version J or older, or Universal (dxf) format and contain the following data, each on a separate layer name/level number:
 - a) Building Footprints
 - b) Internal Walkway Areas
 - c) Internal Site Parking Areas
 - d) Other Miscellaneous Impervious Areas (i.e. gravel, crushed stone, bituminous/asphalt, concrete, etc.)
 - e) Right-of-Way lines (public and private)
 - f) Lot lines
 - g) Lot numbers
 - h) Lot/Plat dimensions
 - i) Street names

NOTE: Email file transmissions preferred lzenchenko@cityofmadison.com. Include the site address in this transmittal.

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

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

Residential developments shall infiltrate 90% of the predevelopment infiltration amount, 25% of the runoff from the 2-year post development storm or dedicated a maximum of 1% of the site area to active infiltration practices.

Commercial development shall infiltrate 60% of the predevelopment infiltration amount, 10% of the runoff from the 2-year post development storm or dedicate a maximum of 2% of the site area to active infiltration practices.

- 4.14 The applicant shall submit, prior to plan sign-off, digital PDF files to the Engineering Division (Jeff Benedict or Tim Troester). The digital copies shall be to scale, and shall have a scale bar on the plan set.

PDF submittals shall contain the following information:

 - a) Building footprints.
 - b) Internal walkway areas.
 - c) Internal site parking areas.
 - d) Lot lines and right-of-way lines.
 - e) Street names.
 - f) Stormwater Management Facilities.
 - g) Detail drawings associated with Stormwater Management Facilities (including if applicable planting plans).

- 4.15 The Applicant shall submit prior to plan sign-off, electronic copies of any Stormwater Management Files including:
 - a) SLAMM DAT files.
 - b) RECARGA files.
 - c) TR-55/HYDROCAD/Etc...
 - d) Sediment loading calculations

If calculations are done by hand or are not available electronically the hand copies or printed output shall be scanned to a PDF file and provided.

- 4.16 The area adjacent to this proposed development has a known flooding risk. All entrances shall be 2-feet above the adjacent sidewalk elevation or 1-foot above the 100-year regional flood elevation (whichever is greater). This includes garage entrances.

Utilities General

- 5.1 The Applicant shall obtain a Street Excavation permit for the installation of utilities required to serve this project. The Applicant shall pay the permit fee, inspection fee and street degradation fee as applicable and shall comply with all the conditions of the permit.
- 5.2 The applicant shall obtain all necessary sewer connection permits and sewer plugging permits prior to any utility work.
- 5.3 All proposed and existing utilities including gas, electric, phone, steam, chilled water, etc shall be shown on the

plan.

- 5.4 The applicant's utility contractor shall obtain a connection permit and excavation permit prior to commencing the storm sewer construction.
- 5.5 The site plans shall be revised to show the location of existing utilities, including depth, type, and size in the adjacent right-of-way.
- 5.6 The developer shall provide information on how the Department of Commerce's requirements regarding treatment of storm water runoff, from parking structures, shall be satisfied prior to discharge to the public sewer system. Additionally, information shall be provided on which system (storm or sanitary) the pipe shall be connected to.

Sanitary Sewer

- 6.1 Prior to approval of the conditional use application, the owner shall obtain a permit to plug each existing sanitary sewer lateral that serves a building that is proposed for demolition. For each lateral to be plugged the owner shall deposit \$1,000 with the City Engineer in two separate checks in the following amounts: (1). \$100 non-refundable deposit for the cost of inspection of the plugging by City staff; and (2). \$900 for the cost of City crews to perform the plugging. If the owner elects to complete the plugging of a lateral by private contractor and the plugging is inspected and approved by the City Engineer, the \$900 fee shall be refunded to the owner.
- 6.2 All outstanding Madison Metropolitan Sewerage District (MMSD) and City of Madison sanitary sewer connection charges are due and payable prior Engineering sign-off, unless otherwise collected with a Developer's / Subdivision Contract. Contact Janet Dailey (608-261-9688) to obtain the final MMSD billing a minimum of two (2) working days prior to requesting City Engineering signoff.
- 6.3 Each unit of a duplex building shall be served by a separate and independent sanitary sewer lateral.
- 6.4 The site plan shall be revised to show all existing public sanitary sewer facilities in the project area as well as the size and alignment of the proposed service.



Traffic Engineering and Parking Divisions

David C. Dryer, P.E., City Traffic Engineer and Parking Manager

Suite 100
215 Martin Luther King, Jr. Boulevard
P.O. Box 2986
Madison, Wisconsin 53701-2986
PH 608 266 4761
TTY 866-704-2315
FAX 608 267 1158

March 8, 2007

TO: Plan Commission

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

SUBJECT: **910 West Wingra Drive – Demolition / Rezoning – C2 & R1 to PUD (GDP-SIP) – Demolish 3 Houses & Build 39,865 Sq. Ft Addition Office Building**

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. This size of the commercial development proposed may be required to provide a loading and unloading area off-street. If the site requires a loading zoning, the applicant shall show the truck loading area how it ingress and egress to the loading area. In addition, the truck shall not block or parking on the public sidewalk.
2. The applicant shall install a barrier to prevent encroachment onto the South Street public sidewalk, which shall be noted on the face of the revised plan sheet C1.1.

PEDESTRIAN AND BICYCLE TRANSPORTATION REVIEW COMMENTS

3. None

GENERAL OR STANDARD REVIEW COMMENTS

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

4. 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), 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'**.

5. All three existing driveway approaches on which are to be abandoned shall be removed and replaced with curb and gutter and noted on the plan.
6. 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.
7. The intersection shall be so designed so as not to violate the City's sight-triangle preservation 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.
8. The applicant shall show the dimensions for all proposed and existing parking stalls' items A, B, C, D, E, F, and degree of angle parking width and backing up, according to Figures II "Medium and Large Vehicles" parking design standards in Section 10.08(6)(b) 2. Signs and planting areas are to be excluded from the rectangular stall areas including the two (2) feet of vehicle overhang. The two (2) feet of vehicle overhang shall be shown on the plan and dimensioned. The applicant may need to modify the parking to be in accordance to M.G.O. parking design standards, 45-angle, 0-degree and 90-degree parking sheets C1.3 & C1.1.
9. The driveway aisles shall be modified to provide for two-way operations at a minimum width of eighteen (18) feet in accordance M.G.O. 10.08(6)(a) 4. The applicant shall provide signage and secure all one-way operations in the parking lots and note on site plans sheet C1.3.
10. 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.
11. 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: Michael Felker
Fax: 608-251-8655
Email: mike.felker@strand.com

DCD: DJM: dm

**CITY OF MADISON
INTERDEPARTMENTAL
CORRESPONDENCE**

Date: February 28, 2007

To: Plan Commission
From: Kathy Voeck, Assistant Zoning Administrator
Subject: 910 W Wingra Dr.

Present Zoning District: C-2 and R-1

Proposed Use: Demolish 3 houses (968, 972 and 976 W Wingra Dr) & build 39,865 sq. ft. addition to an office building at 910 W Wingra Dr.

Requested Zoning District: PUD(GDP-SIP)

Conditional Use: 28.04(22) Demolition of principal buildings requires Plan Com. app.

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. The final site and landscape plans shall show the property lines, structures, parking, etc. with darker lines than shown on original submittal. Dimension the site, parking stalls, drive aisles and structures.
2. Meet all applicable State accessible requirements, including but not limited to:
 - a. Provide a minimum of **six** accessible stalls striped per State requirements. **A minimum of one of the stalls on the 910 W. Wingra Drive shall be a van accessible stall 8' wide with an 8' striped out area adjacent.**
 - b. Show signage at the head of the stalls. Accessible signs shall be a minimum of 60" between the bottom of the sign and the ground.
 - c. Show the accessible path from the stalls to the building. The stalls shall be as near the accessible entrance as possible. Show ramps, curbs, or wheel stops where required.
3. Provide one 10' x 35' loading area with 14' vertical clearance to be shown on the plan. The loading area shall be exclusive of drive aisle and maneuvering space. **If this loading area cannot be provided, request and obtain approval of the Plan Commission to specifically waive this requirement or it will need to be provided.**

4. Provide **31** 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.

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. 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 .08 watts per square foot.

7. In the zoning text, under permitted uses, 1. Office building and 2 existing single family residential houses. Under signage add ...as compared to the C-2 district and approved by the Urban Design Commission.

ZONING CRITERIA

Bulk Requirements	Required	Proposed
Lot Area	6,000 sq. ft. min. lot area	189,090 sq. ft.
Lot width	50'	adequate
Usable open space	960 sq. ft.	adequate
Front yard	0'	adequate
Side yards	0'	23' 6"
Rear yard	30'	81'
Floor area ratio	3.0	less than 1.0
Building height	--	2 stories

Site Design	Required	Proposed
Number parking stalls	310 (93,132 sq. ft. office bldg) <u>2 residential uses</u> 312 total	165 (161 across river) 4 on lt. <u>2 residential uses</u> 167 total *
Accessible stalls	6	(2)
Loading	1 (10' x 35') loading area	(3)
Number bike parking stalls	31	(4)
Landscaping	Yes	(5)
Lighting	No	(6)

Other Critical Zoning Items	
Urban Design	Yes
Historic District	No
Landmark building	No
Flood plain	No
Utility easements	None shown
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.



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: March 14, 2007
TO: Plan Commission
FROM: Edwin J. Ruckriegel, Fire Marshal
SUBJECT: **910 W. Wingra 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. Provide fire apparatus access as required by Comm 62.0509 and MGO 34.19, as follows: Provide an aerial apparatus access fire lane that is at least 26-feet wide, with the near edge of the fire lane within 30-feet of the structure, and parallel to one entire side of the structure.

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: The site plans shall clearly identify the location of all fire lanes.
3. All portions of the exterior walls of newly constructed public buildings and places of employment and open storage of combustible materials shall be within 500-feet of at least TWO fire hydrants. Distances are measured along the path traveled by the fire truck as the hose lays off the truck. See MGO 34.20 for additional information.

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