

**PLANNING DIVISION REPORT  
DEPARTMENT OF PLANNING AND COMMUNITY  
AND ECONOMIC DEVELOPMENT  
Of April 2, 2008**

**RE: I.D. #09340: Zoning Map Amendment I.D. 3341-3342 To Rezone 451 W. Wilson Street and 315 S. Bassett Street from R6 (General Residence District) to PUD-GDP-SIP**

1. Requested Actions: Approval of a request to rezone 451 W. Wilson Street and 315 S. Bassett Street from R6 (General Residence District) to Planned Unit Development, General Development Plan/ Specific Implementation Plan (PUD-GDP-SIP) to allow demolition of two apartment buildings and construction of a 40-unit apartment building.
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: Lance T. McGrath, McGrath Associates, Inc.; 103 N. Hamilton Street; Madison.
2. Development Schedule: The applicants wish to commence construction in June 2008, with completion anticipated in June 2009.
3. Location: Approximately 0.35 acres generally located at the southeasterly corner of W. Wilson and S. Bassett streets, Aldermanic District 4; Madison Metropolitan School District.
4. Existing Conditions: The site is currently developed with a five-unit apartment building at 315 S. Bassett Street and a four-unit apartment building at 451 W. Wilson Street in R6 (General Residence District) zoning.
5. Proposed Land Use: A 40-unit apartment building with underground parking.
6. Surrounding Land Use and Zoning:  
North: Wilson Bay Apartments, zoned PUD-SIP;  
South: Wisconsin Southern railroad; Brittingham Park, zoned C (Conservancy District);  
East: Dowling Apartments (Madison landmark), two- and multi-family residences in converted structures, zoned R6 (General Residence District);

West: Single-, two- and multi-family residences on the west side of S. Bassett Street, zoned R6.

7. **Adopted Land Use Plan:** The Comprehensive Plan identifies the subject site within the Mifflin-Bassett Downtown Residential Sub-district, which generally recommends development of multi-family housing at densities up to 60 units an acre or more in 2-4 story buildings as recommended in more detailed neighborhood plans. The subject site is also located within the boundaries of the Bassett Neighborhood Master Plan, which includes the subject site in a lakefront residential zone that is generally bounded by S. Bedford, W. Wilson and S. Broom streets and John Nolen Drive/ North Shore Drive. The zone is recommended for “selective infill and new housing development...in a manner that compliments the existing neighborhood scale and character.” The density recommended for this zone ranges between 40 and 60 units per acre. Infill residential redevelopment with lake views and structured parking is specifically recommended for the subject block.
8. **Environmental Corridor Status:** The property is not located within a mapped environmental corridor. Brittingham Park, which is located south of the site across the railroad tracks, is identified within the 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) and the Planned Unit Development District standards.

### **PLAN REVIEW**

The applicants are requesting approval of planned unit development zoning to allow construction of a 40-unit apartment building on a 0.35-acre site generally located at the southeasterly corner of W. Wilson and S. Bassett streets following demolition of two multi-family residential buildings.

### **Background**

The first of the two buildings on the subject site proposed for demolition is a two-story, four-unit apartment building located at 451 W. Wilson Street at the corner of S. Bassett Street. The building, which was constructed in 1962, includes a four-bedroom unit on the first floor and 3 one-bedroom units on the second floor, with a two-car basement level garage with access from S.

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Bassett Street. Additional parking for 2-3 additional vehicles is provided in the rear yard via a separate driveway from Bassett. The building includes a screened porch at the first floor level with an open porch on the second floor above. French balconies are provided on the second floor overlooking W. Wilson Street. The building is primarily clad in gray aluminum siding, with a cream-colored brick wainscot at the first floor along the Wilson elevation.

The other apartment building on the site proposed for demolition is a 2.5-story brick building located at 315 S. Bassett Street that was constructed in 1954. The building contains 5 one-bedroom apartments, including a unit located in an exposed lower level that faces southeast. The building is clad in brick and includes a hip roof. Patios or balconies are provided for each unit along the easterly rear wall of the structure. Parking for 5-6 vehicles is provided in the southerly side yard.

The applicants indicate that the two buildings have generally been well maintained but that both structures are in need of substantial renovation and modernization. According to a report provided with the application, both buildings will require new roofs and significant upgrades to heating and cooling systems, insulation and windows. In addition, the basement unit at 315 S. Bassett Street has had past water infiltration problems stemming from the entrance stoop above. The French balconies and enclosed screened porch in the 451 W. Wilson Street building would require replacement if the building was to remain. The applicant's conclusion is that repair of the structural deficiencies as well as modernization of the units to current rental market standards would likely cost more than the actual future rents of the rehabilitated and modernized units. The Planning Division has not toured the buildings, but has conducted a windshield survey. Interior and exterior photos of the buildings are provided with the Plan Commission materials.

The overall 0.35-acre site is characterized by a significant slope generally from north to south, with a 15-foot grade change present from northeasterly corner of the site adjacent to W. Wilson Street to the southwesterly tip of the site at the end of S. Bassett Street adjacent to a railroad line that abuts the southeasterly edge of the site. The grade change is most prominent on the 315 S. Bassett Street property, which features a 5-foot timber retaining wall adjacent to the sidewalk and a modestly steep pitch to the driveway accessing the building's parking lot. This coincides with a steep grade present on S. Bassett Street itself, which occurs at the current property line between the two apartment buildings. A 10% slope is present along the last 100 feet of the street. Vegetation on the overall site largely includes mature residential plantings with the exception of three established shade trees present on the corners property, of which two will be preserved with the proposed redevelopment.

The railroad line abutting the southeasterly property line of the subject site does not currently see significant train movement. Staff notes, however, that the commuter train concept currently being

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discussed as part of the Transport 2020 regional planning effort would use this abutting railroad right of way for its primary route through the isthmus, resulting in a considerably higher number of passing train trips past the site. As of January 30, 2008, the abutting track section was placed in a "quiet zone." Train quiet zones are intended to reduce or eliminate the need for passing trains to use their horns at street crossings and have no bearing on the noise and vibration otherwise created by the trains.

The area surrounding the site is primarily characterized by a variety of medium- and high-density residential buildings in the Bassett neighborhood. These include the adjacent 11-unit Dowling Apartments, a local and national historic landmark located at 445-447 W. Wilson Street and the three-story, 35-unit Wilson Bay Apartments located northwest of the site at 446 W. Wilson Street. The properties directly across S. Bassett Street from the site include four two-story wood-framed single-, two- and multi-family residences, with the seven-story, 50-unit Diplomat Apartments located further to the west at 507 W. Wilson Street. Brittingham Park is located further south of the site between the abutting railroad track and John Nolen Drive and North Shore Drive.

The subject site is located within the boundaries of the Bassett Neighborhood Master Plan, which provides a number of land use and neighborhood improvement strategies for the area roughly bounded by Proudfit Street, Pinckney Street, W. Washington Avenue and Lake Monona. The plan includes the subject site in a lakefront residential zone generally bounded by S. Bedford, W. Wilson and S. Broom streets and John Nolen Drive/North Shore Drive. The zone is generally recommended for "selective infill and new housing development...in a manner that compliments the existing neighborhood scale and character." The density recommended for this zone ranges between 40 and 60 units per acre. More specifically, the subject block is recommended for residential infill with lake views with an emphasis on the preservation and enhancement of historic properties and the character of W. Wilson Street. The topography present on the block was noted as being conducive to enclosed parking, particularly along S. Bassett Street.

#### Project Description

The 40-unit apartment building proposed by the applicants will stand four stories above two levels of underground parking containing a total of 49 car and 54 bicycle spaces. The residential units include 28 one-bedroom units and 12 two-bedroom units, with the two-bedroom units to be located on the four corners of the first three residential floors. The one-bedroom units proposed range in size from 604 square feet to 774 square feet on the first three floors, with larger one-bedroom units (941 square feet) proposed at the corners of the fourth floor. The two-bedroom units will range in size from 1,068 to 1,271 square feet. The applicants indicate that the 40 units

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will be for rent. [Note: The PUD approval for the project would need to be amended if the units were ever to be offered for sale.]

The two parking levels proposed will be separate from one another. The lower of the two levels will extend approximately three-quarters of the length of the building and will include parking for 23 cars and 18 bikes as well as a mechanical room and trash room. Access to this level will be provided at the bottom of S. Bassett Street at the southwesterly corner of the proposed building. The upper level of parking will extend the entire length of the proposed building, with 26 car parking spaces and 10 bike spaces. Additional bike parking will be provided in 33 storage units located on the upper parking level. Access to the upper level will be provided near the center of the S. Bassett Street elevation, approximately 70 feet north of the driveway to the lower level.

The applicant is not proposing to provide a loading space on the development site to serve the proposed project and has instead requested that a loading zone be designated on S. Bassett Street. The project is requesting that a waiver to this requirement be granted as part of the approval of this planned unit development. The Zoning Ordinance allows the Plan Commission and Common Council to consider a waiver to providing off-street loading similar to the other facets of a planned unit development that can be modified, such as yards, building height, usable open space or off-street parking. The Traffic Engineering Division is recommending that loading be provided on the subject site and not in the street (which requires a separate approval from the City). ***The Plan Commission should include in its recommendation to the Common Council whether or not this planned unit development should be granted a waiver to the onsite-loading requirement of the Zoning Ordinance.***

The new apartment building will be set back 20 feet from W. Wilson Street in an effort to mirror the front setback of the adjacent Dowling Apartments. Elsewhere on the site, the building will be setback approximately 5.75 feet along the northeasterly side property line, with a varying setback adjacent to the railroad right of way that will range from approximately 7 feet adjacent to Bassett Street to slightly more than 13 feet at the southeasterly corner of the site. The new building will abut the property line adjacent to the right of way of S. Bassett Street, with a terraced landscape area proposed between the westerly side wall and public sidewalk that will require approval of an encroachment agreement by the City prior to recording of the planned unit development. Portions of the four residential stories will be further set back along the easterly side and rear walls, where 4.75 feet and 8.5 feet of separation, respectively, is proposed between the residential stories and the abutting property lines.

The primary entrance for the new building will face W. Wilson Street with an entrance stoop proposed above approximately seven steps. The accessible entrance to the building will be

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located approximately 50 feet back from the front wall along the easterly side wall, where a small retaining wall will be used to accommodate the grade change present between the Dowling Apartments and the proposed building. A third building entrance is proposed between the two parking level entrances along S. Bassett Street, although this entrance appears to be primarily for secondary/ emergency egress at this time.

Materials for the proposed building include a substantial cast stone base along the exposed walls of the underground parking levels on the rear wall facing the railroad, along S. Bassett Street and at the southeasterly corner of the building. Windows have been incorporated into the street side and rear walls of the parking levels to break up the cast stone wall along Bassett and from North Shore Drive. The developers propose three stories of brick veneer on the front wall facing W. Wilson Street and rear wall facing the railroad and Lake Monona before wrapping around onto the side corners. The remainder of the lower three floors will consist primarily of EIFS cladding with bays sided with horizontal metal siding. The metal siding will also comprise the exterior of the fourth floor, which will feature modest setbacks along the front and rear walls in an effort to reduce the massing of the building, particularly along W. Wilson Street and adjacent to the Dowling Apartments. Open space for the development will be provided through a combination of patios atop the exposed portions of the underground parking, hanging metal-framed balconies on portions of the four floors and patios located within the front and rear stepbacks on the fourth floor. The hanging balconies along the S. Bassett Street elevation will project into the public right of way, requiring that they be approved as part of an encroachment agreement for the larger project.

The applicants have submitted a substantial landscaping plan for the project that features nearly continuous plantings along the perimeter of the building, including in the S. Bassett Street right of way between the building and sidewalk. The plantings within the right of way, which will require approval as part of the aforementioned encroachment agreement, include the planting of four maple trees as well as weigela, boxwood and perennials adjacent to the sidewalk. Two more maples and a combination of barberry, pine and two ivy-covered trellises will be planted along the rear wall to screen the fully exposed walls of the underground parking from the southeast and to limit graffiti. Four upright yew will be planted at the southeastern corner of the building in an effort to minimize visibility of the remaining portions of the exposed garage wall. Two existing shade trees located on the W. Wilson Street side of the property will be preserved with the project.

The Landmarks Commission reviewed the proposed development's potential impact on the adjacent local landmark Dowling Apartments on March 10, 2008 and recommended that the proposed project is not so large or so visually intrusive as to create an adverse effect on the historic integrity of the Dowling Apartments (see attached materials).

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The Urban Design Commission reviewed the proposed planned unit development and granted initial approval on March 12, 2008 (see attached report).

### **ANALYSIS & CONCLUSION**

The applicants are requesting approval of a planned unit development to allow two apartment buildings to be razed a new 40-unit apartment building with 49 structured parking stalls to be built on the 0.35-acre site. Overall, the Planning Division believes that the proposed development is well designed and relates well to its surroundings.

The project also appears to comport to many of the recommendations contained in the Bassett Neighborhood Master Plan, which generally recommends selective infill housing development that compliments the scale and character of the existing neighborhood with a general density between 40 and 60 units per acre for the area located south of W. Wilson Street parallel to Lake Monona. The plan recommends the subject block in particular for residential infill development with lake views and an emphasis on the preservation and enhancement of historic properties and the character of W. Wilson Street. The Planning Division believes that the scale of the proposed four-story building is largely in keeping with the character of this portion of the Bassett neighborhood, which includes a diverse range of building styles and scales within close proximity, including the three-story Dowling Apartments and Wilson Bay Apartments and the seven-story Diplomat Apartments. While the proposed building is both one-story taller and about 20% deeper than the adjacent Dowling Apartments, staff feels that the applicants have done a good job designing a building that does not overwhelm the adjacent landmark. The front façade of the proposed building, in particular, is well designed to compliment the handsome front façade of the Dowling building without mimicking the landmark. The building also takes advantage of the significant grade present, especially on the southerly half of the property and uses this space to provide 1.2 parking spaces per dwelling unit, which generally follows an opportunity identified for this block in the Bassett Neighborhood Master Plan.

One area where the proposed development appears divergent from the Bassett Neighborhood Master Plan recommendations is the density of the project. The 40-unit development proposes a density of 114.3 units per acre on the 0.35-acre site, which is nearly twice the 40-60-unit an acre density generally recommended for this portion of the neighborhood. However, the Planning Division believes that the proposed density could be considered appropriate because the scale and mass of the building is largely in keeping with the character of the neighborhood and because of the recent history of projects approved elsewhere in the neighborhood, which also exceed the density recommended in the Bassett Plan. Examples include City Place Apartments at 432 W. Main Street (72.2 units per acre), the apartments in the Tuscan Place mixed-use project at 450 W.

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Main Street (92.3), and the Bel Mora Apartments (80.5) which are all located in an area of the neighborhood plan where a density of 26-40 units an acre was recommended.

However, while the Planning Division believes that the density, scale and mass of the proposed development are appropriate, staff concurs with comments made by members of the Urban Design Commission that more should be done to activate the S. Bassett Street façade of the building. While the building scale and mass along this elevation is generally appropriate, staff believes more should be done to bring the mass of the building down to this street elevation, particularly along the southern half of the building closest to the railroad, where a formidable wall is created by the exposed underground parking levels. An entry door is shown along this portion of the building wall that should be accentuated in an attempt to soften the surrounding one-plus story of exposed parking wall. This door should also be available to residents as a usable entrance and would ideally include hallmarks identifying it as more than a required egress door. The two projecting bays on either side of the garage door closest to W. Wilson Street could be extended to the ground (retaining the brick base) to further articulate the long, flat base of the building. Staff also encourages the developers to reexamine the amount of EIFS and metal paneling proposed on the lower three floors of the building. Staff believes that the overall appearance of the building would be improved through the incorporation of additional brick along the side elevations thereby reducing the amount of EIFS synthetic stucco proposed. In addition, staff feels that keeping the base masonry material below the sill of the windows in the parking level will better reflect the site topography and reduce the apparent height of the wall referred to earlier in this paragraph. This should carry to the rest of the building as well.

In closing, the Planning Division believes that the standards for both planned unit developments and demolitions can be met with this request. Staff believes that the project proposed 40-unit apartment building is well designed overall and that the new residential project will result in a positive addition to the to the architectural character of the Bassett neighborhood. Staff also believes that the proposed development substantially conforms to the recommendations in the Bassett Neighborhood Master Plan and that the proposed building will be more economically productive than the two existing buildings given the likely high cost of renovation each would require to extend their useful life.

### **RECOMMENDATION**

The Planning Division recommends that the Plan Commission forward Zoning Map Amendment 3341 and 3342, rezoning 451 W. Wilson Street and 315 S. Bassett Street from R6 (General Residence District) to Planned Unit Development, General Development Plan/ Specific Implementation Plan (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 Division approval as follows:
  - a.) that the list of uses be revised to note multi-family residential uses as shown on the approved plans and accessory uses directly associated with those permitted uses;
  - b.) signage for the commercial buildings shall be limited to the maximum permitted in the R6 district for the residential building, as approved by the Urban Design Commission and Zoning Administrator (the provision for temporary construction signage is acceptable pending approval by the Zoning Administrator);
  - c.) that a section be added to the zoning text acknowledging the presence of existing and future high levels of noise and vibration resulting from trains operating on the adjacent and nearby railroad rights of way, including from possible future commuter rail services. This provision shall also be added to the leases for all 40 units proposed, with a copy of the lease to be provided for the file.
3. That the applicants receive approval of an encroachment/privilege in streets agreement from the City for the terraced landscaping area and all of the balconies to be located within the right of way of S. Bassett Street prior to final approval and recording of the planned unit development.
4. That the applicant receive the approval of the City Forester for all trees to be planted in the S. Bassett Street terrace.
5. That the project receive final approval from the Urban Design Commission prior to final approval and recording of the planned unit development. In granting final approval, the Planning Division recommends that the Urban Design Commission work with the applicants to incorporate design elements that bring the mass of the building down to the sidewalk along the S. Bassett Street elevation, particularly along the southern half of the building closest to the railroad. Staff recommends that the entry door shown along this portion of the building be accentuated to soften the one-plus story of exposed parking wall and that the door be available to residents as a usable entrance and not just as a secondary egress door. The two projecting bays on either side of the garage door closest to W. Wilson Street should be extended to the ground – retaining the brick base – to further articulate the long, flat base of the building, while the base masonry material should be maintained below the sill of the windows in the parking level to better reflect the site topography and reduce the apparent height of the wall. This should carry to the rest of the building as well. Staff also encourages the developers to reexamine the amount

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of EIFS and metal paneling proposed on the lower three residential floors of the building in an effort to reduce the amount of EIFS. Staff recommends additional brick veneer and/or the use of other cladding materials such as fiber cement siding boards to reduce or eliminate the substantial amount of EIFS shown.

6. That the applicants submit a Certified Survey Map for approval by the City that combines the two existing parcels into one lot reflecting the proposed redevelopment of the site with one building.

**AGENDA # 4**

City of Madison, Wisconsin

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**REPORT OF:** URBAN DESIGN COMMISSION

**PRESENTED:** March 12, 2008

**TITLE:** 451 West Wilson Street & 315 South Bassett Street – PUD-GDP-SIP for a 40-Unit Apartment Building, 4<sup>th</sup> Ald. Dist. (07751)

**REFERRED:**

**REREFERRED:**

**REPORTED BACK:**

**AUTHOR:** Alan J. Martin, Secretary

**ADOPTED:**

**POF:**

**DATED:** March 12, 2008

**ID NUMBER:**

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Members present were: Lou Host-Jablonski, Marsha Rummel, Bonnie Cosgrove, Jay Ferm, Richard Slayton, Bruce Woods and Richard Wagner.

**SUMMARY:**

At its meeting of March 12, 2008, the Urban Design Commission **GRANTED INITIAL APPROVAL** of a PUD-GDP-SIP for a 40-unit apartment building located at 451 West Wilson Street and 315 South Bassett Street. Appearing on behalf of the project were Bruce Simonson, Lance McGrath and Aaron Williams, all representing McGrath Associates; Christopher Thiel, representing SAA; Jonathan Cooper, representing the Bassett Neighborhood Lake Park Apartment Homes Steering Committee; and Phillip Marshall, Edna Wetternauch, Jan Sweet, Rosemary Lee and Roger (Jack) Hagen. McGrath and Simonson provided a review of the modified building plans and elevations, including site plan details, emphasizing the following:

- There are four levels over two levels of parking proposed with the structure with 49 lower level parking stalls provided.
- The building’s architecture features a stepback at the fourth story to mimic and complement the 3-story height of the adjacent Dowling building.
- Issues with grades and encroachments into the adjacent City right-of-way along Bassett Street prevent the creation of an entry along that street frontage.
- Balconies provided on rear to take advantage of lake view as well as balconies provided along sides parallel to the adjacent Dowling building and overhanging adjacent Bassett Street right-of-way.
- Windows have been provided on the parking garage levels off of the rear and lake elevations to allow for natural light.
- Thiel provided an overview of the location of bike racks in front of the building details, on the accessible entrance between the building’s side and adjacent Dowling building, as well as details of the seating area and steps at the front along the property’s West Wilson Street frontage, including a landscaped plan overview. He further emphasized the screening along the north side of the building adjacent to the Dowling structure, a trellis system with landscaping at the lower level abutting the property’s park frontage, and provisions to provide for stormwater detention, as well as infiltration on site. He noted the preservation of an existing black walnut at the front of the building.

Following the presentation Jonathan Cooper representing the Bassett Neighborhood Lake Park Apartment Homes Steering Committee, Phillip Marshall, Edna Wetternauch and Rosemary Lee spoke in favor of the

project. Roger Hagen spoke in opposition noting issues with the building being too large, project too dense, too much congestion in an already compact congested area. Jan Sweet spoke in opposition referencing a report/site analysis distributed to the Commission noting sustainability issues, traffic impacts, density of the development, excessive levels of parking and the lack of quality materials for the structure, as well as other issues. Lee noted the need for this type of housing downtown in support for the infill project. Cooper spoke in support noted that there is no consensus from the steering committee relevant to the project and concerns with balconies next to the Dowling property potential for negative impacts, as well as agreement on the potential impact of density in regards to traffic issues on a dead end street, including the loss of on-street parking from a proposed loading zone. Following the hearing the Commission noted the following:

- Provide for considerations of a green roof.
- Concern with HVAC compressors not addressed with the plan impacting landscaping.
- Like idea of project and density but a big building for a site, no room for things like compressors.
- Aesthetically appears as two buildings mashed together, one or other style could stand alone.
- Encourage to look at reducing parking with balconies to be a minimum of 5-feet wide.
- Look at moving stair/elevator toward front to emphasize front entry and eliminate the proposed side entry.
- Like project, don't mind two buildings but penthouse level a bit tall, going too far, a bit too complicated.
- Architecture looks busy, diminishes importance of the Dowling building.
- Look at other alternatives besides the trellis, for example, cables with something more modern; more elegant for the rear of the building.
- Issue with EIFS and metal siding; returns and jointing of EIFS should be more pronounced; deep as possible.
- Like terracing effect along Bassett Street, gives rhythm at the street but need to activate street more utilizing benches.
- Structure roof to allow for a green roof.
- Use textured ground cover under walnut to discourage cut-throughs.
- Balcony at Bassett corner of the building on the first level needs stronger landscape treatment.
- Add a third beech along the north side.
- Use Kentucky coffee tree along South Bassett Street.
- Species in rear don't relate to the rain garden function and align plantings with building.
- Add clematis for color on the rear trellis.
- Remove the three platform element on the front upper façade parapet/elevation.
- Emphasize main entry as accessible entry with complementary features.
- Activate Bassett and rear elevation as much as possible.
- The post rack in front of parking area does not meet code.
- Consider the use of structured bike parking for some percent of its allocation.
- Seeing this building already in other areas of the City; architecture needs tweaking, duplicates too much.
- Try to tighten up radii on corner on the Bassett corner.
- Make building into coherent parts rather than strips with EIFS and metal materials, too active, make middle relate, EIFS/metal and bookend brick on ends

**ACTION:**

On a motion by Wagner, seconded by Barnett, the Urban Design Commission **GRANTED INITIAL APPROVAL**. The motion was passed on a vote of (7-1) with Rummel voting no. The motion required address

of the above stated concerns, in addition to revisions to the plan in terms of the parapet relationship with the penthouse, the compressor issue defined and resolved.

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, 6, 7, 7, 7, and 7.

URBAN DESIGN COMMISSION PROJECT RATING FOR: 451 West Wilson Street & 315 South Bassett Street

	Site Plan	Architecture	Landscape Plan	Site Amenities, Lighting, Etc.	Signs	Circulation (Pedestrian, Vehicular)	Urban Context	Overall Rating
Member Ratings	6	6	6	-	-	6	6	6
	6	7	6	-	-	6	7	6
	5	5	7	7	-	8	8	7
	6	6.5	6	-	-	6	7	7
	-	-	-	-	-	-	-	6
	-	-	-	-	-	-	-	7
	-	-	-	-	-	-	-	5
	7	7	8	6	-	8	9	7

General Comments:

- Add benches along Bassett. Provide visual screen at “low” balcony (plantings).
- Building really fills up site. This makes it incumbent to make host of available public space. Beautiful front entry. Really makes the corner. Two buildings in work doesn’t work. Choose one.
- Overall, a good project. Consider options for additional stormwater storage.
- Density OK. Massing OK. Height and concept OK. Architecture needs work though. Simplify and clarify.
- Too massive for lot. Address materials to minimize “stripes.” Appreciate attention to historic Dowling building.
- Really fine project. Just a few tweaks to work out. Corner element use – auditorium? To shift actuate corner.

**Note to Commission**


**Lake Park Apartments, 451 W. Wilson Street and 315 S. Bassett Street  
adjacent to Dowling Apartments, 445 W. Wilson Street, designated landmark**

McGrath and Associates propose removing two ca. 1950s apartment houses and replacing them with a larger apartment building adjacent to the Dowling Apartments. Madison General Ordinances requires that the Landmarks Commission develop and advisory opinion on development adjacent to a Landmark that requires approval from other boards and commissions. The charge in the ordinances is for the Commission

“to determine whether the proposed development is so large or visually intrusive as to adversely affect the historic character and integrity of the adjoining landmark or landmark site. Landmarks Commission review shall be advisory to the Plan Commission and the Urban Design Commission.” MGO 28.04(3)(n).

The proposed building will be three stories in height on the Wilson Street side adjacent to the three-story high Dowling Building. The set-back will be nearly the same, as will the side yards. The new building will have a fourth story set back from the street facades of the lower three floors. The new design reflects the design elements of the Dowling Building without being a replication. The building will be quite long along Bassett Street, but this is around the corner from the Dowling Apartments.

It is my opinion that the new development is not so large or visually intrusive as to affect the historic integrity of the Dowling Apartments. The Commission has recommended approval for several projects adjacent to Landmarks that were actually larger in appearance from the street than this one is.

K. H. Rankin 

February 14, 2008



# City of Madison

City of Madison  
Madison, WI 53703  
www.cityofmadison.com

## Meeting Minutes - Approved LANDMARKS COMMISSION

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Monday, March 10, 2008

4:45 PM

215 Martin Luther King, Jr. Blvd.  
Room LL-130 (Madison Municipal Building)

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### CALL TO ORDER / ROLL CALL

**Present:** 6 -

Brenda K. Konkel; Daniel J. Stephans; Stuart Levitan; Robin M. Taylor;  
Michael J. Rosenblum and Erica Fox Gehrig

**Guests:** Mr. Krishna Pradhan, Mr. Steve Janeway, Mr. Todd McGrath, Mr. Jim Eisenmann, Ms. Edna Wetternach, Mr. Philip Marshall, Mr. Jonathan Cooper, Mr. Lance McGrath, Ms. Ledell Zellers

### APPROVAL OF February 25, 2008 MINUTES

*Referred to next meeting.*

### PUBLIC COMMENT

*None.*

### OTHER BUSINESS



09214

Lake Park Apartment Homes, 451 West Wilson Street and 315 South Bassett Street- referral from Plan Commission staff for review of new development on parcel adjacent to a Landmark (Dowling Apartment Building, 445 West Wilson Street)

Contact: Lance McGrath, McGrath and Associates

A motion was made by Levitan, seconded by Rosenblum, to recommend to Plan Commission to Approve the project as the Landmarks Commission does not believe that the proposed project is so large or so visually intrusive as to create an adverse effect on the historic integrity of the adjacent Dowling Apartment Building. The motion passed by the following vote:

**Ayes:** 4 -

Daniel J. Stephans; Stuart Levitan; Robin M. Taylor and Michael J. Rosenblum

**Noes:** 2 -

Brenda K. Konkel and Erica Fox Gehrig

*Mr. McGrath presented an overview of the proposed new apartment building. He said that it would be set back about 20 feet from Wilson St., approximately in line with the Dowling next door. He noted that they had had several neighborhood meetings, one*



with the entire neighborhood and three or four with a steering committee the neighborhood set up to review the project.

He said that the proposed project meets with most of the recommendations in the neighborhood plan, except that it is quite a bit denser than recommended. He said they designed the project to compliment but not imitate the design of the Dowling in scale, proportion, window pattern and front entry. The fourth floor of the new building was set back about 6 feet to reduce the apparent mass of that story.

Mr. Todd McGrath noted that their firm has quite a bit of history doing good urban in-fills, including adjacent to Landmarks, such as the Nolen Shores project and the Fourth Ward Lofts adjacent to the Doris House. Mr. Lance McGrath noted that they believe that the new proposal is different from many others in that three sides of the property are public -- two streets and a railroad line. He said that such projects are a good way to fight urban sprawl and increase the economic vitality of the downtown.

Mr. Steve Janeway said that the proposed design was overwhelmingly larger than surrounding buildings from certain angles. He said that most people who will view the project and the Dowling will be coming from the west around the corner with Bassett. He said that the upper story should be set back further to minimize its appearance.

Mr. Pradhan presented a letter to the Commission that explained his concerns about the proposed project.

No one else wished to speak at that time. Ald. Konkel moved that the Landmarks Commission recommend to the Urban Design and Plan Commissions that the proposed design is so large as to overwhelm the historic character of the Dowling apartment building. Ms. Gehrig seconded the motion, which failed on a vote of 5 (Ms. Gehrig, Mr. Levitan, Mr. Rosenblum, Mr. Stephans, Ms. Taylor) to 1 (Ald. Konkel).

Ald. Konkel said that she was concerned with this project based on the review of the five-story building that went up next to the Lamp House, noting that the drawings did not sufficiently convey the magnitude of the effect of the new building on the Lamp House. To various questions from the Commission members Mr. McGrath noted that about one third of the building would have decks within 20 feet of the Dowling, but that behind that would be a dead zone of mostly brick wall, corresponding to where the services were inside, and then the rest would face the backyard of the Dowling. He said there was going to be trellis and plants on the rear façade to discourage graffiti. Ms. Wetternach said that the units all have small wall air conditioners, but that residents often had their windows open. Mr. McGrath said that the plan as drawn has as small a footprint as is economically feasible and that they have been working in good faith with the neighborhood and have little time left for delays.

Ald. Konkel said that she is concerned with the direction the City is heading by approving large developments downtown to the detriment of the existing neighborhoods. She said it is not just about the height of the building, but also with the bulk and mass. She noted, however, that her opposition was not strenuous.

Mr. Stephans said that he thought the developers did a good job of providing set back for the top floor so that pedestrians would not be overwhelmed by the building. Ms. Gehrig said that she believed a deeper setback would have helped diminish the apparent mass, but added that at least no historically interesting buildings are being demolished, as in other projects.

*Ms. Taylor said that she thought the project had been sensitively designed and that the length of the building on S. Bassett St. was not really an issue. She commended the developers for respecting the design of the Dowling without copying it.*

- 2.     07804           Secretary's Report

*Ms. Rankin passed out a picture of a building tentatively proposed for demolition.*

**ADJOURNMENT**

**This meeting was Adjourned at approximately 5:30 p.m.**



Department of Public Works  
City Engineering Division

608 266 4751

Larry D. Nelson, P.E.  
City Engineer

City-County Building, Room 115  
210 Martin Luther King, Jr. Boulevard  
Madison, Wisconsin 53703  
608 264 9275 FAX  
1 866 704 2315 Textnet

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

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

**Facilities & Sustainability**  
Jeanne E. Hoffman, Manager  
James C. Whitney, A.I.A.

**Operations Manager**  
Kathleen M. Cryan

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

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

**Financial Officer**  
Steven B. Danner-Rivers

DATE: March 14, 2008  
TO: Plan Commission  
FROM: Larry D. Nelson, P.E., City Engineer  
SUBJECT: 451 West Wilson Street and 315 South Bassett Street Demolition and Rezoning

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. Submit a PDF of each floor to Lori Zenchenko ( [Lzenchenko@cityofmadison.com](mailto:Lzenchenko@cityofmadison.com) ) so that a preliminary interior addressing plan can be developed. If there are any changes pertaining to the location of a unit, the deletion or addition of a unit, or to the location of the entrance into any unit, (before, during or after construction) the addresses may need to be changed. The interior address plan is also subject to the review and approval of the Fire Marshal.
2. Any damage to the pavement on W. Wilson street or S. Bassett Street shall require restoration in accordance to the City's Pavement Patching Criteria.
3. Access to the pedestrian crossing of the railroad tracks must be maintained at all times.
4. Please note that the Rail Corridor is owned by the WIS/DOT.
5. Any roof drains shall be directly connected to the storm sewer.
6. Provide more detail for proposed trench drains at garage entrances. Provide calculations to verify no flooding of the garage shall occur. Said report shall be stamped by a professional engineer. If trench drains are located in the right-of-way, an encroachment agreement shall be required prior to sign off.
7. RCP is not an acceptable material for the proposed sanitary sewer laterals. Revise to show PVC laterals.

**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: 451 West Wilson Street and 315 South Bassett Street Demolition and Rezoning

General

3



- 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 Submit a PDF of all floor plans to Lori Zenchenko [lzenchenko@cityofmadison.com](mailto:lzenchenko@cityofmadison.com) so that a preliminary interior addressing plan can be developed. If there are any changes pertaining to the location of a unit, the deletion or addition of a unit, or to the location of the entrance into any unit, (before, during, or after construction) the addresses may need to be changed. The interior address plan is subject to the review and approval of the Fire Marshall.
- 1.7 The site plan shall include a full and complete legal description of the site or property being subjected to this application.
- 1.8 The Developer is required to pay Impact Fees for the \_\_\_\_\_ Impact Fee District for Lot(s) \_\_\_\_\_ of the \_\_\_\_\_ Plat/CSM. The current rate is \$ \_\_\_\_\_ /1000SF for a total of \$ \_\_\_\_\_. The Developer shall select one of the following two options for payment of these fees:
  - 1) Impact Fees shall be paid in full prior to Engineering sign-off of the plat/csm.
  - 2) The Developer has elected to defer the payments until such time as the building permits are applied for, in which case the owner(s) shall have fourteen (14) days after receiving the invoices to pay the outstanding impact fees. The following shall be required prior to plat sign off;
    - a) The Developer shall supply an Excel spreadsheet with lot numbers, lot areas, and number of dwelling units per lot. The Developer shall supply a CADD file of the proposed FINAL plat, in a format compatible with Microstation J. This information shall be required to calculate the Impact Fees, which will then be recorded at the Register of Deeds against each lot in the subdivision..
    - b) All information shall transmitted to Janet Dailey by e-mail at [jdailey@cityofmadison.com](mailto:jdailey@cityofmadison.com), or on a CD to:
 

Janet Dailey  
City of Madison Engineering Division  
210 Martin Luther King Jr. Blvd  
Room 115  
Madison, WI 53703
    - c) A minimum of three (3) weeks shall be required for staff to calculate the Impact Fees and record the documents prior to plat sign-off.

The Developer shall put the following note on the face of the plat:

**ALL THE LOTS WITHIN THIS SUBDIVISION ARE SUBJECT TO IMPACT FEES THAT ARE DUE AND PAYABLE WITHIN FOURTEEN DAYS OF THE ISSUANCE OF BUILDING PERMIT(S).**

**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.
- 2.8 The Public Sanitary Sewer Easement(s) dedicated to the City of Madison ("City") on the face of this Certified Survey Map or Subdivision Plat is/are subject to the following conditions:
  - a. The property owner reserves the right to use and occupy the Public Sanitary Sewer Easement Area(s) in a manner consistent with the rights herein conveyed, provided that such use and occupancy shall not interfere with or disturb the installation, operation, maintenance, repair, replacement and/or modification of the public sanitary sewer facilities.
  - b. No above-ground improvements shall be located in the Public Sanitary Sewer Easement Area(s) by the City or the property owner, with the exception that grates, sewer access structure (SAS) covers, and other access points to the public sanitary sewer facilities shall be permitted at grade level. (Optional: and with the exception that pavement and/or concrete for driveway purposes shall be permitted.)
  - c. Plantings and landscaping within the Public Sanitary Sewer Easement Area(s) shall not obstruct routine maintenance by the City. In the event of repair or reconstruction, plantings and landscaping may be removed by the City without replacement or compensation to the property owner.
  - d. The property owner shall not change the grade of the Public Sanitary Sewer Easement Area(s) without the prior written approval of the City's Engineering Division.
  - e. The Public Sanitary Sewer Easement(s) may not be amended, modified, terminated, or released without the written consent of all the parties hereto, or their respective successors-in-interest.
- 2.9 The Public Sidewalk Easement(s) dedicated to the City of Madison ("City") on the face of this Certified Survey Map or Subdivision Plat is/are subject to the following conditions:
  - a. The property owner reserves the right to use and occupy the Public Sidewalk Easement Area(s) in a manner consistent with the rights herein conveyed, provided that such use and occupancy shall not interfere with or disturb the installation, operation, maintenance, repair, replacement and/or modification of the public sidewalk improvements.
  - b. No above-ground improvements will be allowed in the Public Sidewalk Easement Area(s) by the property owner. (Optional: with the exception that pavement and/or concrete for driveway purposes shall be permitted.)
  - c. Plantings and landscaping within the Public Sidewalk Easement Area(s) shall not obstruct routine maintenance by the City. In the event of repair or reconstruction, plantings and landscaping may be removed by the City without replacement or compensation to the property owner.
  - d. The property owner shall not change the grade of the Public Sidewalk Easement Area(s) without the prior written approval of the City's Engineering Division.
  - e. The Public Sidewalk Easement(s) may not be amended, modified, terminated, or released without the written consent of all the parties hereto, or their respective successors-in-interest.
- 2.10 The Public Storm Sewer Easement(s) dedicated to the City of Madison ("City") on the face of this Certified Survey Map or Subdivision Plat is/are subject to the following conditions:
  - a. The property owner reserves the right to use and occupy the Public Storm Sewer Easement Area(s) in a manner consistent with the rights herein conveyed, provided that such use and occupancy shall not interfere with or disturb the installation, operation, maintenance, repair, replacement and/or modification of the public storm sewer facilities.
  - b. No above-ground improvements shall be located in the Public Storm Sewer Easement Area(s) by the City or the property owner, with the exception that grates, sewer access structure (SAS) covers, and other access points to the public storm sewer facilities shall be permitted at grade level. (Optional: and with the exception that pavement and/or concrete for driveway purposes shall be permitted.)
  - c. Plantings and landscaping within the Public Storm Sewer Easement Area(s) shall not obstruct routine maintenance by the City. In the event of repair or reconstruction, plantings and landscaping may be removed by the City without replacement or compensation to the property owner.
  - d. The property owner shall not change the grade of the Public Storm Sewer Easement Area(s) without the prior written approval of the City's Engineering Division. The Public Storm Sewer Easement(s) may not be amended, modified, terminated, or released without the written consent of all the parties hereto, or their respective successors-in-interest.
- 2.11 The Public Water Main Easement(s) dedicated to the City of Madison ("City") on the face of this Certified Survey Map or Subdivision Plat is/are subject to the following conditions:
  - a. The property owner reserves the right to use and occupy the Public Water Main Easement Area(s) in a manner consistent with the rights herein conveyed, provided that such use and occupancy shall not interfere with or disturb the installation, operation, maintenance, repair, replacement and/or modification of the public water main facilities.
  - b. No above-ground improvements will be allowed in the Public Water Main Easement Area(s) by the property owner. (Optional: with the exception that pavement and/or concrete for driveway purposes shall be permitted.)
  - c. Plantings and landscaping within the Public Water Main Easement Area(s) shall not obstruct routine maintenance by the City. In the event of repair or reconstruction, plantings and landscaping may be removed by the City without replacement or compensation to the property owner.
  - d. The property owner shall not change the grade of the Public Water Main Easement Area(s) without

- e. the prior written approval of the City's Engineering Division.  
The Public Water Main Easement(s) may not be amended, modified, terminated, or released without the written consent of all the parties hereto, or their respective successors-in-interest.

### 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. This permit application is available on line at <http://www.cityofmadison.com/engineering/permits.cfm>.
- 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. This permit application is available on line at <http://www.cityofmadison.com/engineering/permits.cfm>.
- 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. This permit application is available on line at <http://www.cityofmadison.com/engineering/permits.cfm>.
- 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.

- 3.17 Installation of "Private" street signage in accordance with 10.34 MGO is required.
- 3.18. All street tree locations and tree species within the right of way shall be reviewed and approved by City Forestry. Please submit a tree planting plan (in PDF format) to Dean Kahl, of the City Parks Department - [dkahl@cityofmadison.com](mailto:dkahl@cityofmadison.com) or 266-4816.

**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) off of new paved surfaces
  - Control 80% TSS (5 micron particle) off of new paved surfaces
  - Provide infiltration in accordance with Chapter 37 of the Madison General Ordinances
  - Provide substantial thermal control.
  - Provide oil & grease control from the first 1/2" of runoff from parking areas.
  - Complete an erosion control plan and complete weekly self-inspection of the erosion control practices and post these inspections to the City of Madison website – as required by Chapter 37 of the Madison General Ordinances.

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 only 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) All Underlying Lot lines or parcel lines if unplatted
- g) Lot numbers or the words "unplatted"
- h) Lot/Plat dimensions
- i) Street names

All other levels (contours, elevations, etc) are not to be included with this file submittal.

NOTE: Email file transmissions preferred [izenchenko@cityofmadison.com](mailto:izenchenko@cityofmadison.com) . Include the site address in the subject line of this transmittal. Any changes or additions to the location of the building, sidewalks, parking/pavement during construction will require a new CAD file.

- 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. This permit application is available on line at <http://www.cityofmadison.com/engineering/permits.cfm>.
- 5.2 The applicant shall obtain all necessary sewer connection permits and sewer plugging permits prior to any utility work. This permit application is available on line at <http://www.cityofmadison.com/engineering/permits.cfm>.
- 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. This permit application is available on line at <http://www.cityofmadison.com/engineering/permits.cfm>.
- 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. This permit application is available on line at <http://www.cityofmadison.com/engineering/permits.cfm>.
- 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, invert elevation, 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 27, 2008

TO: Plan Commission

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

SUBJECT: **315 South Bassett Street and 451 West Wilson Street – Rezoning / Demolish – R6 to PUD (GDP - SIP) - 40 Unit Apartments**

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. A condition of approval shall be that no residential parking permits shall be issued for 315 South Bassett Street and 451 West Wilson Street, this would be consistent with other projects in the area. In addition, the applicant shall inform all tenants of this facility of the requirement in their apartment leases and record in zoning text. The applicant shall note in the Zoning Text that no residential parking permits shall be issued. In addition, the applicant shall submit for 1315 South Bassett Street and 451 West Wilson Street a copy of the lease noting the above condition in the lease when submitting plans for City approval.
2. The applicant shall remove from the Zoning Text and plan sheets the 10 by 35 ft loading zoning to be placed on street. If a loading zoning is required it shall be located off street to pick up trash or loading services.

### PEDESTRIAN AND BICYCLE TRANSPORTATION REVIEW COMMENTS

3. The applicant shall modify the bike parking area to accommodate some bike parking outside the building. The bike parking shall not encroachment onto the public right-of-way.
4. The applicant shall indicate the type of bicycle racks to be installed both inside and outside.
5. The applicant should provide an area for visitor outside and inside tenant moped parking spaces and access. Moped standard parking spaces recommend 4 ft in width and 6 ft in length with a 6 ft access aisle.

## GENERAL OR STANDARD REVIEW COMMENTS

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

6. 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'.
7. The applicant shall submit with the parking lot plans a letter of operation of the garage door to the underground parking area, and modify the ingress/egress showing a detail drawing of the area showing queuing of at least one vehicle of 20 ft. from the behind the property line to the garage door that will not be blocking the public sidewalk.
8. All directional/regulatory signage and pavement markings on the site shall be shown and noted on the plan.
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:

Fax:

Email:

DCD: DJM: dm

**CITY OF MADISON  
INTERDEPARTMENTAL  
CORRESPONDENCE**

**Date:** April 7<sup>th</sup> 2008

**To:** Plan Commission  
**From:** Matt Tucker, Zoning Administrator  
**Subject:** 451 West Wilson Street

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**Present Zoning District:** R6

**Proposed Use:** Demolish two principal buildings ( 5-unit apartment building & a 4-unit apartment building), construct a new 4 story 40 unit apartment building, (28 one-bdrm., 12 two-bdrm.) over 2 level structured parking.

**Requested Zoning District:** PUD-(GDP) SIP

**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. Plans represent counting storage areas toward required bicycle parking. Final plans must show bicycle parking in storage meet dimensional requirements and are accessible, to count toward bike parking space requirement.
2. Work with Planning and Zoning staff to identify additional areas for bicycle and scooter parking, as well as to devise methods to restrict bicycle and scooter parking from terrace and other non-designated parking/storage areas on the site.
3. In regard to the provision of off-street loading berths, the applicant has not provided a designated of-street loading area for this project, and therefore requests a waiver of said requirement with this request. It appears loading needs will be managed through a request for an on-street loading berth on S. Bassett Street.
4. Meet all applicable State accessible requirements, including but not limited to:
  - a. Provide the required 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 elevator. Parking stalls shall not block the entry to the elevators.
5. Provide building height, in city datum, on final submitted plans.

6. Identify Useable Open Space areas on building plans and provide area calculations when SIP is submitted for final approval.
7. The submitted reuse/recycling plan must be reviewed and approved by The City's Recycling Coordinator, Mr. George Dreckmann, prior to a demolition permits being issued.

**ZONING CRITERIA**

<b>Bulk Requirements</b>	<b>Required</b>	<b>Proposed</b>
Lot Area	19,800 sq. ft.	15,684 sq. ft.
Lot width	50'	66'
Usable open space	3,640 sq. ft.	TBD (6)
Front yard	20'	20' to front bldg. wall
Side yards	26'-10.5" (11'+15'-10.5" D.P.)	10'-6" L, 2" R
Rear yard	30' or 45% bldg height	21'-8½"
Floor area ratio	2.0	2.6±
Building height	187.2' city datum	4 floors, 48'8" ± (5)

<b>Site Design</b>	<b>Required</b>	<b>Proposed</b>
Number parking stalls	0 stalls	49 stalls (interior) (4)
Accessible stalls	2 stalls	2 stalls (4)
Loading	1 (10' x 35') area	0 (Waiver requested) (3)
Number bike parking stalls	40 spaces	8 surface, 28 covered, + 33 storage (adequate) (1)(2)
Moped/motorcycle parking	0 stalls	None shown (2)
Landscaping	As shown	Adequate

<b>Other Critical Zoning Items</b>	
Urban Design	Yes
Historic District	No
Landmark building	Adjacent to a landmark
Flood plain	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 R-6 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: April 3, 2008  
TO: Plan Commission  
FROM: Edwin J. Ruckriegel, Fire Marshal  
SUBJECT: **451 W. Wilson Street**

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. There is a loading zone shown on the street located within the fire access; this will have to be discussed and approved. Also any on-street parking will have to be taken into account for the measurement from the edge of the building to the nearest side of the 26' aerial fire lane.

## **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. 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, New Construction Inspector at 608-261-9843 if you have questions regarding the above items.

cc: Bill Sullivan



16 North Carroll Street Suite 810 Madison, WI 53703 phone: 608.259.1000 fax:  
608.259.1621  
email: friends@1kfriends.org www.1kfriends.org

March 10, 2008

Mr. Brad Murphy  
Planning Director  
City of Madison  
Suite LL 100, Municipal Building  
Madison, WI 53703

Dear Mr. Murphy,

I would like to offer my support for the proposed Lake Park Apartments development on West Wilson and Bassett Streets. Although, we do not often involve ourselves in specific local projects, we feel this project warrants our support for several reasons:

- 1) The proposed development respects the architecture and scale of the existing neighborhood.
- 2) The proposed development will almost certainly add value to the Bassett Neighborhood.
- 3) The developer (McGrath Associates) has reached out to neighborhood residents in an exemplary manner, including developing a scale model of the project, undertaking shadow studies and meeting with neighborhoods residents repeatedly to seek their views. We feel that the outreach effort undertaken by McGrath on this project should serve as a model for other infill projects.
- 4) Moving forward with this project at this time of an economic uncertainty sends a strong signal that despite the national economic troubles, Madison remains a good place to do business.

Thank you the opportunity to offer comments about this proposed development. Please feel free to contact me if you have any questions or comments.

Sincerely,

Steve Hiniker  
Executive Director

**Parks, Timothy**

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**From:** christine mlot [cmlot@nasw.org]  
**Sent:** Friday, March 07, 2008 10:51 AM  
**To:** Rankin, Katherine  
**Cc:** Martin, Al; Verveer, Mike; Parks, Timothy  
**Subject:** proposed development, Bassett and Wilson

To the Landmarks and Urban Design commissions:

As a resident of the Dowling Apartments, I would like to register my opposition to the proposed apartment development at Bassett and West Wilson. I will not be able to attend the meetings next week, so ask that these comments be considered part of the official minutes of the meetings instead.

I oppose the development for the following reasons:

1. **Stormwater runoff.** Turning those lots with their lawns and large old trees into one big impervious surface will create problems. The Dowling had moisture in the basement after the deluges of last summer, and I'm concerned we'll have more serious water problems if the trees are removed (doubtful that any of the big trees with their extensive root systems would survive the digging of the underground parking). The loss of anymore green space and trees on the isthmus should be a concern for the city given the extensive flooding and lake impacts in recent years.

2. **Other Dowling impacts.** The historic Dowling with the large old trees framing it is currently the largest and most striking building on the block. It would be literally overshadowed by the massive proposed shoebox-like structure. Views of the landmark along Bassett would be lost, and the projecting balconies and shade would mar the look from Wilson. The loss of the two large old trees on the property line would not be trivial. They provide natural cooling to the Dowling in summer and warming in winter that will entail increased energy consumption if the trees are removed. Big old trees like those help make the downtown liveable for many, with the beauty, shade, and birds they provide.

I'm also concerned that students will end up renting in the new building, given the projected time of year (Aug.) the developers intend to start renting, and we'll have parties on the balconies outside the Dowling windows at bartime.

3. **Traffic.** Bassett is a narrow, dead-end street. Apart from the increased congestion on that street, cars from the 40+ units would have to turn right or left onto Wilson. The increased traffic at that dangerous curve means there would be an increase in the number of crashes there, with the likelihood that another car will get hit rather than just the trees and structures on Wilson. (There were at least three crashes in front of the Dowling last year, including a crash into a gas meter that required residents to evacuate several buildings.)

4. **Overbuilding in downtown Madison.** I ask that the city carefully weigh the need for such a new development. When the neighbors questioned the developers about it, we were told in effect "we know what we're doing," and that market questions shouldn't be our concern. But given the economy and the current glut of housing in downtown Madison, a market study or other current authoritative analysis is warranted. With other large apt. projects already going up nearby on the isthmus, and other new residential buildings in foreclosure or being converted to hotels, it seems the city planners should take notice, along with all the other vacancy signs downtown, and act to preserve the viability and aesthetics



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**Sent:** Friday, March 07, 2008 10:51 AM  
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given the economy and the current glut of housing in downtown Madison, a market study or other current authoritative analysis is warranted. With other large apt. projects already going up nearby on the isthmus, and other new residential buildings in foreclosure or being converted to hotels, it seems the city planners should take notice, along with all the other vacancy signs downtown, and act to preserve the viability and aesthetics of unique properties like the Dowling.

In short, the project is too big for the site and the block. It would require an inappropriate change in zoning and a higher density than the neighborhood master plan calls for. It would have negative aesthetic and environmental impacts on the historic Dowling as well as the neighborhood. I ask that the city take a hard look at the need for such a development.

Sincerely, Christine Mlot, 445 W. Wilson Street, Madison 53703