

**PLANNING UNIT REPORT**  
**DEPARTMENT OF PLANNING AND DEVELOPMENT**  
**of January 31, 2007**

**RE: I.D. # 05368: Zoning Map Amendment I.D. 3240, rezoning 479 Commerce Drive from PUD-GDP to PUD-SIP & RE: I.D. # 05370: Zoning Map Amendment I.D. 3236, rezoning 483 Commerce Drive from PUD-GDP to PUD-SIP**

1. Requested Actions: Approval of a request to rezone 479 and 483 Commerce Drive from Planned Unit Development, General Development Plan (PUD-GDP) to Planned Unit Development, Specific Implementation Plan (PUD-SIP) allow construction of two hotels containing 119 and 132 rooms, respectively.
2. Applicable Regulations: Section 28.12 (9) provides the process for zoning map amendments; Section 28.07 (6) of the Zoning Ordinance provides the requirements and framework for Planned Unit Developments.
3. Report Prepared By: Timothy M. Parks, Planner.

**GENERAL INFORMATION**

1. Applicant & Property Owner: Barry Perkel, Raymond Management Company; 7700 Mineral Point Road, Suite 100; Madison.  
  
Agent: Gary Brink, Gary Brink & Associates; 8401 Excelsior Drive; Madison.
2. Development Schedule: Construction of the hotels will commence in May 2007, with completion anticipated in July 2008.
3. Location: The two hotels will be constructed on a combined 6.5 acres of land located 200 feet north of Watts Road on the east side of Commerce Drive; Aldermanic District 9; Madison Metropolitan School District.
4. Existing Conditions: The subject sites are undeveloped.
5. Proposed Land Use: The applicant proposes to construct a 119-room Homewood Suites Hotel at 479 Commerce Drive and a 132-room Hampton Inn & Suites at 483 Commerce Drive.
6. Surrounding Land Use and Zoning:  
North: Point Self-Stor in the Town of Middleton;  
  
South: Two undeveloped commercial sites between the hotel sites and Watts Road, zoned PUD-GDP; All Saints residential campus, zoned PUD-SIP;

East: Princeton Club, zoned PUD-SIP; Beltline Highway (US 12 & 14);

West: Cortland Commons mixed retail/ residential development (Brennan's; Tires Plus), zoned PUD-SIP.

7. Adopted Land Use Plan: The Comprehensive Plan identifies the site and surrounding area north of Watts Road for "General Commercial uses."
8. Environmental Corridor Status: The property is not located within a mapped environmental corridor.
9. Public Utilities & Services: The property is served by a full range of urban services.

#### **STANDARDS FOR REVIEW**

This application is subject to the standards for zoning map amendments and the standards for Planned Unit Development Districts.

#### **PREVIOUS APPROVALS**

On September 3, 2002, the Common Council approved rezoning a 113-acre tract owned by the Roman Catholic Diocese of Madison generally located in the 3500-block of S. High Point Road from Temporary A (Agriculture) to A, R1 (Single-Family Residence District) and R4 (General Residence District) and approved the preliminary plat of Ganser Heights with two commercial lots, four institutional lots and one residential lot. The final plat of Ganser Heights was recorded December 12, 2002. Since the earlier zoning approval, one of the residential lots and one of the commercial lots have been zoned PUD-SIP to accommodate the All Saints residential campus and Princeton Club, respectively. The subject site represents the remaining commercial lot (Lot 5) of that subdivision.

On May 16, 2006, the Common Council approved rezoning a 10.2-acre tract located at the northeast corner of Watts Road and Commerce Drive from A (Agriculture District) to Planned Unit Development, General Development Plan (PUD-GDP) to allow future development of two hotels and 17,000 square feet of retail and restaurant space. A Certified Survey Map dividing the 10.2-acre site into four lots was recorded on November 27, 2006. (The subject sites represent the northerly two lots of that land division.)

## PLAN REVIEW

The applicant is requesting approval of two separate specific implementation plans to allow construction of two adjacent hotels that will be located on the northerly 6.5 acres of a 10.2-acre planned unit development located at the northeast corner of Watts Road and Commerce Drive. The remainder of the planned unit development will be developed with approximately 17,000 square feet of retail and restaurant space to be located on two commercial sites located along the Watts Road frontage under subsequent specific implementation plan applications.

The site is currently undeveloped with the exception of a bike path that extends between Commerce Drive and S. High Point Road along the northern and eastern property lines that was secured as part of the Ganser Heights development that surrounds the site. The planned unit development is characterized by a considerable grade change from southeast to northwest, with approximately 40 feet of fall across the lot. The applicant has been grading the site and installing utilities over the last six months in anticipation of final approval of their first phase of development.

The first of the two hotels is a 119-room Homewood Suites Hotel that will occupy the western 3.3 acres of the 6.5 acres to be rezoned to PUD-SIP, with an address of 479 Commerce Drive. The hotel will be sited approximately 15 feet from both the private driveway and Commerce Drive and will be served by 117 surface parking spaces located east of the hotel. Access to the parking area will be provided from a single entrance from the private drive. The hotel will stand four stories with lodging rooms also to be provided on a partial lower level with exposure to the west and north facing Commerce Drive and a shared detention facility between the north wall and bike path, respectively. A one-story wing at the southeast corner of the hotel will house a pool, reception area, hotel office, meeting rooms and various common elements. The hotel will be organized around a central landscaped courtyard that will include an outdoor seating area for guests as well as a "sport court." The building will be clad with brick veneer along the lower two floors, with horizontal fiber cement siding on the upper floors. The building will be topped with a hip roof accented with various roof gables.

The second hotel will be a 132-room Hampton Inn & Suites Hotel located east of the first hotel's parking lot with its own 122-space parking lot to be located between its east wall and the Princeton Club property. The site is addressed 483 Commerce Drive, though it fronts onto and has access from the private drive that will connect Princeton Club to Commerce Drive. The hotel will stand four full stories, with lodging rooms also to be provided on a partial lower level with exposure to the west. The entrance to the hotel will be located midway along the eastern façade and will include a drop-off area covered by a porte cochere. A one-story wing will be built off the northern end of the eastern wall, which will house an indoor pool for use by hotel guests. A small outdoor patio deck will be built off the east wall of the pool wing, which will be enclosed from

the parking lot by a decorative brick and metal fence system. The building will be faced with a combination of split-face block and brick veneer along the lower floors, with two-toned EIFS on the upper floors and a flat roof.

The developer has submitted substantial landscaping plans for both sites including the area surrounding the detention basin north of the Homewood Suites Hotel. A walkway connecting the two hotels through the Homewood parking lot will also be provided.

The development of the two proposed hotels will not encroach onto the bike path easement or the 42-foot highway setback shown on that plat.

As part of the approval of the general development plan and certified survey map, the Planning Unit requested a condition of approval certifying that the proposed hotels would be built to limit interior noise levels caused by Beltline traffic to 52 decibels as required by City ordinance for transient lodging such as the two hotels proposed. The applicant has submitted a highway noise study analyzing the impact from both existing Beltline traffic and traffic 20 years from now and indicates that the exterior noise levels for the hotel will not exceed 48 decibels, which is well below the 67-decibel threshold for outdoor recreation spaces and 52-decibel threshold for indoor living spaces in City ordinances.

### **ANALYSIS & CONCLUSION**

The construction of the two hotels comports to the approved general development plan for the 10.2-acre site planned unit development and to the "general commercial" recommendation found in the adopted Comprehensive Plan for the lands generally north of Watts Road between CTH M and S. High Point Road, including the subject site. More particularly, this development proposal conforms to the generalized land uses envisioned for this site at the time the Ganser Heights plat, which this site is part of, was approved. The uses envisioned for this site at that time included hotel, office and selected service uses with limited traffic impacts, with mixed commercial-residential buildings of more than one story encouraged. More automobile dependent land uses like drive-thru restaurants or auto sales and service establishments were not permitted.

The Urban Design Commission reviewed both hotel specific implementation plans on January 24, 2006 and recommended final approval of each. (see attached reports).

Planning Unit staff echoes the sentiments expressed by some of the Urban Design Commission members regarding the somewhat limited architecture being employed with the design of the two hotels, which can best be characterized by a corporate, formulaic approach prescribed by the two hotel chains that will be operated under franchise on the site. The developer has attempted to modify the design of the Homewood Suites Hotel to better integrate that building with the more

pedestrian-scale buildings in the Cortland Commons development across Commerce Drive from the site by including walk-out patios with trellises on the lower level units facing west. The Homewood Suites property also includes a facade style and material palette that is similar to the exterior treatments on the All Saints and Horizon residential properties south of Watts Road, as well as the exterior materials of the Cortland Commons project to the west, which should aid in better integrating this property into the surrounding context.

In closing, staff feels that the two hotels conform to the approved general development plan for the site and believes that the standards for planned unit developments can be met with these requests.

### **RECOMMENDATION**

The Planning Unit recommends that the Plan Commission forward Zoning Map Amendment 3240, rezoning 479 Commerce Drive, and Amendment 3236, rezoning 483 Commerce Drive, each from PUD-GDP to PUD-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 PUD-SIP zoning texts for both projects be amended per Planning Unit approval to eliminates the names of the two hotel operators from the statement of purpose and notes the lot area and floor area ratios as "As shown on the attached plans."
3. That a note be placed on the plans stating that the traffic-induced interior noise levels of the proposed hotels will not exceed 52 decibels as indicated in the Ganser Heights Noise Abatement Study dated December 21, 2006.

## AGENDA # 4

City of Madison, Wisconsin

REPORT OF: URBAN DESIGN COMMISSION

PRESENTED: January 24, 2007

TITLE: 479 Commerce Drive – PUD-SIP,  
Homewood Suites Hotel. 9<sup>th</sup> Ald. Dist.  
(05331)

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 FINAL APPROVAL** of a PUD-SIP for a hotel development located at 479 Commerce Drive. Appearing on behalf of the project was Gary Brink. The modified plans as presented by Brink featured the following:

- Removal of the false dormers on the porte cochere elevation, as well as the corporate weathervane.
- On the south elevation relative to the previous use of four section window lights below the previously proposed palladian window, the window mullion spacing has been changed from four mullion to three (4 to 3 bays) with the incorporation of beefier framing and the removal of the overlying palladian window which appeared too diminutive and disproportional based on the changes.
- Ivy plantings have been provided on the retaining wall around the detention area.
- A request to provide for plantings along the west elevation could not be addressed due to the radical slope between the face of the building and adjoining sidewalk.
- Relevant to a request to provide corner crossing at right angles for handicapped accessibility, Brink will investigate consideration of this request with Traffic Engineering.

### ACTION:

On a motion by Barrett, seconded by Geer, the Urban Design Commission **GRANTED FINAL APPROVAL**. The motion was passed on a vote of (5-1-1) with Barrett voting no and Woods abstaining. The motion provided the option for the introduction of an accent or medallion on the gable work on the south elevation with the requirement that ivy plantings on the retaining walls within the detention area with a variety that attaches by suck cups, not tendrils and be hardy. In addition, the option to provide dormer windows with real lights or leave out on the east elevation; if windows are provided within the dormers, you should be able to see light from the interior of the space. In addition, the applicant shall provide a materials and color palette schedule for inclusion within the project file.

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 3, 6, 6, 6, 6.5 and 6.5.

URBAN DESIGN COMMISSION PROJECT RATING FOR: 479 Commerce Drive

	Site Plan	Architecture	Landscape Plan	Site Amenities, Lighting, Etc.	Signs	Circulation (Pedestrian, Vehicular)	Urban Context	Overall Rating
Member Ratings	-	6	-	-	-	-	4	6
	-	-	-	-	-	-	-	6.5
	-	6	-	-	-	-	6	6
	6	7	7	6	6	6	6	6.5
	-	-	-	-	-	-	-	6
	2	3	4	3	3	2	2	3

General Comments:

- Small improvements to a decent building. Still sprawl.
- Yeah! Windows are centered. Building fine, site disappointing.
- Add vines with suction attachments to climb on the retaining wall to soften the appearance.
- A product of very bad planning. Furthermore, Traffic Engineering is doing a huge disservice to pedestrians with the huge curb radius.

## AGENDA # 5

City of Madison, Wisconsin

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REPORT OF: URBAN DESIGN COMMISSION

PRESENTED: January 10, 2007

TITLE: 479 Commerce Drive – PUD-SIP,  
Homewood Suites Hotel. 9<sup>th</sup> Ald. Dist.  
(05331)

REFERRED:

REREFERRED:

REPORTED BACK:

AUTHOR: Alan J. Martin, Secretary

ADOPTED:

POF:

DATED: January 10, 2007

ID NUMBER:

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

### SUMMARY:

At its meeting of January 10, 2007, the Urban Design Commission **GRANTED INITIAL APPROVAL** of a PUD-SIP for the Homewood Suites hotel located at 479 Commerce Drive. Appearing on behalf of the project were Gary Brink, Barry Perkel and Pat Saiki. The plans as presented by Brink reflected minor deviations to the enhanced level of details provided with consideration of the overall PUD-GDP for the development of this site as well as the adjacent site for Hampton Inn. Brink emphasized the detailing of the building "Homewood Suites"; featuring architectural split-faced block in combination with brick and precast concrete as well as hardy plank siding, trim and cornerboards. He noted the incorporation of all air units into window units. Pat Saiki spoke on the overall landscape scheme. Brink noted that individual patios with trellis covers were provided on units adjacent to private street at the first floor. Following the presentation the Commission noted the following:

- Between the fence and patio areas along the west elevation, there needs to be some shade trees as well as landscaping for sun and privacy.
- Don't like the false dormers on the porte cochere elevation. The windows on the dormers should be real to provide light to the interior space.
- On south elevation, re-examine the use of four section windowlights below the palladium window, use three actions saying amount of glass.
- Like bike path, siting of stalls, and connectivity. The corner crossing needs to be at right angles for handicap accessibility.
- Problem with the lack of shared parking with adjoining hotel.
- Consider adding ivy at the detention areas exposed boulder wall.

The motion required additional shade trees along the west elevation fence and patio areas. The addition of vining along the detention precast wall remove or make real false dormers along the east elevation.

### ACTION:

On a motion by March, seconded by Ald. Radomski, the Urban Design Commission **GRANTED INITIAL APPROVAL**. The motion was passed on a vote of (6-1-1) with Barrett voting no and Woods abstaining.

After the Commission acts on an application, individual Commissioners rate the overall design on a scale of 1 to 10, including any changes required by the Commission. The ratings are for information only. They are not used to decide whether the project should be approved. The scale is 1 = complete failure; 2 = critically bad; 3 = very poor; 4 = poor; 5 = fair; 6 = good; 7 = very good; 8 = excellent; 9 = superior; and 10 = outstanding. The overall ratings for this project are 4, 5.5, 5.5, 6, 6, 7 and 7.



URBAN DESIGN COMMISSION PROJECT RATING FOR: 479 Commerce Drive

	Site Plan	Architecture	Landscape Plan	Site Amenities, Lighting, Etc.	Signs	Circulation (Pedestrian, Vehicular)	Urban Context	Overall Rating
Member Ratings	7	7	7	-	-	7	7	7
	3	4	4	4	4	3	3	4
	6	6	6	6	6	6	6	6
	5	6	6	-	-	5	6	5.5
	4	6	7	7	-	6	6	5.5
	-	-	-	-	-	-	-	6
	7	6	7	7	-	7	7	7

General Comments:

- This is one of the worst instances of “planning” in the City. The lack of synchronicity and spatial efficiency (i.e., lack of shared parking between uses with different peak times) has created a hideous ocean of parking.
- No false dormers.
- Franchise limits design freedom adversely.
- Use an odd number sections on windows at pool element; even number does not complement the Palladian window. No false dormers.
- Sprawl, reasonably well-designed.
- Possibly add a few ornamental trees within fenced west patio areas for shade and more privacy. Appreciate the walk connection between hotels.



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  
608 267 8677 TDD

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

**Principal Engineers**  
Michael R. Dalley, P.E.  
Christina M. Bachmann, P.E.  
John S. Fahrney, P.E.  
David L. Benzschawel, P.E.  
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: January 23, 2007

TO: Plan Commission

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

SUBJECT: 479 Commerce Drive 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. All pavement restoration shall comply with City of Madison Patching Criteria.
2. The applicant shall provide revised calculation to show the filling of the storm easement still allows the pond to function correctly. Further, the easement shall be re-recorded to show this new storm treatment areas.
3. Prior to approval, owner shall enter into a developer agreement to install/extend public storm sewer.
4. Prior to approval, owner shall dedicate easement for proposed public storm sewer.
5. City records indicate that all pipes extending from sanitary structure or main in Commerce Drive are 4" laterals, not 8" pipes as indicated on the plan. Revise plan accordingly.
6. Transmittal of electronic CAD file to [lzenchenko@cityofmadison.com](mailto:lzenchenko@cityofmadison.com) of the Fire Protection Sheet 2.02 will suffice for necessary Storm Water Utility submittal.

**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: 479 Commerce Drive Rezoning

**General**

- 1.1 The construction of this building will require removal and replacement of sidewalk, curb and gutter and possibly other parts of the City's infrastructure. The applicant shall enter into a City / Developer agreement for the improvements required for this development. The applicant shall be required to provide deposits to cover City labor and materials and surety to cover the cost of construction. The applicant shall meet with the City Engineer



to schedule the development of the plans and the agreement. The City Engineer will not sign off on this project without the agreement executed by the developer. The developer shall sign the Developer's Acknowledgement prior to the City Engineer signing off on this project.

- 1.2 The site plan shall identify lot and block numbers of recorded Certified Survey Map or Plat.
- 1.3 The site plan shall include all lot/ownership lines, existing building locations, proposed building additions, demolitions, parking stalls, driveways, sidewalks (public and/or private), existing and proposed signage, existing and proposed utility locations and landscaping.
- 1.4 The site plan shall identify the difference between existing and proposed impervious areas.
- 1.5 The site plan shall reflect a proper street address of the property as reflected by official City of Madison Assessor's and Engineering Division records.
- 1.6 The site plan shall include a full and complete legal description of the site or property being subjected to this application.

**Right of Way / Easements**

- 2.1 The Applicant shall Dedicate a \_\_\_\_\_ foot wide strip of Right of Way along \_\_\_\_\_.
- 2.2 The Applicant shall Dedicate a \_\_\_\_\_ foot wide strip of Right of Way along \_\_\_\_\_.
- 2.3 The Applicant shall Dedicate a Permanent Limited Easement for grading and sloping \_\_\_\_\_ feet wide along \_\_\_\_\_.
- 2.4 The City Engineer has reviewed the need for pedestrian and bicycle connections through the development and finds that no connections are required.
- 2.5 The Applicant shall Dedicate a Permanent Limited Easement for a pedestrian / bicycle easement \_\_\_\_\_ feet wide from \_\_\_\_\_ to \_\_\_\_\_.
- 2.6 The Developer shall provide a private easement for public pedestrian and bicycle use through the property running from \_\_\_\_\_ to \_\_\_\_\_.
- 2.7 The developer shall be responsible for the ongoing construction and maintenance of a path within the easement. The maintenance responsibilities shall include, but not be limited to, paving, repaving, repairing, marking and plowing. The developer shall work with the City of Madison Real Estate Staff to administer this easement. Applicable fees shall apply.

**Streets and Sidewalks**

- 3.1 The Applicant shall execute a waiver of notice and hearing on the assessments for the improvement of [roadway] \_\_\_\_\_ in accordance with Section 66.0703(7)(b) Wisconsin Statutes and Section 4.09 of the MGO.
- 3.2 **Value of sidewalk installation over \$5000.** The Applicant shall Construct Sidewalk to a plan approved by the City Engineer along \_\_\_\_\_.
- 3.3 **Value of sidewalk installation under \$5000.** The Applicant shall install public sidewalk along \_\_\_\_\_. The Applicant shall obtain a Street Excavation Permit for the sidewalk work, which is available from the City Engineering Division. The applicant shall pay all fees associated with the permit including inspection fees. All work must be completed within six months or the succeeding June 1, whichever is later.
- 3.4 The Applicant shall execute a waiver of their right to notice and hearings on the assessments for the installation of sidewalk along [roadway] \_\_\_\_\_ in accordance with Section 66.0703(7)(b) Wisconsin Statutes and Section 4.09 of the MGO.
- 3.5 The Applicant shall grade the property line along \_\_\_\_\_ to a grade established by the City Engineer. The grading shall be suitable to allow the installation of sidewalk in the future without the need to grade beyond the property line. The Applicant shall obtain a Street Excavation permit prior to the City Engineer signing off on this development.
- 3.6 The Applicant shall close all abandoned driveways by replacing the curb in front of the driveways and restoring the terrace with grass.
- 3.7 **Value of the restoration work less than \$5,000. When computing the value, do not include a cost for driveways. Do not include the restoration required to facilitate a utility lateral installation.** The Applicant's project requires the minor restoration of the street and sidewalk. The Applicant shall obtain a Street Excavation Permit for the street restoration work, which is available from the City Engineering Division. The applicant shall pay all fees associated with the permit including inspection fees.
- 3.8 The Applicant shall make improvements to \_\_\_\_\_ in order to facilitate ingress and egress to the development. The improvement shall include a (Describe what the work involves or strike this part of the comment.) \_\_\_\_\_.

- 3.9 The Applicant shall make improvements to \_\_\_\_\_. The improvements shall consist of \_\_\_\_\_.
- 3.10 The approval of this Conditional Use does not include the approval of the changes to roadways, sidewalks or utilities. The applicant shall obtain separate approval by the Board of Public Works and the Common Council for the restoration of the public right of way including any changes requested by developer. The City Engineer shall complete the final plans for the restoration with input from the developer. The curb location, grades, tree locations, tree species, lighting modifications and other items required to facilitate the development or restore the right of way shall be reviewed by the City Engineer, City Traffic Engineer, and City Forester.
- 3.11 The Applicant shall provide the City Engineer with a survey indicating the grade of the existing sidewalk and street. The Applicant shall hire a Professional Engineer to set the grade of the building entrances adjacent to the public right of way. The Applicant shall provide the City Engineer the proposed grade of the building entrances. The City Engineer shall approve the grade of the entrances prior to signing off on this development.
- 3.12 The Applicant shall replace all sidewalk and curb and gutter which abuts the property which is damaged by the construction or any sidewalk and curb and gutter which the City Engineer determines needs to be replaced because it is not at a desirable grade regardless of whether the condition existed prior to beginning construction.
- 3.13 The Applicant shall obtain a privilege in streets agreement for any encroachments inside the public right of way. The approval of this development does not constitute or guarantee approval of the encroachments.
- 3.14 The Applicant shall provide the City Engineer with the proposed soil retention system to accommodate the restoration. The soil retention system must be stamped by a Professional Engineer. The City Engineer may reject or require modifications to the retention system.
- 3.15 The Applicant shall complete work on exposed aggregate sidewalk in accordance with specifications provided by the city. The stone used for the exposed aggregate shall be approved by the City. The Construction Engineer shall be notified prior to beginning construction. Any work that does not match the adjacent work or which the City Construction Engineer finds is unacceptable shall be removed and replaced.
- 3.16 All work in the public right-of-way shall be performed by a City licensed contractor.
- 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 sign-off.

- 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](mailto: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 dedicate a maximum of 1% of the site area to active infiltration practices.

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

- 4.14 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 satisfied prior to discharge to the public sewer system. Additionally, information shall be provided on which system (storm or sanitary) the pipe shall be connected to.

**Sanitary Sewer**

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



## 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

January 25, 2007

TO: Plan Commission

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

SUBJECT: **479 Commerce Drive – Rezoning - PUD (GDP) to PUD (SIP) - 4 Story, 119 Room Hotel / Homewood Suites**

The City Traffic Engineering Division has reviewed the subject development and has the following comments.

**MAJOR OR NON-STANDARD REVIEW COMMENTS** (Comments which are special to the project and/or may require additional work beyond a standard, more routine project.)

1. The application will need to comply with M.G. O. Sec. 16.23(3)(d) – Highway Noise Land Use Provisions. The applicant shall contact the Plan Dept. with plans and specifications (e.g., manufacturer's specifications for windows, doors, walls, etc.) identifying the sound attenuation measures to be incorporated into design and construction of the structure to reduce the interior traffic induced sound level to 52 dBA or less in the habitable rooms. Finally, the site plans shall be certified (stamped) by a Licensed Architect or Engineer accompanied by the following caption: Structure meets the interior sound level criteria (52dBA or Less) as set forth in M.G.O. Sec. 16.23(3)(d)-- Highway Noise Land Use Provisions.

### PEDESTRIAN AND BICYCLE TRANSPORTATION REVIEW COMMENTS

2. None

### GENERAL OR STANDARD REVIEW COMMENTS

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

3. When the applicant submits final plans for approval, the applicant shall show the following: items in the terrace as existing (e.g., signs and street light poles), type of surfaces, existing property lines, addresses, one contiguous plan (showing all easements, all pavement markings, building placement, and stalls), signage, percent of slope, vehicle routes,

dimensions of radii, aisles, driveways, stalls including the two (2) feet overhang, and a scaled drawing at 1" = 30'.

4. 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: Gary Brink  
Fax: 608-289-3056  
Email: [jjbrink@tds.net](mailto:jjbrink@tds.net)

DCD: DJM: dm



**CITY OF MADISON  
INTERDEPARTMENTAL  
CORRESPONDENCE**

**Date:** January 23, 2007

**To:** Plan Commission  
**From:** Kathy Voeck, Assistant Zoning Administrator  
**Subject:** 479 Commerce Dr.

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**Present Zoning District:** PUD(GDP)

**Proposed Use:** 4 story, 119 room Homewood Suites Hotel

**Requested Zoning District:** PUD(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. Provide bike parking stalls (**minimum of 1 stall per each 20 employees**) 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.
2. 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.
3. 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.

**ZONING CRITERIA**

<b>Bulk Requirements</b>	<b>Required</b>	<b>Proposed</b>
Lot Area	6,000 sq. ft.	143,770 sq. ft.
Lot width	50'	335.27'
Usable open space	n/a	n/a
Front yard	0'	15'
Side yards	0'	37' & 102'
Rear yard	30'	155'
Floor area ratio	3.0	.68
Building height	---	5 stories (Commerce Dr.)

<b>Site Design</b>	<b>Required</b>	<b>Proposed</b>
Number parking stalls	119	117 *
Accessible stalls	5	5
Loading	1 (10' x 35') area	provided
Number bike parking stalls	1 stall per each 20 employees	(1)
Landscaping	Yes	(2)
Lighting	No	(3)

<b>Other Critical Zoning Items</b>	
Urban Design	Yes
Historic District	No
Landmark building	No
Flood plain	No
Utility easements	Yes
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: 1/31/07  
TO: Plan Commission  
FROM: Edwin J. Ruckriegel, Fire Marshal  
SUBJECT: **479 Commerce 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.

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