

PLANNING UNIT REPORT
DEPARTMENT OF PLANNING AND DEVELOPMENT
of October 31, 2006

RE: I.D. # 04597: Zoning Map Amendment I.D. 3226 To Rezone 1516 – 1610 Gilson Street & 1507 Beld Street from C3 (Highway Commercial District) to PUD-GDP-SIP

1. Requested Actions: Approval of a request to rezone 1516 – 1610 Gilson Street & 1507 Beld Street from C3 (Highway Commercial District) to Planned Unit Development, General Development Plan/ Specific Implementation Plan (PUD-GDP-SIP) to allow demolition of a single-family residence and a barbershop and the construction of a new mixed-use building containing 5,200 square-feet of retail space and 13 rental apartment units.
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: Clarence Brown, BESHM Investment Group, LLC; 1610 Gilson Street; Madison; Ed Banks, representative.
2. Development Schedule: The applicants wish to commence construction as soon as all regulatory approvals have been granted, with completion scheduled for November 2007.
3. Location: Approximately 0.58 acres located at the northeast corner of Beld and Gilson streets, Aldermanic District 13; Madison Metropolitan School District.
4. Existing Conditions (from west to east): A single-family residence at 1507 Beld Street, a two-story barbershop at 1610 Gilson Street, and a one-story shop/ warehouse at 1516 Gilson Street, all zoned C3 (Highway Commercial District).
5. Proposed Land Use: A two-story mixed-use building with 13 rental apartment units and approximately 5,200 square feet of retail space.
6. Surrounding Land Use and Zoning:
North: One and two-family residences on Pine Street, zoned R2 (Single-Family Residence District);

S & E: Various warehousing and light industrial uses, including a South Central Library System service facility, all zoned M1 (Limited Manufacturing District);

ID #04597:
1516- 1610 Gilson St.
& 1507 Beld Street
October 31, 2006
Page 2

West: J &K Security Solutions, Midas Muffler and Arby's Restaurant on S. Park Street, zoned C3 (Highway Commercial District).

7. **Adopted Land Use Plan:** The Comprehensive Plan identifies this site and the area generally east of Beld Street and north/ west of Gilson Street area for low-density residential uses. The South Madison Neighborhood Plan calls for the transition of the heavy commercial and industrial uses primarily present along the south and east sides of Gilson Street to a mix of single and multi-family residential uses. The plan also encourages the fronting of new buildings toward Gilson Street and the retention of existing small and mid-sized neighborhood businesses in the area.
8. **Environmental Corridor Status:** The property is not located within a mapped environmental corridor. The southern edge of the property as well as properties along the south side of Gilson Street are located within 300 feet of the ordinary high-water mark of Wingra Creek.
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 applicant is requesting approval of planned unit development zoning to allow an existing single-family residence and the two-story Style and Grace Salon barbershop generally located at the northeast corner of Beld and Gilson streets to be demolished and a new mixed-use building containing 13 residential apartments and approximately 5,200 square feet of retail space to be constructed. A one-story concrete block shop/ warehouse building located at 1516 Gilson Street owned by the applicant will also be included in the requested planned unit development district with a note reserving that portion of the L-shaped 0.58-acre site for future redevelopment on a subsequent specific implementation plan and demolition application.

Background

The subject site comprises most of a half-block generally bounded on the south and east by Gilson Street and Beld Street on the west with the exception of a one-story warehouse structure located at 1602 Gilson Street that is in separate ownership. A one-lane, partially improved mid-

ID #04597:
1516– 1610 Gilson St.
& 1507 Beld Street
October 31, 2006
Page 3

block alley separates the site from mostly single-family residences located on the south side of Pine Street. The site is located north and west across Gilson Street from a variety of commercial, light industrial and storage uses that generally back onto the Union Pacific Railroad located further east. The site is generally located behind a mix of predominantly highway commercial uses fronting onto S. Park Street, which is located a half-block west of the property.

The single-family residence to be demolished is addressed 1507 Beld Street and was constructed in 1909 according to City records. The residence stands two-stories and includes a two-car garage located east of the residence with access from the mid-block alley that forms the northern boundary of the PUD. The barbershop is addressed 1610 Gilson Street and is a two-story frame building with a flat/ hip roof that was originally built as a residence. A shed and surface parking area are located to the rear of the barbershop. The rest of the site south of the residence and west of the barbershop is open undeveloped land occupied by a handful of mature canopy trees and two conifers.

The developer suggests that both the single-family residence and barbershop building are both candidates for demolition, noting in particular that the barbershop “is in an advanced state of disrepair,” including structural failings, outdated electrical fixtures and water damage. No specific data on the condition of the residence is provided. The Planning Unit has not toured the buildings, but has conducted a windshield survey and found the barbershop to appear to be in below average condition, while the house appears to be in a condition commensurate with its age.

The South Madison Neighborhood Plan calls for the redevelopment of the commercial and industrial uses primarily present along the south and east sides of Gilson Street to a mix of single and multi-family residential uses. Lands generally north and west of Gilson Street are largely encouraged to remain single-family in nature. However, this site provides an opportunity to transition from the higher density development to the south and east. The plan also encourages the fronting of new buildings toward Gilson Street and the retention of existing small and mid-sized neighborhood businesses in the area. The Comprehensive Plan identifies this site and the area generally east of Beld Street and north/ west of Gilson Street area for low-density residential uses, with medium-density residential uses identified along the south and east sides of Gilson to support the redeveloped envisioned in the neighborhood plan.

Project Description

The proposed mixed-use building is an L-shaped building that will be generally located adjacent to the Beld and Gilson street property lines. The retail-commercial components of the building will occupy the southern portion of the ground floor, with a 2,848 square-foot space to replace the existing barbershop along the eastern wall. A 2,395 square-foot leaseable “coffee shop” space

ID #04597:
1516- 1610 Gilson St.
& 1507 Beld Street
October 31, 2006
Page 4

will comprise the remainder of the proposed commercial space and will be located at the bend in the building. Entrances to the retail spaces will be provided along both adjoining streets. Five of the 13 proposed apartments will occupy the remainder of the first floor, with the remaining units to be located on the second floor. An exercise room, meeting room and storage spaces for use by the project's tenants will be provided on the second floor. Each unit will be provided a ground-floor patio or second-story balcony. Access to the residential units will be shared with the retail access from Gilson Street proposed.

Parking for the project will be provided in a total of 28 underground spaces to be access from a driveway and ramp from the alley to the north of the site. Seven of the proposed spaces will be set aside for use by commercial customers, with the remaining stalls to be allocated for tenants through a controlled entry in the garage. Bike parking will be provided on the Beld Street façade of the building as well as in two spaces in the basement garage. The project is requesting that a waiver to the requirement to providing off-street loading be granted as part of the approval of this planned unit development. An amendment to the Zoning Ordinance passed earlier this year allows a waiver to providing off-street loading to be considered as part of a PUD approval similar to other facets of a development such as yards, building height, usable open space or off-street parking.

The building will be faced with a combination of brick, masonry block and fiber cement siding and will be topped with a flat roof. The building is generally styled to evoke an older two-story commercial building from the early part of the Twentieth Century. A landscaping plan for the project shows the planting of a variety of shrubs and perennials along the street walls of the building in the limited space proposed between the building and property line. Additional plantings will be provided along the rear side walls and adjacent to a trash enclosure that will be located adjacent to the driveway. The remainder of the rear area will be lawn space and is intended as usable open space for the residential tenants.

Note: This project was submitted for consideration after the State Court of Appeals decision voiding the rental component of the Inclusionary Zoning Ordinance and as such is exempted from its provisions.

ANALYSIS & CONCLUSION

The applicant is proposing demolition of a single-family residence and the Style and Grace Salon barbershop located in a converted two-story residence located at the northeast corner of Beld and Gilson streets and PUD zoning to facilitate redevelopment of the site as a two-story mixed-use building with first floor retail uses and 13 rental apartment units. The proposed building represents a greater utilization of the site than what is currently present elsewhere in the

ID #04597:
1516- 1610 Gilson St.
& 1507 Beld Street
October 31, 2006
Page 5

neighborhood east of Beld Street and north of Gilson Street. However, the Planning Unit believes the proposed mixed-use building represents the development pattern recommended for this site and the lower Gilson Street area in the South Madison Neighborhood Plan. According to the plan, the commercial and light industrial uses located primarily along the south and east sides of Gilson Street are envisioned to transition into a mix of single-family and multi-family residential uses with an emphasis on buildings fronting onto Gilson Street. Although the building proposes retail uses on a portion of the first floor where no such uses are identified in the neighborhood plan, the Planning Unit believes the inclusion of the barbershop in the proposed development provides a new home for a long-serving neighborhood use, which is consistent with the plan recommendation to retain small business in the neighborhood. The barbershop and second ground-floor commercial space should also add to the envisioned vitality of the lower Gilson Street area as residential redevelopment occurs over the next many years.

Overall, staff feels that the proposed building is well designed, relates well to the sidewalk, and should result in a greater amount of pedestrian activity at the corner of Gilson and Beld streets. While the mass of the proposed building is greater than the existing neighborhood context, the scale proposed generally reflects the scale of the one to two-story residential buildings elsewhere in the neighborhood to the north as well as the scale of the residential redevelopment envisioned to the east and south over time. Staff feels that the architecture of the building could be refined to further improve its relationship to the street by converting the first floor residential patio doors along Beld Street into full individual unit entrances that provide a true front door onto the street for the three units along the west side of the building.

The Urban Design Commission (UDC) is scheduled to review the project on November 1, 2006. A report of the UDC will be provided to the Commission prior to the beginning of the meeting.

Concerning the demolition, Kitty Rankin, the City's preservation planner, indicates that neither building has any known architectural or historical significance. Although a detailed report of the condition of the buildings was not submitted with this application, the Planning Unit feels the demolition standards can be met with this project. The new mixed-use building will be more in keeping with the land uses recommended for the subject site and properties to the south and east by the South Madison Neighborhood Plan and will be more economically productive than preserving the existing buildings.

In closing, the Planning Unit believes the proposed demolitions and resulting mixed-use building meet the standards for demolitions and planned unit developments and aid in the implementation of the recommendations of the South Madison Neighborhood Plan.

ID #04597:
1516- 1610 Gilson St.
& 1507 Beld Street
October 31, 2006
Page 6

RECOMMENDATION

The Planning Unit recommends that the Plan Commission forward Zoning Map Amendment 3188, rezoning 1516 – 1610 Gilson Street & 1507 Beld Street from C3 (Highway Commercial 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 Beld Street elevation be revised to include “front” entrance doors for the three first-floor residential units instead of the patio doors now proposed.
3. That the zoning text be revised per Planning Unit approval as follows:
 - a.) that the list of uses be revised to include the following:
 - residential uses as permitted in the R6 zoning district and any accessory uses related thereto (includes the meeting room, and tenant workout/ health club spaces proposed on the second floor);
 - offices, restaurants, drugstores, valet shops, retail food shops, beauty shops, barber shops, art galleries, photography shops, book shops, gift shops, tailor shops, shoe repair shops, primarily for walk-in trade, located in a building where the principal use is residential, provided that each business establishment shall not exceed three thousand (3,000) square feet of floor area;
 - b.) the family definition shall coincide with the R4 family definition;
 - c.) the floor area ratio shall be “as shown on the approved plans”;
 - d.) signage shall be limited to the maximum permitted in the C1 zoning district and as approved by the Urban Design Commission.



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. Dailey, 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: October 23, 2006

TO: Plan Commission

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

SUBJECT: 1610 Gilson Street Demolition/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. Any damage to pavement on Gilson Street or Beld Street will require restoration in accordance with City Engineering's Patching Criteria.
2. The Developer shall improve the alley adjacent to the parcel with an asphaltic pavement, concrete gutters, and incidental storm sewer as required by the City Engineer.
3. The Developer may be required to replace most or all of the sidewalk abutting the project as required by the City Engineer.
4. Location and species of street trees must be approved by the City Forester.
5. City Engineering requires stamped (Professional Engineer) plans showing that the trench drain for the underground parking is designed to handle the 100 year storm event without flooding the parking area.
6. The City may elect to replace or upgrade portions of the existing public storm sewer within the project limits. The Developer shall coordinate his/her work with any required City work.

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: 1610 Gilson Street Demolition/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

6



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.

6

- Provide substantial thermal control.
- Provide oil & grease control from the first 1/2" of runoff from parking areas.

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

- 4.10 The plan set shall be revised to show more information on proposed drainage for the site. This shall be accomplished by using spot elevations and drainage arrows or through the use of proposed contours. It is necessary to show the location of drainage leaving the site to the public right-of-way. It may be necessary to provide information off the site to fully meet this requirement.
- 4.11 A portion of this project comes under the jurisdiction of the US Army Corp of Engineers and WDNR for wetland or flood plain issues. A permit for those matters shall be required prior to construction on any of the lots currently within the jurisdictional flood plain.
- 4.12 The Applicant shall submit, prior to plan sign-off, digital CAD files to the Engineering Program Specialist in the Engineering Division (Lori Zenchenko). The digital copies shall be to scale and represent final construction.

CAD submittals can be either AutoCAD (dwg) Version 2001 or older, MicroStation (dgn) Version J or older, or Universal (dxf) formats and contain the following data, each on a separate layer name/level number:

- a) Building Footprints
- b) Internal Walkway Areas
- c) Internal Site Parking Areas
- d) Other Miscellaneous Impervious Areas (i.e. gravel, crushed stone, bituminous/asphalt, concrete, etc.)
- e) Right-of-Way lines (public and private)
- f) Lot lines
- g) Lot numbers
- h) Lot/Plat dimensions
- i) Street names

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

- 4.13 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.

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.

6



Madison Metro Transit System

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



October 26, 2006

TO: Plan Commission
FROM: Timothy Sobota, Transit Planner, Metro Transit
SUBJECT: 1610 Gilson Street – “Gilson Street Redevelopment”

Metro Transit has reviewed the subject development and has the following comments.

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

1. The applicant shall install a concrete passenger boarding pad on the north side of Gilson Street, approximately ten feet east of curb ramp along the east side of the Beld Street intersection. The concrete pad shall occupy the full distance of the terrace, measure 6 feet in width parallel to the street, and lie flush between the sidewalk and the top of curb.
2. The applicant shall include the location of this passenger amenity on the final documents filed with their permit application so that Metro Transit may review and approve the design.

GENERAL OR STANDARD REVIEW COMMENTS

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

3. Metro Transit operates service five days a week along Gilson Street past this bus stop location ID #0110.

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



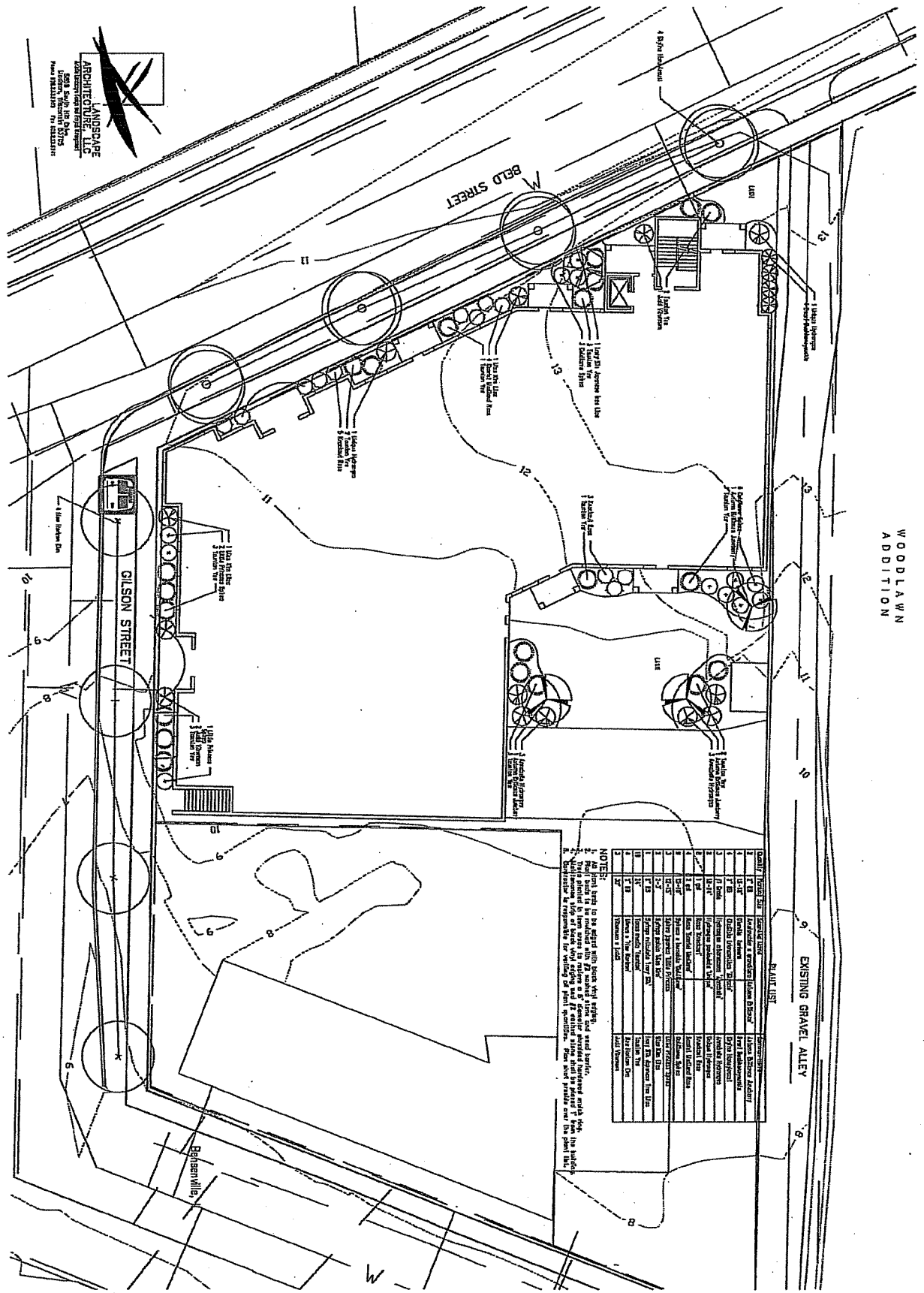
Digitally signed
by Tim Sobota
Date: 2006.10.26
14:02:28 -06'00'

CC: Project contact person, Ed Banks: banksdevelopment@yahoo.com (email)

Atch. Exhibit page “LS-1” [9/6/2006], notated with approximate amenity location

LANDSCAPE ARCHITECTURE, LLC
 1500 S. WISCONSIN ST. SUITE 200
 MADISON, WISCONSIN 53706
 PHONE: 608.261.1111 FAX: 608.261.1112

WOODLAWN
 ADDITION



NOTES:
 1. All plantings to be set with back, north, and south.
 2. All plantings to be set with back, north, and south.
 3. All plantings to be set with back, north, and south.
 4. All plantings to be set with back, north, and south.
 5. All plantings to be set with back, north, and south.

DATE	DESCRIPTION	BY	CHECKED BY
10/15/10	REVISION 1	JL	JL
10/15/10	REVISION 2	JL	JL
10/15/10	REVISION 3	JL	JL
10/15/10	REVISION 4	JL	JL
10/15/10	REVISION 5	JL	JL
10/15/10	REVISION 6	JL	JL
10/15/10	REVISION 7	JL	JL
10/15/10	REVISION 8	JL	JL
10/15/10	REVISION 9	JL	JL
10/15/10	REVISION 10	JL	JL
10/15/10	REVISION 11	JL	JL
10/15/10	REVISION 12	JL	JL
10/15/10	REVISION 13	JL	JL
10/15/10	REVISION 14	JL	JL
10/15/10	REVISION 15	JL	JL
10/15/10	REVISION 16	JL	JL
10/15/10	REVISION 17	JL	JL
10/15/10	REVISION 18	JL	JL
10/15/10	REVISION 19	JL	JL
10/15/10	REVISION 20	JL	JL

PROJECT NO.	15
DATE	10/15/10
DESIGNED BY	JL
CHECKED BY	JL
DATE	10/15/10

GILSON STREET DEVELOPMENT
 BESHM INVESTMENT GROUP, LLC
 1610 GILSON STREET
 MADISON, WISCONSIN, 53715



CONCEPT DESIGN
 NOT FOR CONSTRUCTION

THE DESIGN REPRESENTED BY THESE DRAWINGS IS THE PROPERTY OF BOARD DESIGN STUDIO, LLC. NO PART OF THESE DRAWINGS MAY BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE WRITTEN PERMISSION OF BOARD DESIGN STUDIO, LLC OF MADISON, WISCONSIN.

6

**CITY OF MADISON
INTERDEPARTMENTAL
CORRESPONDENCE**

Date: October 25, 2006

To: Plan Commission
From: Kathy Voeck, Assistant Zoning Administrator
Subject: 1610 Gilson St

Present Zoning District: C-3

Proposed Use: Demolish four structures and build mixed-use development. (11 two bdrm, and 2 one bdrm apartment units and 5,243 sq. ft. commercial space) (Demo of structures at 1610 Gilson St and 1507 Beld St.)

Requested Zoning District: PUD(GDP-SIP)

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

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

GENERAL OR STANDARD REVIEW COMMENTS

1. Meet applicable State building and State setback ordinances.
2. Meet all applicable State accessible requirements, including but not limited to:
 - a. Provide a minimum of two 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. Accessible signs shall be a minimum of 60" between the bottom of the sign and the ground.
3. Provide **one 10' x 35' loading area for the commercial tenant space** with 14' vertical clearance to be shown on the plan. The loading area shall be **exclusive of drive aisle and maneuvering space**. Provide **one 10' x 35' loading area for the residential portion** of the lot that meets the minimum 14' vertical clearance to be shown on the plan. This stall can be provided in a drive aisle. **Note: Loading shall be provided per the above requirement, unless the Plan Commission approves a specific loading reduction.**
4. Provide 21 bike parking stalls (19 for the residential use and 2 for the commercial uses) in safe and convenient locations on an impervious surface to be shown on the final plan. The lockable enclosed lockers or racks or equivalent structures in or upon which the bicycle

may be locked by the user shall be securely anchored to the ground or building to prevent the lockers or racks from being removed from the location. **NOTE: A bike-parking stall is two feet by six feet with a five-foot access area. Structures that require a user-supplied locking device shall be designed to accommodate U-shaped locking devices.**

5. In the zoning text, revise the following: Under permitted use section, state the number of apartment units in the building and either list specifically the commercial uses or uses per the C-1. Where the text says "see submitted plans", change that to read "as shown on approved plans". In the signage section, change it to read...as compared to the C-1 district, approved by Urban Design and Zoning. The family definition shall state ...of the Madison General Ordinances per the R-1 district. (Or per the R-4) one or the other. Submit revised zoning text to zoning and planning staff prior to final sign off.
6. Show addresses on the building and commercial tenant spaces on the final plans.

ZONING CRITERIA

Bulk Requirements	Required	Proposed
Lot Area	16,300 sq. ft.	25,137 sq. ft.
Lot width	50'	adequate
Usable open space	3,840 sq. ft.	2,920 sq. ft. *
Front yard	0'	0'
Side yards	6' min., 15' total	0' each side *
Rear yard	30'	0' *
Floor area ratio	3.0	1.61
Building height	---	2 stories

Site Design	Required	Proposed
Number parking stalls	19 residential <u>17 commercial</u> 36 total	28 *
Accessible stalls	2	(2)
Loading	1 (10' x 35')	(3)
Number bike parking stalls	19 residential <u>2 commercial</u> 21 total	(4)
Landscaping	As shown	adequate
Lighting	No	n/a

6

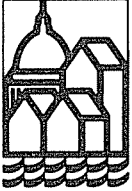
Other Critical Zoning Items	
Urban Design	Yes
Utility easements	None shown
Barrier free (ILHR 69)	Yes

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.

Department of Public Works
Parks Division

City of
Madison



Madison Municipal Building, Room 120
215 Martin Luther King, Jr. Boulevard
P.O. Box 2987
Madison, Wisconsin 53701-2987
PH # 608 266 4711
TDD # 608 267 4980
FAX # 608 267 1162

October 26, 2006

TO: Plan Commission
FROM: Simon Widstrand, Parks Development Manager
SUBJECT: **1610 Gilson Street**

A handwritten signature in black ink, appearing to read 'S. Widstrand', is written over the 'FROM' line of the memo.

1. Park fees totaling \$17,189.36 will be due prior to issuance of a building permit.

Park fees of \$17,189.36 are due for 13 multifamily units, minus credit for 2 existing singlefamily units:

Fee in lieu of dedication = (13 mf @ \$1218 = \$15,834) minus (2 sf @ \$1914 = \$3,828) = \$12,006.

Park Development Fee = (13 mf @ \$524.16 = \$6,814.08) minus (2 sf @ \$815.36 = \$1,630.72) = \$5,183.36

This development contains no private open space or recreational improvements that qualify for IZ credits.

Approval of plans for this project does not include any approval to prune, remove or plant trees in the public right-of-way. Permission for such activities must be obtained from the City Forester, 266-4816.

Please contact Simon Widstrand at 266-4714 or awidstrand@cityofmadison.com if you have questions regarding the above items.

6



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

October 27, 2006

TO: Plan Commission

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

SUBJECT: 1610 Gilson Street – Rezoning – C3 to PUD (GDP-SIP) - 13 Unit Apartments, w/
5243 SF of Commercial and Retail

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 applicant may need to modify the driveway approach so that headlights or vehicles egressing the underground parking will have little or no impact on the residential property across the public alley. The applicant shall note the houses, garages, windows, landscaping and direction of headlights coming up the ramp and turning into the alley impact on residential properties across the alley.
2. The Developer shall post a \$1,500.00 deposit and reimburse the City for all costs associated with any modifications to alleyway. Signing to accommodate a one-way alley form Gilson St. to Beld St. permanent installations.
3. The applicant shall design to accommodate low-clearance vehicles for a transition for the ramp down to the parking area. The ramp breakover angle (limited by vehicle wheel-base and ground clearance) and angles of approach (affected by front overhang of vehicles) and departure (affected by rear overhang) are critical vehicle clearance points. Standards established by the Society of Automotive Engineers limit the ramp breakover angle to no less than 10 degrees; angle of departure, no less than 10 degrees; and angle of approach, no less than 15 degrees. The applicant shall provide a profile of the ramp showing the slopes critical clearance, when plans are submitted for approval. The applicant should explore ramp slopes (grades) less than 10 % that can be blended satisfactorily with an 8-foot transition length. In addition, the applicant shall demonstrate on the plan that vehicles turning ingressing and egressing the ramp can be accommodated in the tight area without encroaching onto adjacent properties.

PEDESTRIAN AND BICYCLE TRANSPORTATION REVIEW COMMENTS

4. The bicycle provisions for the site shall be further reviewed and approved by the City's Pedestrian Bicycle Coordinator (Arthur Ross, TE). See attached exhibits 1 and 2.

GENERAL OR STANDARD REVIEW COMMENTS

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

5. 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'.
6. A "Stop" sign shall be installed at a height of seven (7) feet at the driveway approach to the public alley. All signs at the approaches shall be installed behind the property line. All directional/regulatory signage and pavement markings on the site shall be shown and noted on the plan.
7. All existing driveway approaches on which are to be abandoned shall be removed and replaced with curb and gutter and noted on the plan.
8. 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.
9. 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:

Mail to Clarence Brown
1610 Gilson Street
Madison WI 53715

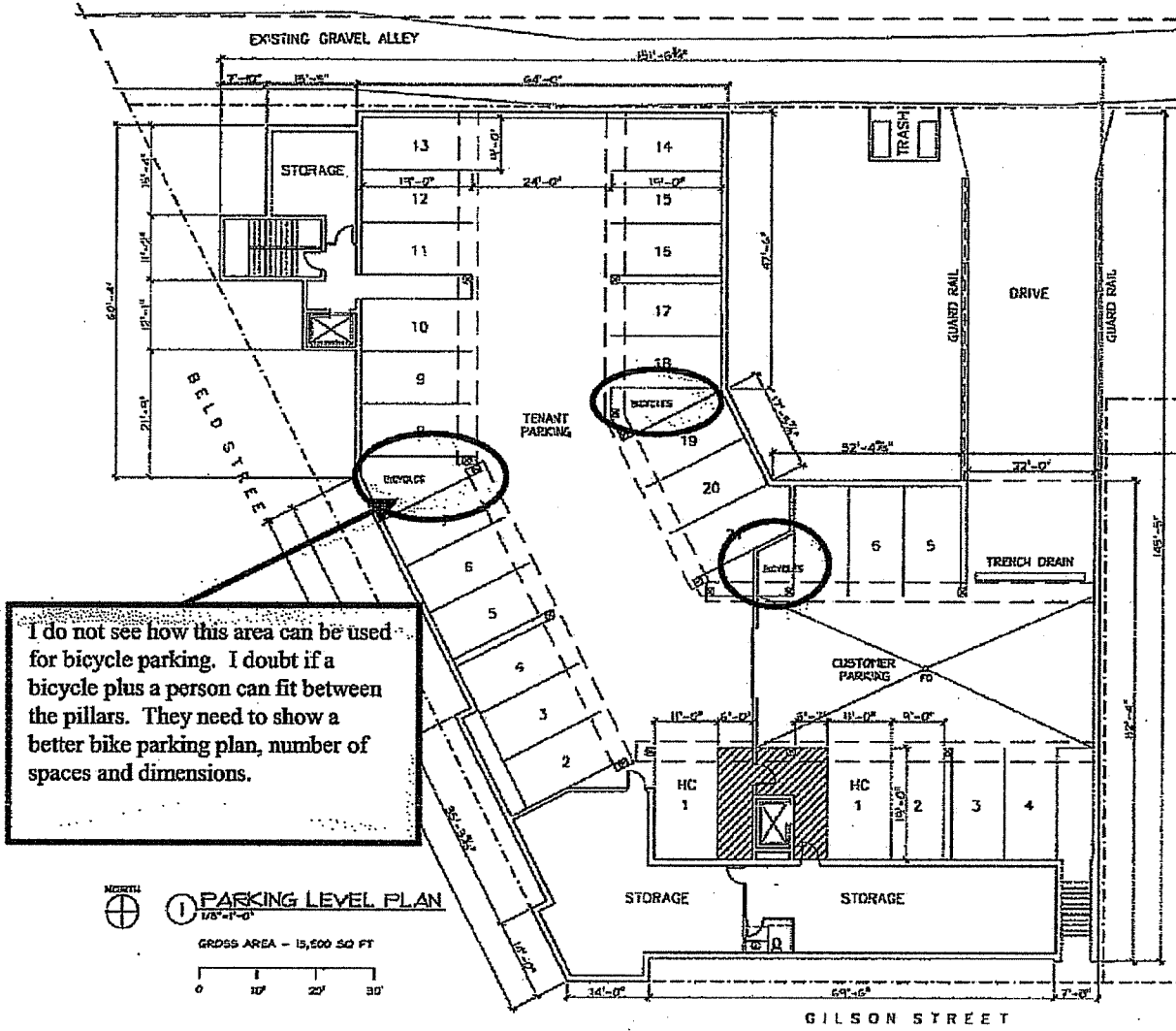
Fax:

Email: banksdevelopment@yahoo.com


DCD: DJM: dm

Auth
10/25

1610 Gilson St



I do not see how this area can be used for bicycle parking. I doubt if a bicycle plus a person can fit between the pillars. They need to show a better bike parking plan, number of spaces and dimensions.

 **PARKING LEVEL PLAN**
1/8" = 1'-0"
GROSS AREA - 15,000 SQ FT
0 10' 20' 30'

1610 GILSON STREET - EXHIBIT 1

Is this a building entrance (where are the doors)? How do you access units from the street? If this is not an entrance, then this is not a good location for bicycle parking

Need dimensions and number of bicycle spaces

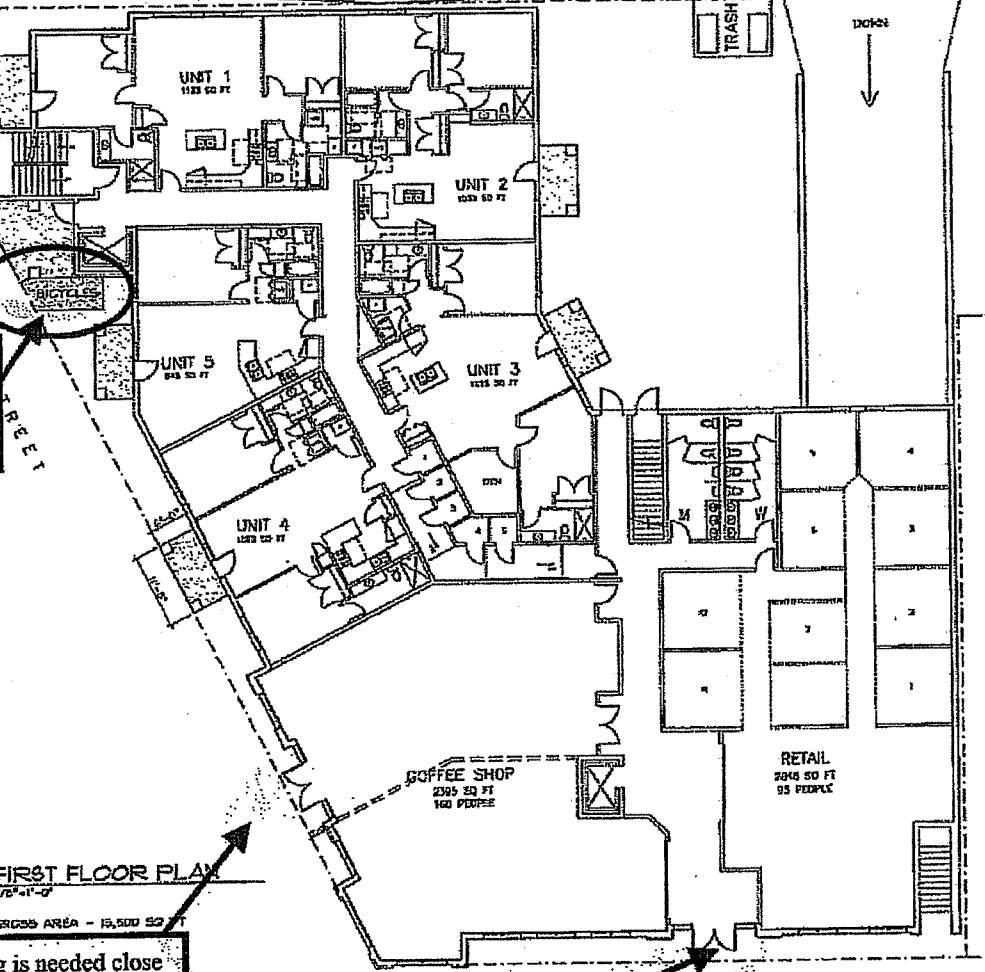
Bicycle parking is needed close to the entrances of each retail store. I suspect the southern entrance is the main building entrance to the apartments, meeting space, etc. as well, so this is where the bike parking is needed, as opposed to location indicated above.

EXISTING GRAVEL ALLEY



① FIRST FLOOR PLAN
1/8" = 1' - 0"

GROSS AREA - 13,500 SQ FT



1610 GILSON STREET - EXHIBIT 2