

PLANNING UNIT REPORT
DEPARTMENT OF PLANNING AND DEVELOPMENT
September 27, 2005

ZONING MAP AMENDMENT, I.D. 01851 LOCATED AT 1833 WINNEBAGO STREET:

1. Requested Action: Approval to rezone property from R3 One and Two-Family Residence District to PUD(GDP-SIP) Planned Unit Development-Specific Implementation Plan District to allow for the demolition of four existing residential buildings and the construction of a four-story, 42-unit condominium building.
2. Applicable Regulations: Section 28.04(22) provides the requirements for demolition permits. Section 28.07(6) provides the framework and guidelines for Planned Unit Development Districts. Section 28.12(10) provides the process for zoning map amendments. Section 28.04(25) provides the regulations and requirements for the provision of inclusionary dwelling units.
3. Report Drafted By: Peter Olson, Planner II.

GENERAL INFORMATION:

1. Applicant: Kennedy Point, LLC by Joe Krupp, 2020 Eastwood Drive, Madison, WI 53704.
2. Status of Applicant: Property owner.
3. Development Schedule: The applicant wishes to commence demolition and new construction in November 2005. The applicant wishes to have dwelling units ready for occupancy by October 2006.
4. Parcel Location: This property is located between the rights-of-way of Winnebago Street and Eastwood Drive at the intersections with South First Street and Moulton Court, Aldermanic District 6, Madison Metropolitan School District.
5. Parcel Size: This property consists of four existing parcels. The applicant has petitioned to vacate a portion of South First Street adjacent to this property, all of Moulton Court, and remnant portions of Eastwood Drive, adjacent to the subject property. In the aggregate, the proposed development parcel will contain 26,745 square feet (0.614 acres).
6. Existing Zoning: R3 One and Two-Family Residence District.
7. Existing Land Use: The subject property consists of four residential parcels containing three single-unit residences and one 3-unit building.
8. Proposed Use: Demolish these four structures and construct a new four-story, 42-unit apartment building.

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9. Surrounding Land Use and Zoning (See map):

North – Schenk’s Corners neighborhood commercial district and low to medium density residential zoned C2 and PUD(SIP).

East – One and two-family homes zoned R3 and R2.

South – One and two-family homes zoned R3 and R2.

West – One and two-family homes and medium density apartment buildings zoned R3 and R5.

10. Adopted Land Use Plan: Cc-X Community Commercial-Mixed-Use District. The subject property is also located within the area covered by the Schenk-Atwood Neighborhood Business District Master Plan. This property is located within the area identified as Winnebago South, which proposes medium density residential redevelopment at a density of 15-25 dwelling units per acre. The master plan identifies the subject property as a redevelopment site and states “This proposal would replace four buildings with approximately 18-20 new housing units that could be targeted for affordable housing such as cooperative or co-housing.”

11. Environmental Corridor Status: This property is not located within a mapped environmental corridor.

PUBLIC UTILITIES AND SERVICES:

This property is served by a full range of urban services.

STANDARDS FOR REVIEW:

This application is subject to the demolition and Planned Unit Development District standards. In addition, this application is also subject to the provisions of Section 28.04(25) regarding the provision of inclusionary dwelling units.

ANALYSIS AND EVALUATION:

Existing Site Characteristics

This property slopes evenly from the Winnebago Street right-of-way down approximately 8 to 10-feet to the Eastwood Drive right-of-way. This site consists of four residential parcels currently occupied by three single-unit buildings and one 3-flat. The applicant has petitioned to vacate a portion of South First Street adjacent to this site between Winnebago Street and Eastwood Drive, all of Moulton Court and two triangular remnants created with the acquisition of parcels for Eastwood Drive (see attached existing site plan, Sheet C1). The four existing

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residential parcels contain approximately 15,103 square feet. The proposed street vacations and remnants contain 11,642 square feet. After the vacations have been approved, the total development site will contain 26,745 square feet (0.614 acres).

All four residential buildings on this site will be demolished. These buildings are currently vacant and have been boarded up for safety and security reasons. All existing vegetation will also be removed as part of the development proposal. The proposed building and its underground parking garage will cover almost the entire development site. A new driveway providing access to the underground parking garage will be located within the former Moulton Court right-of-way. This driveway will be centered along the new property line (former centerline of vacated Moulton Court) and will be shared with the owner of the adjacent residential building at 1901 Winnebago Street. That property is not part of this development proposal, however, the new driveway will be part of this development proposal.

Proposed Development

The proposed structure will be four stories in height and contain a unit mix of twenty-four 1-bedroom units, seventeen 2-bedroom units and two 3-bedroom units for a total of 42 units in this building. The applicant had originally proposed 43 dwelling units, but in response to Urban Design Commission recommendations to relocate the main building entrance to the corner of First Street and Winnebago Street, one less dwelling unit was possible. These 42 units will yield a residential density of 68.4 dwelling units per acre on this 0.614 acre development site. Due to the slope of this site, the lower level parking garage will be above grade level, but due to site grading and a retaining wall, will be exposed about 4-feet in height along the northeasterly and southeasterly property lines, which will give this structure an effective height of about 4½ stories along the Eastwood Drive right-of-way. The main entry foyer will be located in the most westerly building corner adjacent to the Winnebago Street/First Street intersection. Eleven dwelling units will be located on the first floor, twelve units on the second floor, eleven units on the third floor, and eight units on the fourth floor. Each floor will also provide indoor tenant storage lockers. The common tenant trash storage room will be located in the garage level. The unit mix will consist of seven 1-bedroom units and four 2-bedroom units on the first floor, seven 1-bedroom units and four 2-bedroom units each on the second and third floors, plus one 2-bedroom unit split between the second and third floors, and three 1-bedroom units, three 2-bedroom units and two 3-bedroom units on the fourth floor.

The lower level parking garage will be exposed for half its height around a significant portion of its perimeter, including the First Street and Eastwood Drive right-of-ways, and along the northeasterly property line. This parking garage will contain approximately 20,025 square feet and will result in a lot coverage of approximately 75%. This is high for a residential development, which requires the provision of on-site usable open space. The proposed development will provide a front yard setback of 11-feet along Winnebago Street and a predominant street side yard setback of approximately 12-feet along the revised First Street right-of-way, in addition to a 10-foot side yard setback along the northwesterly property line. This development will provide no setback along the Eastwood Drive right-of-way and a 1'8" setback along the northeasterly property line. Those portions of the proposed building with virtually no setbacks provided are also those areas of greatest lower level exposure with plain, unbroken stone faced basement garage walls. The wall facing Eastwood Drive will be 158-feet in length and the wall facing the northeasterly property line will be 80-feet in length. Due to these

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exposed lower level walls, the proposed building will have an effective height of 4½ stories along these property lines.

The applicant has submitted a landscape plan which provides a significant amount of foundation planting and shrubbery around the proposed structure. Only two proposed canopy shade trees are located on this development site. The seven Honeylocust trees will be located within the public right-of-way between the public sidewalk and the Winnebago Street, South First Street, and Eastwood Drive pavement. Almost all of the foundation and understory plantings along the Eastwood Drive building façade will also be located within the public right-of-way due to the location of the lower level parking garage along this property line. The applicant has negotiated with City of Madison Real Estate staff and will be obtaining a Privilege in Streets permit to locate the landscape materials serving this development within the public right-of-way. The only landscape materials located adjacent to the 80-foot long building wall along the northeasterly property line will be vines planted along the building wall due to the narrow setback of less than 2-feet in this area. Other landscape materials should be sufficient to provide an attractive setting for this urban location. Two retaining walls will be located between the southeasterly building wall, mostly within the Eastwood Drive right-of-way, to provide a visual reduction in the amount of lower level exposure of this building wall. These retaining walls will be provided with landscape materials to soften their visual impact.

Off-Street Parking

The basement parking garage will accommodate 44 code complying parking stalls, plus an additional 14 tandem parking stalls for a total of 58 motor vehicle parking stalls. Space for 16 bicycle parking stalls will also be provided in the garage level. Proposed plans note that additional bicycle storage can be accommodated in the individual tenant storage lockers provided on each residential floor. Driveway access to the lower level parking garage will be via the vacated Moulton Court right-of-way. A 20-foot wide access driveway will run southeasterly from the Winnebago Street right-of-way to the garage entrance. This driveway will be centered on the former Moulton Court centerline, which will be the new property line between the subject property and the adjacent residential building located at 1901 Winnebago Street. Access from this driveway will also be provided to a detached garage serving the residential building on the adjacent property (see attached site plan and parking level plan).

Due to the location of this driveway and the extent of the building coverage on this parcel, no surface parking will be provided. All motor vehicle parking will be accommodated in the underground parking garage and no additional parking for visitors or short-term pick-up and delivery will be provided on site. Staff is concerned that a new 42-unit residential building is being proposed in an urban neighborhood with no on site visitor or short-term parking. No on-street parking is available in the Eastwood Drive corridor, the adjacent portions of South First Street or along the northwesterly side of Winnebago Street. The applicant has notified staff that he has negotiated with Trinity Lutheran Church for visitor to be provided in their South First Street parking lot, located 1 block to the northwest. The 44 code complying parking stalls provided in the lower level garage will result in an off-street parking ratio of 1.05 parking stalls per dwelling unit. However, the 14 additional tandem parking stalls being provided will increase the off-street parking ratio to a total of 1.38 parking stalls per dwelling unit. Staff is not overly concerned with this off-street parking ratio in an urban location.

Consistency With Adopted Plans

The subject property and other properties to the east, south and west are currently zoned R3 One and Two-Family Residence District. The maximum density allowed under the R3 zoning district is just under 11 dwelling units per acre. The proposed development exceeds the underlying density by over six times.

The adopted Land Use Plan for the City of Madison designates this block and the blocks to the northeast Cc-X, Community Commercial-Mixed-Unit District. The Community Commercial designation would normally support residential densities of approximately 16-25 dwelling units per acre for residential uses. The proposed development will result in a density of 68.4 dwelling units per acre on this 0.614 acre site, which is approximately 2-3/4 to 4 times the density recommendation contained within the adopted Land Use Plan. It should be noted that the Draft Comprehensive Plan identifies this site as part of a larger Low Density Residential area, with an average recommended density of less than 15 dwelling units per acre. The plan notes that small areas above this range may be recommended in more detailed neighborhood or sub-area plans. This parcel is in the transition between the Low Density Residential and Community Mixed Use districts, where a transition to a density somewhat higher than 15 units per acre would be appropriate.

The subject property is also located within the Schenk-Atwood Neighborhood Business District Master Plan area. This property is in the Winnebago South Subdistrict as identified within the master plan. This property is, in fact, identified as a specific area for redevelopment. The Schenk-Atwood Neighborhood Business District Master Plan recommends that the four existing residential buildings on this site be removed and a new apartment or condominium development replace these elderly residential buildings. The plan recommends a residential redevelopment density of 15-25 dwelling units per acre for this property. The master plan further notes that the subject property could accommodate approximately 18-20 new housing units. The master plan further suggests that this redevelopment be targeted for affordable housing such as cooperative or co-housing. The proposed development, containing 42 dwelling units, exceeds the density and use recommendation contained within the Schenk-Atwood Neighborhood Business District Master Plan by a factor of approximately 2 1/2 - 4 times. Staff is concerned that the recommendations of the Schenk-Atwood Neighborhood Business District Master Plan, dated December 2000, for this specific site are being significantly exceeded by this development proposal.

Staff are very concerned with the density levels, especially when compared with the existing plans and considering that even with these densities the applicant is still requesting a complete waiver to the Inclusionary Zoning Ordinance.

Standards For Review For Planned Unit Development

In addition to compatibility with the recommendations of adopted plans, the review of Planned Unit Development proposals requires consideration of other specific criteria to ensure that the project is consistent with the spirit and intent of the ordinance and has the potential for producing significant community benefit in terms of environmental and aesthetic design.

The PUD District criteria for approval requires, in part, that the proposed uses and their intensity, appearance and arrangement shall be of a visual and operational character which are compatible with the physical nature of the site or area. This development proposal provides an urban scale structure, which is larger and more massive than most other existing developments in the immediate vicinity. Existing residential structures to the east, south and west are predominantly two-story, one and two-family residential buildings with attics. Very few larger apartment buildings exist in the adjacent residential neighborhood, and these are limited to three stories in height. The Schenk-Atwood Neighborhood Business District is located immediately to the north of the subject property and is zoned C2 General Commercial District. This commercial area is also predominantly two and three-story mixed-use buildings with first floor retail or offices and second (or third) floor dwelling units. Recent redevelopments within the Schenk-Atwood Neighborhood Business District include a predominantly three-story residential redevelopment of the former Dean Clinic property at 1912 Atwood Avenue, which contains a total of 89 dwelling units at a density of approximately 51.3 dwelling units per acre; a three-story residential redevelopment of a former service station site located at 2132 Atwood Avenue, which contains 15 dwelling units at a density of approximately 57.7 dwelling units per acre; and the Kennedy Place redevelopment located at 2037 Atwood Avenue which contains first floor retail development and 52 apartment units, which yield a residential density of approximately 50.5 dwelling units per acre in a four-story building. All three of these recent redevelopment projects are located in the Schenk-Atwood Neighborhood Business District. The subject property, which would contain a more massive, higher density building is located in the transition area between the business district and the existing residential district.

A basic requirement for all residential developments is the provision of adequate usable open space. Due to the significant coverage of the lower level parking garage, the lack of building setbacks along Eastwood Drive and the northeasterly property line and the coverage of the access driveway, very little ground level open space is provided with this development proposal. The 10-foot side yard along the northwesterly property line, and the 11-foot and 12-foot street side setbacks along Winnebago Street and First Street contain primarily foundation plantings and shrubbery. No active outdoor usable open space is provided by this proposal. Terraces on the top of the lower level parking garage will be provided for some of the first floor dwelling units, however, these spaces are only accessible via the adjacent dwelling unit. All other dwelling units will be provided with private balconies, which average approximately 5-feet x 12-feet in size. Public open space for active use in this neighborhood is limited to the Yahara River Parkway and the Marquette School playground.

This proposal significantly exceeds the densities authorized under the adopted Land Use Plan, the more recently completed Schenk-Atwood Neighborhood Business District Master Plan, and also the draft Comprehensive Plan. The proposed development does provide an adequate level of off-street parking for tenants but only provides parking for visitors or other short-term parking demands approximately one block away, and provides little ground level usable open space.

Urban Design Commission Review

The Urban Design Commission, at their August 3, 2005 meeting received an informational presentation regarding this development proposal. Commission members made a number of recommendations for modifications to the original plans (see attached report dated August 3, 2005). The applicant responded to many of the Urban Design Commission recommendations,

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and at their September 7, 2005 meeting the Urban Design Commission granted initial approval for the modified proposal. The Urban Design Commission attached a number of conditions of approval to their recommendation (see attached report dated September 7, 2005). This development proposal, if approved, will have to return to the Urban Design Commission for final approval prior to recording of the Planned Unit Development District documents.

Inclusionary Dwelling Unit Plan

The applicant is applying for a development which will result in the provision of 42 dwelling units. The inclusionary dwelling unit ordinance requires that 15% of the units be provided in affordable housing units. Therefore, seven affordable housing units are required within this development proposal. The applicant has submitted a request to the Community Development Block Grant Office for a complete waiver from the inclusionary dwelling unit requirements. The applicant has asserted that the proposed project will not be financially feasible if any affordable housing units are provided. Inclusionary dwelling unit incentive provisions allow density bonuses up to 30% above those allowed by the underlying zoning or up to 60% if the project is at least a four story building with under-building parking. The existing property is zoned R3 One and Two-Family Residence District. The inclusionary zoning ordinance states that the density for the R3 district from which the bonus is calculated is 10.88 dwelling units per acre. A 30% increase would allow 14.14 dwelling units per acre; a 60% increase would be 19.01 units per acre. The applicant has requested a development which results in a density of 68.4 dwelling units per acre. This is factor of approximately 6 times the maximum allowed density in the R3 zoning district.

The Schenk-Atwood Neighborhood Business District Master Plan recommendations identify this site as a prime redevelopment opportunity. The master plan has specified a density range of 15-25 dwelling units per acre for this site. The plan also states that these units "could be targeted for affordable housing such as cooperative or co-housing." The applicant has chosen to not only significantly exceed the maximum recommended density on this site by a factor of 2 ½ to 4, but has also chosen to request a full waiver and provide no affordable housing within this development proposal. Planning Unit staff are finding it very difficult to justify the significant increase in residential development densities being proposed as part of this project, which far exceed the underlying zoning and densities recommended in the City's adopted plans when reviewed against the Planned Unit Development criteria, the criteria for approval of zoning map amendments, and the request to include no affordable housing as part of this development project. Please see attached report from Hickory Hurie, CDBG Office for an analysis of this waiver request.

CONCLUSION:

The Plan Commission and Common Council are being asked to approve a Planned Unit Development District which includes the demolition of four existing residential buildings to allow for the construction of a new four-story residential building containing 42 dwelling units in the 1800 Block of Winnebago Street. In considering this application, the Planned Unit Development District standards and the standards for zoning map amendments require that the Plan Commission and Common Council give due consideration to the City's adopted plans.

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The subject property is also located within the boundaries of the Schenk-Atwood Neighborhood Business District Master Plan, dated December 2000. This property is located within the subarea identified as Winnebago South. Recommendations for this area identify the subject property as a prime redevelopment opportunity and recommend redevelopment at a maximum density of 15-25 dwelling units per acre. The master plan specifically states that a redevelopment of this property could replace the four existing buildings "with approximately 18-20 new housing units that could be targeted for affordable housing such as cooperative or co-housing." Again, this development will exceed this recommendation by a factor of 2½ to 4 times.

The Planned Unit Development District standards require that developments are compatible with the physical nature of the site or area; would produce an attractive environment of sustained aesthetic desirability, economic stability and functional practicality compatible with the General Development Plan; would not adversely effect the anticipated provision for school or other municipal services; and would not create a traffic or parking demand incompatible with the existing or proposed facilities to serve it.

Staff feels that this proposal would not adversely affect the anticipated provision for school or other municipal services. Staff does not believe that this development proposal would not create a traffic or parking demand incompatible with the existing proposed facilities. All parking provided by this development proposal is contained within a lower level parking garage. Forty-four individually accessible parking stalls will be provided for the 42 dwelling units within this building. Fourteen additional tandem parking stalls will also be provided for tenants with two cars. While the parking proposed may be adequate for the residents, staff is concerned that parking supporting this development for visitor, loading and unloading, or short-term delivery or pick-up uses is being provided by agreement with a neighboring church in a parking lot located approximately 1 block away. On-street parking within the adjacent streets is restricted and its availability limited.

The Planned Unit Development standards require adequate provision for the improvement and continuing preservation and maintenance of attractive open space. The proposed development covers a significant portion of the underlying site and provides minimal (ranging from 10 to 12-foot) setbacks from most property lines. Two significant property lines, being along the Eastwood Drive right-of-way and the northeasterly property line, are provided with either no building setback or a 1'8" setback. The only area that might be available for ground level recreational purposes, the far easterly corner, is provided with a retaining wall and significant landscaping. The other side, front yard and street side yard areas also contain retaining walls and landscape elements. Limited public open space for recreational purposes is available within this neighborhood. Some other residential PUDs have been approved with limited ground level usable open space. If this project is approved as proposed, the Commission should understand that this will be another one.

This development site will contain 26,745 square feet. The proposal, however, relies on the use (through vacation or sale to the applicant) of four areas which are currently street right-of-way or City-owned surplus lands totaling 11,642 square feet of property not currently owned by the developer. In addition, significant quantities of the landscaping required to support this project are proposed to be located within the public right-of-way. The applicant has petitioned the City to vacate Moulton Court and declare the other properties surplus to City needs. City Engineering staff supports the vacation and sale of these properties and the Plan Commission, at their

September 19, 2005 meeting recommended approval of the disposition of these lands. The Common Council, however, has not granted final approval for the vacation and sale of these lands, and will not consider final approval until their October 11, 2005 meeting.

The demolition standards require that the Plan Commission find that both the requested demolition and the proposed use are compatible with the purpose of the demolition section and the intent and purpose expressed in the Zoning Code for the zoning district in which the property is located. The four existing residential buildings were constructed in the first decade of the 20th century and most, without significant repair and rehabilitation, are reaching the end of their economic life. In addition, these properties were identified in the Schenk-Atwood Neighborhood Business District Master Plan as being a prime redevelopment site and that master plan recommended their removal and redevelopment with 18-20 apartment or condominium units. Planning Unit staff feels that the proposed demolitions can meet this standard for the removal of the existing buildings for a redevelopment which is compatible with the Land Use Plan and Schenk-Atwood Neighborhood Business District Master Plan recommendations. These existing houses are now vacant and boarded up. Staff understands that much of the interior furnishings and recyclable materials have been removed. Staff has no objection to the demolition of these buildings, subject to the approval of a recycling and reuse plan by the city Recycling Coordinator.

Madison General Ordinances require the provision of affordable housing with each residential development containing 10 or more dwelling units. This application would result in the construction of 42 dwelling units, which would require the provision of 7 affordable housing units. The applicant has chosen to apply for a full waiver of the inclusionary housing requirements to allow this application to go forward without providing any affordable housing units. This waiver is currently being reviewed by the Community Development Block Grant Office and a recommendation will be found in the analysis and report by Hickory Hurie.

The Planning Unit is finding it difficult to conclude that all of the standards for the approval of a Planned Unit Development and the standards for a zoning map amendment are met. In reviewing zoning map amendments, the Zoning Ordinance requires that due consideration be given to the adopted plans for the City. In this situation, the development proposal includes residential development densities much higher than the existing adopted plans for the property. At the same time, the ability of the project to comply with all of the standards for the approval of a Planned Unit Development rezoning request are debatable. These problems are coupled with the fact that this project, if approved, will contain no affordable housing. While the inclusionary zoning ordinance allows the City to grant the approval of density bonuses for projects that include affordable housing (in the case of this development, up to a 60% bonus could potentially be allowed or higher if deemed appropriate), this development proposal includes density bonuses substantially in excess of that which would be provided for under the inclusionary zoning ordinance and at the same time, requests a complete waiver from the inclusionary zoning ordinance requirements so that the project would not have to provide any affordable housing. The applicant is also requesting that the City vacate City streets and sell surplus property so that the developer's parcel can be increased from 15,000 square feet to 26,000 square feet with the use of 11,600 square feet of public property. The Planning Unit is finding it difficult to conclude that this project, with the issues presented in this staff report, can comply with the criteria for the approval of a zoning map amendment for a Planned Unit Development District as proposed.

Staff understand that the applicant has been working with the neighborhood regarding a proposal for this property for some time. Staff is aware that many neighborhood residents support this development and some do not. Staff also understand that the developer has made several improvements to the project over the last year to address issues related to scale and massing, location of entrances and landscaping. The applicant has met with the district Alderperson and the neighborhood association and a memo to the Plan Commission from Dan Melton, Chair, Schenk-Atwood-Starkweather-Yahara Neighborhood Association is included in the Plan Commission packet. Staff appreciate the difficulty in putting together a viable infill or redevelopment proposal and recognize that the project has been much improved as a result of work with the neighborhood, Urban Design Commission and Alderperson. Staff do not necessarily object to the density of the project, but hope that additional improvements can be made to the project, including the provision of some affordable housing.

RECOMMENDATIONS:

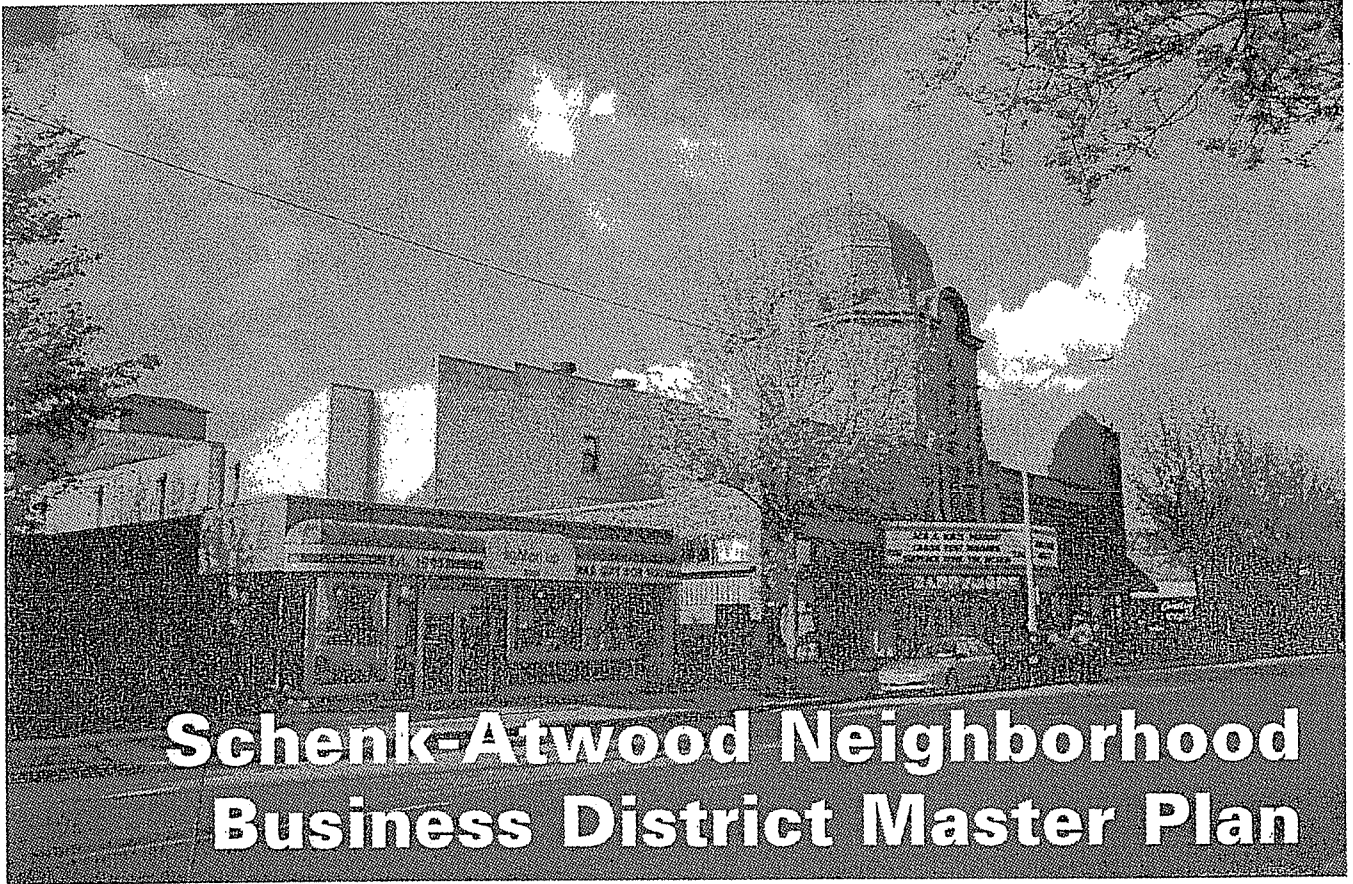
The Planning Unit recommends that the Plan Commission refer Ordinance I.D. 01851, to rezone property located at 1833 Winnebago Street from R3 One and Two-Family Residence District to PUD(GDP-SIP) Planned Unit Development-Specific Implementation Plan District, which would allow the construction of a four-story, 42-unit condominium building. The purpose for the referral is to allow the applicant time to consider alternative proposals which will allow the project to comply with the standards for the approval of a Planned Unit development zoning map amendment, and include some affordable housing, and to justify the use and sale of City rights-of-way and surplus lands for the development project.

Planning Unit staff does not object the demolition request for the removal of the four existing residential buildings on this site. Staff understands that these buildings are vacant and boarded up and have had partial to substantial interior demolitions prior to the submittal of this application. The demolition permit would need to be conditioned upon the approval of a recycling and reuse plan. Planning Unit staff recommend that the Plan Commission find that the demolition standards are met and approve the demolition of these structures.

In the event that the Plan Commission decides to approve this project, it should be conditioned upon:

1. All reviewing agency comments.
2. Final approval by the Urban Design Commission.
3. Finalizing the sale of land to the applicant.
4. Finalizing the lease of City land for use by the applicant to implement their landscape plan.

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Schenk-Atwood Neighborhood Business District Master Plan

Prepared for the Schenk-Atwood Revitalization Association (SARA)
and the City of Madison

SCHREIBER/ANDERSON ASSOCIATES, INC.
BEST Real Estate Group, Inc. ☐ Design Coalition, Inc.

December 7, 2000

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Housing Potential

To look at the housing market potential, we should start with the current demographic makeup of the neighborhood within the one mile radius. Some key points are:

- Based on the 1990 census, there were approximately 16,734 residents, and 8,081 households. This equates to about 2.07 persons per household.
- Based on the 2000 estimates, there are approximately 18,128 residents, and 8,832 households. This equates to about 2.05 persons per household.
- Based on the 2005 estimates, there will be approximately 18,774 residents, and 9,174 households. This equates to about 2.15 persons per household.
- The 2000 estimates also suggest a slightly higher female population compared to male, or 51.57% to 48.43%, and an average population age of 35.29.
- Married couples make up only 28.80% of the total 2000 estimated households.
- 2000 estimates reflect only a 3.55% vacancy factor for all housing units.
- Based on 1990 census data, approximately 41% of the households were living in single-family homes, while 59% were living in multiple unit properties.

The Schenk-Atwood neighborhood is fortunate to have an excellent blend of single-family homes in established neighborhood areas, along with a mix of multi-family units. The population make-up does reflect that the household sizes seem to be somewhat smaller than the general Madison MSA, which has a 2000 estimate size of 2.56 per household. Also, married couples in the Schenk-Atwood neighborhood make up 28% of the households, while they make up 50.61% of all households in the Madison MSA. These numbers reflect a rather typical contrast between more urban dwellers and those who live in suburbs.

The wonderful advantage that neighborhoods like Schenk-Atwood have, is that they can provide a wider range of housing options that appeal to a broader mix of household types. And, with the proximity of neighborhood service business, retailers, schools and churches, Schenk-Atwood can offer lifestyle benefits that many other neighborhoods cannot.

Although not tested by a specific market study, the following markets would seem logical for this area:

Senior Housing

The ability to move older adults from their present single-family homes and keep them in the neighborhood should be considered in new residential development in the Schenk-Atwood Business District. Easy pedestrian access to many important services, i.e., medical, postal, churches, convenience store, etc., and good transit access to other parts of the community make the business district an attractive location for new senior housing.

Single Family Housing

Given the lack of available land to actually create a tract of single-family homes, it is appropriate to look at other alternatives to raise the percentage of single-family ownership in the neighborhood. Such alternatives could include zero lot-line townhomes or condominiums, or converting residential structures back to their original single-family use.

Multifamily Housing

With apparent low vacancy rates, and potential pent-up demand (e.g., the Second Street Apartments project), there seems to be more opportunity for multi-family housing. Demographically, housing units that accommodate somewhat smaller households, from 1-3 occupants, would make sense.

Home/Offices

With the trend in homemaker households exploding to 55 million this year, there is great potential in the development of real estate that can meet this demand. Homeowners or renters who want to integrate their lifestyle with their workstyle will be looking for real estate that affords this opportunity. Well-planned office space with all the technological necessities such as generous electrical outlets, multiple telephone jacks, access to high speed internet connections, etc. will become critical for the home office user.

Cooperative/Co-housing

It will be important to consider these housing options, which have been tested successfully within the Isthmus area, to provide affordable housing options for the neighborhood.



The Dean Care site could provide opportunities for housing-related redevelopment

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4.0 MASTER PLAN RECOMMENDATIONS

Prior to the preparation of Master Plan recommendations, the consultant team prepared an opportunity analysis for the Schenk-Atwood Business District based on a review of existing plans and information, personal interviews, an inventory of existing conditions, an assessment of market potential, and work sessions with the Steering Committee and City staff. Planning goals and opportunities for the Schenk-Atwood Business District were presented and discussed at a public meeting and a memorandum summarizing the opportunity analysis was distributed to meeting participants for review and comment (see Appendix). Articles were also published in the Eastside News discussing opportunities for the business district and requesting public comment through Alderperson Judy Olson. An e-mail listserve was set up to receive public comment throughout the planning process.

This section of the Master Plan report summarizes the specific master plan recommendations and design guidelines for the Schenk-Atwood Business District, based on the results of this input. Master Plan recommendations were subsequently presented and discussed at two additional public meetings.

Specific Recommendations

The following recommendations represent a comprehensive list of improvements that should be considered for the Schenk-Atwood Business District over the next 10 to 15 years. This list should be evaluated and prioritized on an annual basis to ensure orderly and coordinated implementation. **Recommendations for short-term priorities are identified in the Implementation Strategy for this report.**

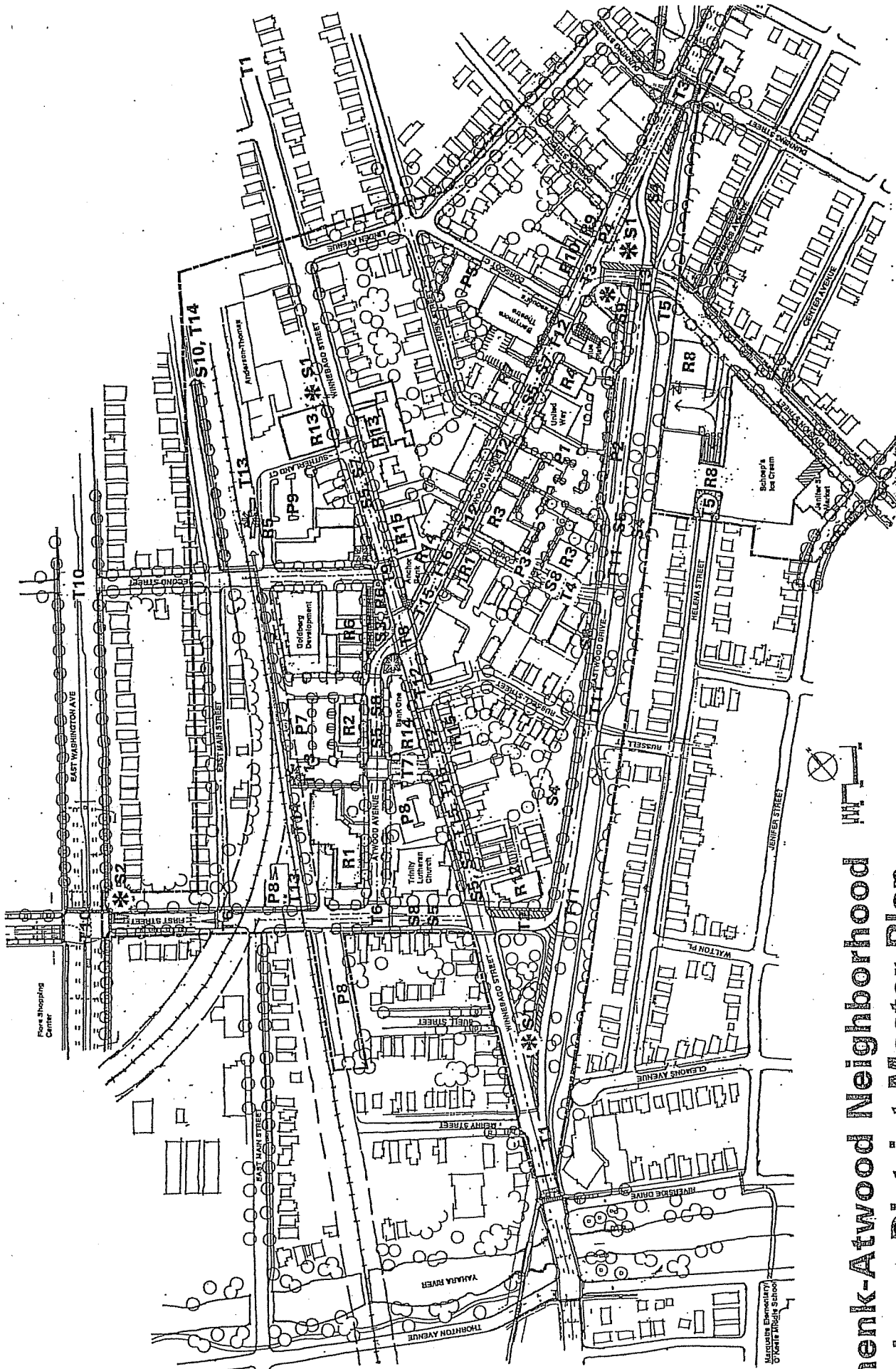
Master plan recommendations are divided into four categories that include Redevelopment (R), Transportation (T), Parking (P), and Streetscape and Open Space (S). Master plan recommendations identified in these categories are numbered and keyed to the foldout master plan graphic (Figure 5). Recommendations in each of these categories should be coordinated to ensure comprehensive results. For example, public infrastructure improvements should be coordinated with private development projects, street reconstruction for traffic circulation improvements should be coordinated with streetscape improvements, etc.


Redevelopment

The following recommendations identify areas within the Schenk-Atwood Business District that offer redevelopment potential. **Redevelopment can be broadly defined as physical changes to existing buildings and building patterns, including new construction, building rehabilitation, historic preservation, façade improvements, etc.** Redevelopment projects should be planned comprehensively, addressing land use mix, parking, transportation, streetscape and visual character to achieve the desired economic and physical development goals for the district. Important considerations for redevelopment include enhancing the district as an activity center for the neighborhood; developing new residential opportunities to increase the customer base for the district; strengthening retail and business mix; preserving historic resources; improving the visual character and identity for the district; and strengthening the land use relationships between the business district and the neighborhood.

These recommendations, which have been based on an analysis of physical conditions and market opportunities, are intended as guidelines to be considered by property owners and developers as they prepare specific development proposals. Other uses and development patterns may be proposed, but should be evaluated by the business association, neighborhood and the City for their ability to address the comprehensive goals of the Schenk-Atwood Business District Master Plan. *It is also important to state that these guidelines do not obligate property owners to improve or redevelop their properties. Redevelopment will take place only when property owners are motivated to make improvements.*

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Schenk-Atwood Neighborhood

Business District Master Plan

10-11

- R1 Redevelopment of the Dean Care site for senior housing with enclosed parking.
- R2 Redevelopment of the Bank One site for market rate apartments fronting Atwood Avenue with enclosed parking. Surface parking to support Bank One, new housing, and adjoining businesses.
- R3 Redevelopment of parcels between Amoth Court and Rusk Street for new office and retail development with enclosed parking. New gateway office building fronting Eastwood Drive.
- R4 Potential redevelopment for a new commercial building with ground floor retail and second floor offices, building frontages on both Atwood Avenue and Eastwood Drive, and rear parking connected to adjoining parking areas.
- R5 Long-term redevelopment for a commuter rail system and transit-oriented uses, including a new post office at the corner of Second Street and Winnebago Street.
- R6 Rehabilitation of existing buildings fronting a new Town Square at the Atwood Avenue and Winnebago Street intersection.
- R7 Redevelopment of the city parking lot for new mixed-use building with ground floor retail and second floor residential with enclosed parking. Acquisition of adjoining building to relocate public parking.
- R8 Redevelopment of Schoep's, including a new loading dock and truck parking on a vacated portion of Helena Street. New corporate offices with enclosed parking at the intersection of Division Street and Eastwood Drive.
- R9 Redevelopment of the corner of Atwood Avenue and Division Street for a mixed use development for retail, office and/or residential uses with enclosed parking.
- R10 Rehabilitation of existing buildings at the east gateway entrance to the business district.
- R11 Redevelopment of the west corner of Atwood Avenue and Amoth Court for a new commercial building with ground floor retail and second floor office use.
- * R12 Redevelopment of the west gateway entrance to the business district for new owner-occupant and rental housing with enclosed parking and access from Moulton Court. Potential for affordable housing.
- R13 Redevelopment for artist studios, art related retail, professional offices and housing.
- R14 Historic preservation of the Bank One and Anchor Bank buildings as focal points for the business district at the new Town Square.
- R15 Rehabilitation of existing commercial buildings on Winnebago Street at the west gateway entrance to the business district.

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Transportation

The following recommendations identify specific transportation improvements for Schenk-Atwood Business District including automobile, transit, pedestrian and bicycle circulation and commuter rail. Important considerations for transportation improvements include improving access to the district for all travel modes in a manner that is consistent with community transportation goals; strengthening the district as a neighborhood and community destination; and providing safe, attractive and convenient pedestrian circulation patterns. These recommendations have been developed in consultation with the city and the neighborhood. It will be necessary to further evaluate and refine these recommendations with more detailed transportation analysis and design prior to implementation.

- T1 Intersection improvements to allow two-way traffic flow on Winnebago Street. Terminate Winnebago Street at Milwaukee Street to discourage through traffic.
- * T2 Reconstruct First Street south of Winnebago Street for one-way traffic flow into Eastwood Drive. Reclaim existing pavement for parkway and open space use.
- T3 Intersection and street improvements for Atwood Avenue, Eastwood Drive, Division Street and Dunning Street to allow two-way eastbound traffic on Atwood, a four-legged intersection at Dunning, and a reduction in street width on Division.
- T4 Reconstruct Amoth Court with on-street parking and a sidewalk on one side.
- T5 Vacate the end of Helena Street for use by Schoep's as a truck loading facility.
- T6 Reconstruct the intersection of Atwood Avenue and First Street to eliminate the free flow right turn. Provide a safe pedestrian crossing on First at Atwood Avenue and East Main Street.
- T7 Construct a new two-way street to allow better access between Atwood Avenue and Winnebago Street with one side on-street parking.
- T8 Evaluate potential to reduce the width of Atwood Avenue intersection to expand the Town Square and provide better defined pedestrian crossings. Maintain efficient one-way traffic flow on Atwood Avenue.
- T9 Reconstruct Winnebago Street intersection at Atwood Avenue and Second Street to provide additional terrace and landscape space and a safer intersection for automobile, pedestrian and bicycle circulation.
- T10 Provide better defined ped./bike crossings on East Washington Avenue at First Street, Second Street and Fourth Street.
- T11 Provide better defined ped./bike crossings on Eastwood Drive at First Street, Russell Street and Amoth Court.
- T12 Provide better defined pedestrian crossings on Atwood Avenue at Amoth Court, Rusk Street, and Corscot Court, and Winnebago Street at Russell Street and the new street near Bank One.
- T13 Evaluate the location for a future commuter rail station between First Street and Second Street. Possible locations include the area west of Second Street near the existing post office; the Dean Clinic site at the extension of the new street (T7); and the parking lot at the junction of the rail lines east of First Street. Each site must accommodate a bus loop for transit connections and provide convenient pedestrian access to retail uses. Long-term transit parking is discouraged.

- T14 Develop a bike trail in the railroad right-of-way for recreational use and commuter rail connections.
- T15 Work with the City, neighborhood and business association to identify options for safe bicycle circulation on Atwood Avenue and Winnebago Street. Provide bicycle storage areas convenient to retail and entertainment destinations.
- T16 Improve bus connections between the business district and the community. Enhance bus stops with benches, shelters and signage.

Parking

The following recommendations identify specific parking improvements for the Schenk-Atwood Business District. Important considerations for parking improvements include maintaining an adequate parking supply for the district, both on-street and off-street; increasing the supply of parking for customers; encouraging enclosed parking for new developments; working with the city to establish flexible parking requirements that allow businesses to fulfill their parking needs through shared parking arrangements; improving the visual appearance of parking lots from the public street; and providing signage to direct customers to parking facilities.

- P1 Expand shared parking opportunities between Amoth Court and Division Street.
- P2 Potential on-street parking for Eastwood Drive connected by walkways to Atwood Avenue.
- P3 Provide one-side on-street parking for Amoth Court.
- P4 Remove existing City parking lot to create a new gateway entrance feature at Division Street. Provide on-street parking to replace lost parking.
- P5 Evaluate the potential to reconfigure the existing Barrymore parking lot and add parking spaces for business district use.
- P6 Provide parallel parking spaces in lieu of the existing diagonal spaces to decrease the street width and increase open space at Schenk's Corners as part of a new Town Square. Provide additional on-street parking with the reconfiguration of the Second Street/Winnebago Street intersection to replace lost parking.
- P7 Provide shared off-street parking to serve the needs of Bank One, adjoining businesses and residential developments.
- P8 Coordinate with Trinity Lutheran Church and the City to provide long-term parking for the business district in existing parking lots along First Street.
- P9 Provide new off-street parking to serve existing and future development.

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Streetscape and Open Space

The following recommendations identify comprehensive streetscape improvements for the Schenk-Atwood Business District. Important considerations for streetscape improvements include enhancing the pedestrian character of the district; enhancing the major entrances and approach corridors to the district; strengthening the connections between the business district and adjoining neighborhoods; strengthening the historic character and identity of the district; providing public spaces to enhance the district as a pedestrian activity area; and strengthening the relationship between the business district and the neighborhood.

- S1 Create gateway entrance features to the business district, including signage and landscaping coordinated with new intersection improvements.
- S2 Provide an entrance sign to the Schenk-Atwood Neighborhood at First Street.
- S3 Create a new Town Square to establish a focal point and public space for the business district including intersection and crosswalk improvements, landscaping, seating areas and public art.
- S4 Expand the Isthmus Bicycle Parkway along Eastwood Drive by reclaiming existing pavement areas through proposed intersection reconstruction. Add landscaping, public art, seating areas and ped./bike crossings to enhance the passive enjoyment of the parkway.
- S5 Work with MGE to remove overhead lines on Atwood Avenue, Winnebago Street, First Street and Eastwood Drive to improve the visual character of the business district.
- S6 Provide streetscape improvements on the north side of Eastwood Drive including an urban sidewalk and pedestrian-scale ornamental lighting. Provide walkway connections through parking areas to Atwood Avenue.
- S7 Provide streetscape improvements on Atwood Avenue east and Winnebago Street with a priority on Atwood Avenue between Winnebago Street and Division Street. Streetscape amenities include pedestrian-scale ornamental lighting, benches, planters and expanded terrace areas to enhance the pedestrian character of the business district.
- S8 Provide pedestrian-scale lighting on Atwood Avenue west, Amoth Court and First Street.
- S9 Reconstruct the existing pocket park at Division Street to orient towards Atwood Avenue and the Blue Plate Diner.
- S10 Provide landscaping in the railroad corridor to improve the visual character of the business district's northern boundary.

Land Use Areas

The following text and graphics summarize how the specific master plan recommendations can be applied to establish unified, coordinated and interconnected land use areas within the Schenk-Atwood Business District. Each area, by virtue of its location, use mix and traffic patterns, plays a different role within the business district. Each area is linked at Schenk's Corners, the historic center of the district. **Coordinated planning for each of these land use areas will strengthen the Schenk-Atwood Business District as a diverse, mixed-use activity center.** Figure 6 identifies the location of these land use areas within the larger business district, and the following text describes a potential public and private development pattern for each area.

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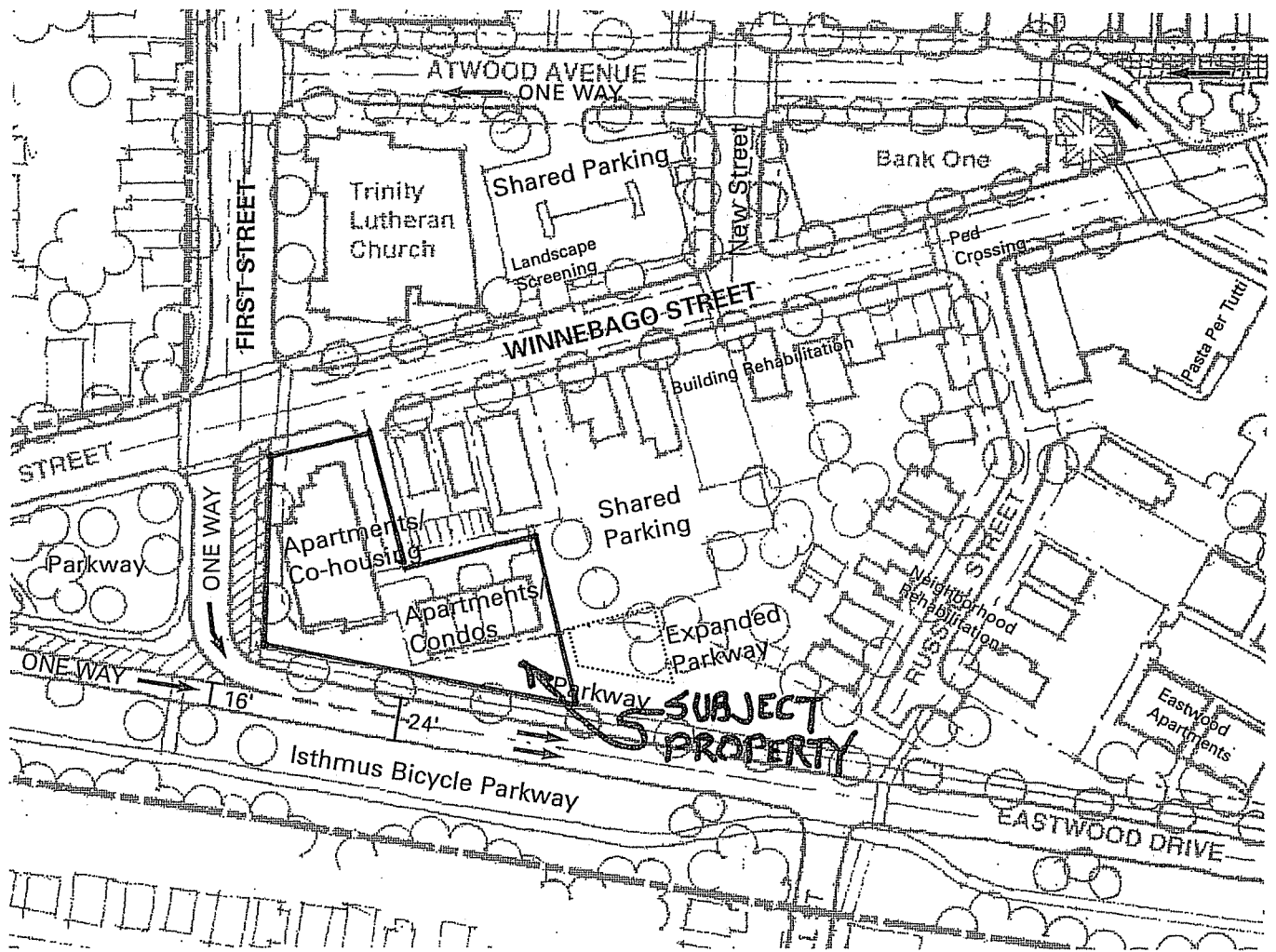


Figure 14 Winnebago South: Possible Redevelopment Pattern

5. Winnebago South

The Winnebago South land use area, which is located between Schenk's Corners and Riverside Drive, includes a mix of apartments, single-family homes, professional offices and service-oriented businesses. This area is also identified as the west gateway entrance to the business district.

Figure 14 illustrates the potential for redevelopment of the First Street/Winnebago Street/Eastwood Drive intersection for a medium-density residential development (15-25 DU/AC) with a mix of apartments or ownership housing. This proposal would replace 4 buildings (3 apartments and 3 single-family homes) with approximately 18-20 new housing units that could be targeted for affordable housing such as cooperative or co-housing. This development should be designed to take advantage of the lower grade at the end of Moulton Court to provide enclosed parking and first floor access to the adjoining parkway. In addition to new infill development, redevelopment of the Winnebago South area should also include the rehabilitation of existing commercial and residential buildings along Winnebago Street and Russell Street, and improvements to rear parking areas to facilitate shared parking opportunities.

The Winnebago South area has been proposed for traffic flow improvements to allow direct access into the business district on Winnebago Street while maintaining a choice to bypass the business district on Eastwood Drive. Figure 15 illustrates improvements to the Winnebago Street/Eastwood Drive intersec-

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tion that would allow one lane of eastbound traffic to continue onto Winnebago Street with one lane splitting off to Eastwood Drive. This proposal would also eliminate the need for two-way traffic on First Street between Winnebago Street and Eastwood Drive. Collectively, these improvements would reclaim existing street pavements to expand open space and landscaping for the Isthmus Bicycle Parkway, and improve the visual character of the west gateway to the business district, and provide better, more direct access to the business district.

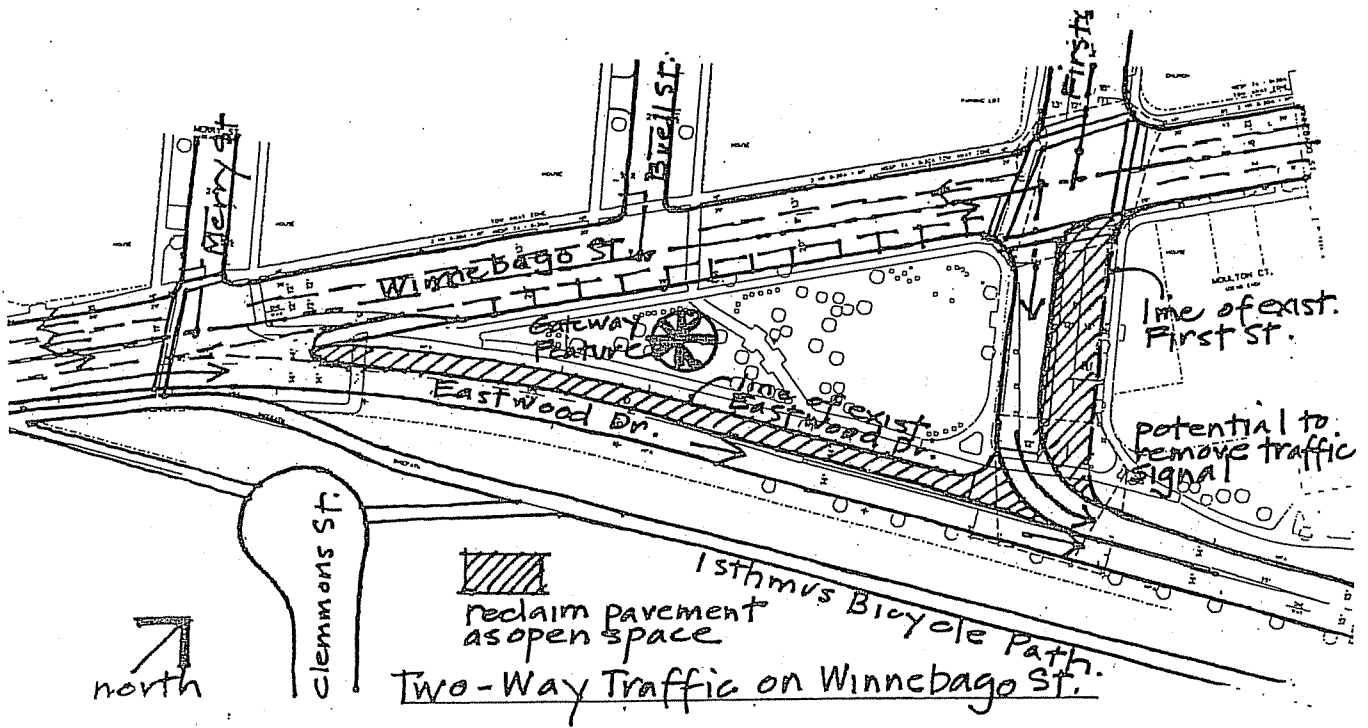


Figure 15 Winnebago South: Potential Transportation Improvements

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AGENDA # V.C.

City of Madison, Wisconsin

REPORT OF: URBAN DESIGN COMMISSION	PRESENTED: September 7, 2005
TITLE: 1833 Winnebago Street – PUD(GDP-SIP), Housing Development	REFERRED:
	REREFERRED:
	REPORTED BACK:
AUTHOR: Alan J. Martin, Secretary	ADOPTED: POF:
DATED: September 7, 2005	ID NUMBER:

Members present were: Paul Wagner, Chair; Todd Barnett, Cathleen Feland, Robert March, Bruce Woods, Michael Barrett, Ald. Noel Radomski, Jack Williams and Lisa Geer.

SUMMARY:

At its meeting of September 7, 2005, the Urban Design Commission **GRANTED INITIAL APPROVAL** of a PUD(GDP-SIP) for a housing development located at 1833 Winnebago Street. Appearing on behalf of the project was Joseph Krupp, Bruce Simonson, Chris Thiel, Ald. Judy Olson, Chuck Strawser and Mark Bergum. Krupp initiated the presentation on this item by noting that the main issue appeared to be street connectivity with the project. The modified plans as presented provide a resolve for the rear entry only to the building issue, with the movement of the building toward the vacated Moulton Court, in combination with the creation of an entry at the corner of Winnebago and First Streets. Following the presentation of the revised plans, Ald. Judy Olson appeared and spoke in favor of the project, specifically this particular reiteration providing an entry to the street. Following testimony by members of the public in attendance, the Commission expressed a continued concern with the lack of connectivity between the building and its Eastwood Drive frontage, and the following:

- Would like to see rooftop run-off into the swale along Eastwood Drive with a run-off feature over the proposed retaining wall along the street.
- Create stairways from the private patios to the sidewalk along Eastwood Drive.
- The building will displace/eliminate existing mature tree vegetation on the site; a forest with little to no replacement somehow get more or maintain large trees into the project to provide screening of the building mass and utilize run-off water, in addition to breaking up the long building façade.
- The button elements on the upper elevation appear fussy.
- Need to provide a connection to Eastwood as an option the lower elevation from garage could be altered to create a stair onto Eastwood Drive.
- The master plan calls for public greenspace; could it be provided such as a grilling space or grilling area?
- The project is a departure from Kennedy Place in not providing good connectivity. The retaining wall provides for a defensive perimeter to the neighborhood.
- The provision of 58 parking stalls for a 43-unit building located in this area is an issue.
- Access to the path on Eastwood Drive will serve as the main connection to other businesses further down Eastwood Drive into Atwood Avenue.

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- Need more to provide for pedestrian connectivity along the Eastwood Drive elevation; not a raised/removed patio.
- Consider extending the interior shared accessible corridor to all units from the building across the patio to the Eastwood Drive frontage.
- Provide screening for the exposed lower garage elevations.

ACTION:

On a motion by March, seconded by Ald. Radomski, the Urban Design Commission **GRANTED INITIAL APPROVAL** of the PUD(GDP-SIP) located at 1833 Winnebago Street. The motion was passed on a vote of (9-1) with Barrett Voting no. The motion required address of the above stated concerns.

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, 6.5, 7, 7, and 8.

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URBAN DESIGN COMMISSION PROJECT RATING FOR: 1833 Winnebago Street

	Site Plan	Architecture	Landscape Plan	Site Amenities, Lighting, Etc.	Signs	Circulation (Pedestrian, Vehicular)	Urban Context	Overall Rating
Member Ratings	5	7	7	-	-	5	5	6
	7	7	7	6	-	6	8	7
	7	7	5	6	-	7	7	7
	3	4	4	-	-	2	5	3
	7	8	8	-	-	7	9	8
	-	7	6	-	-	4	5	6
	5	6	6	-	-	5	6	6
	7	8	5	5	-	7	6	6.5
	6	6	6	-	-	5	6	6

General Comments:

- Need pedestrian connection(s) between patios and sidewalk.
- Perhaps a stair from the interior first floor hallway between units B1 and B3 will give you the connectivity to Eastwood.
- Again, this massive building fights the site. It is over-engineered and over-scaled for this neighborhood, especially this particular site. This building would fit perfectly in a far distant suburb. The wall surrounding the development looks like a defensive perimeter. Again, this comes across as an implied gated community. This development promotes cars by providing parking far in excess of the surrounding neighborhood.
- Changes do improve relation to street.
- Lack of Eastwood connection is a missed opportunity.
- Need more trees for screening along Eastwood. I'm bothered by the building being built from property line to property line with no open space for tenants above the first floor.
- Site relationship much improved; retaining with Eastwood sidewalk should be rethought; building is handsome.
- Relocation of the entry to the prominent corner is a vast improvement. Allow for bike parking by the main entry. Lack of public open space is problematic. Need a way to access to Eastwood from the southeast façade, either the basement or first level. Soften end retaining wall.

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AGENDA # VIA.

City of Madison, Wisconsin

REPORT OF: URBAN DESIGN COMMISSION	PRESENTED: August 3, 2005
TITLE: 1833 Winnebago Street – PUD(GDP-SIP), 43-Unit Condominium Development	REFERRED:
	REREFERRED:
	REPORTED BACK:
AUTHOR: Alan J. Martin, Secretary	ADOPTED:
	POF:
DATED: August 3, 2005	ID NUMBER:

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

SUMMARY:

At its meeting of August 3, 2005, the Urban Design Commission **RECEIVED AN INFORMATIONAL PRESENTATION** on a forty-three unit condominium project located at 1833 Winnebago Street. Appearing on behalf of the project was Bruce Simonson, architect with Simonson Germany Nonemaker, Christopher Thiel Schreiber-Anderson & Associates. Mark Bergum spoke on issues with the project.

The project also involves the demolition of four existing residential structures, along with the partial vacation of Moulton Court and the acquisition of existing public properties adjacent to the collective properties' frontage on First Street. The plans as presented provide for the development of a four-story building featuring lower level parking with pedestrian and vehicular access to the entire development provided with a rear entry, formerly part of Moulton Court. The project features a variation in setback above grade, with a variation in architectural treatment on its various façades. Following the presentation, Bergum referenced written comments provided to the Commission relative to the lack of a designed interface of the proposed building with adjacent street frontages, including the sole access to the building at its rear, non-street side. Staff noted to the Commission two email correspondences raising issues with the design's lack of consistency with the master plan* for the area.

Following the presentation, the Commission expressed concerns on the following:

- The building's site plan needs to address its adjacent frontages much more.
- The change from a square corner component to a curved section is a bit abrupt and needs some continuity. There are significant issues with the lack of connections to the street.
- Issues with a tie-back of the materials such as found on the adjacent church across Winnebago Street; the use of similar colors, stone, and textured materials.
- Concerns were raised with sole access both pedestrian/bike and vehicular being provided strictly through a rear entry provided on the to-be-vacated Moulton Court through the ramp structure.

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- The Commission generally agreed with comments relevant to the non-address of the provisions of the master plan* for the area, relative to provide for first floor access to the adjoining parkway, the provision of usable porches and balconies, combined with individual unit entry doors onto the sidewalk not being provided with the project as proposed to provide good connectivity of any buildings to the street frontage.
- Need to relate the building to Eastwood Drive as provided with other Krupp developments to the north. Also problem with solid wall against Eastwood and Winnebago preventing connectivity to the street.
- Need to provide a better street frontage feel.
- The redevelopment plan doesn't consider the impact of the removal of the existing large trees.
- No connections to and across Eastwood Avenue are provided per the recommendations of the adopted master plan.*
- The design of the building implies a gated community.
- The project requires verification of a strong agreement on providing level of landscaping in the public right-of-way on City-owned properties, otherwise it won't be provided.
- Look at breaking up the single building with different building components and/or buildings at a different scale to address the concerns and provisions of the master plan.*

* Schenk-Atwood Neighborhood Business District Master Plan

ACTION:

Since this was an informational presentation, no formal action was taken by the Urban Design Commission.

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

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URBAN DESIGN COMMISSION PROJECT RATING FOR: 1833 Winnebago Street

	Site Plan	Architecture	Landscape Plan	Site Amenities, Lighting, Etc.	Signs	Circulation (Pedestrian, Vehicular)	Urban Context	Overall Rating
Member Ratings	6	5	8	-	-	5	8	6
	-	-	-	-	-	-	-	6
	-	7	-	-	-	-	3.5	4
	3	6	-	-	-	2	4	4
	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-

General Comments:

- Must be better tied to First Street and Winnebago.
- Lacks connection to street; quasi-gated community.
- Informational – needs lots of work due to street configuration.
- This project—while handsome architecturally—nevertheless needs re-conceptualizing. On all sides it is closed to the sidewalks. In this location, it must not be a large apartment building with a single internalized entry.
- “An implied gated community” – exactly! This has a very poor relationship with the street—no stoops, no pedestrian circulation to Eastwood or First Street.
- Building needs to allow for more access from units/patios to First and Winnebago. Also access from bike storage to street and bike path. Relate architecture or its materials to the church across the street. Like the amount of patios. Break up the retaining wall along Eastwood with access points to the path. Stronger connection to park triangle.

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**CITY OF MADISON
INTERDEPARTMENTAL
CORRESPONDENCE**

Date: October 3, 2005

To: Plan Commission

From: Kathy Voeck, Assistant Zoning Administrator

Subject: 1833 Winnebago St.

Present Zoning District: R-3

Proposed Use: Demolish 4 residential buildings, construct a new 43 unit condo building.
(25 1-bdrm, 16 2-bdrm, and 2 3-bdrm units)

Requested Zoning District: PUD(GDP-SIP)

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

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

GENERAL OR STANDARD REVIEW COMMENTS

1. Include the floor plan of the third floor level in the final plans.
2. Provide 43 bike parking stalls in a safe and convenient location on an impervious surface to be shown on the final plan. The lockable enclosed lockers or racks or equivalent structures in or upon which the bicycle may be locked by the user shall be securely anchored to the ground or building to prevent the lockers or racks from being removed from the location. NOTE: A bike-parking stall is two feet by six feet with a five-foot access area. Structures that require a user-supplied locking device shall be designed to accommodate U-shaped locking devices. Note: The bike stalls in front of the car parking stalls that do not have 5' of access to them do not meet the bike parking requirements and do not count toward required bike stalls.
3. Provide one 10' x 35' loading area with 14' vertical clearance to be shown on the plan. The loading area shall be exclusive of drive aisle and maneuvering space.
4. Lighting is required for this project. Provide a plan showing at least .25 footcandle on any surface of the lot (parking garage) and an average of .75 footcandles. (See City of Madison lighting ordinance)

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ZONING CRITERIA

Bulk Requirements	Required	Proposed
Lot Area	49,000 sq. ft.	27,033 sq. ft. *
Lot width	50'	50'
Usable open space	10,080 sq. ft.	4003 sq. ft. *
Front yard	20'	6" Eastwood *
Side yards	11 each side	5' & 7' *
Through lot	20'	11' Winnebago *
Floor area ratio	n/a	n/a
Building height	3 stories	4 stories *

Site Design	Required	Proposed
Number parking stalls	59	45 *
Accessible stalls	1	1
Loading	1 (10' x 35') area (59,945 s.f.)	(3)
Number bike parking stalls	43	17 garage (2)
Landscaping	As shown	adequate
Lighting	Yes	(4)

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

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

* Since this project is being rezoned to the (PUD) district, and there are no predetermined bulk requirements, we are reviewing it based on the criteria for the R-5 district, because of the surrounding land uses.

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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: September 29, 2005
TO: Plan Commission
FROM: Larry D. Nelson, P.E., City Engineer *[Signature]*
SUBJECT: 1833 Winnebago Street Planned Unit Development (GDP/SIP) & Demolition

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

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

1. Situs address will be changed to 1835 Winnebago Street. Condo units shall be consecutively numbered (1, 2, 3, etc. to 43)
2. The applicant proposes to relocate First Street westerly to achieve a larger building footprint. The applicant shall be responsible for reconstructing First Street between Winnebago Street and Eastwood Drive including all costs associated with the relocation.
3. Proposed storm sewer shall be designed by a professional engineer and the plan shall be stamped. This plan shall address concerns regarding how storm water shall be managed when storm in Eastwood Drive is at capacity.
4. Project will require the removal of sanitary sewer on what is now Moulton Court.
5. If possible, the sanitary lateral should come off of Winnebago rather than Eastwood if the grades 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: 1833 Winnebago Street Planned Unit Development (GDP/SIP) & Demolition

General

- 1.1 The construction of this building will require removal and replacement of sidewalk, curb and gutter and possibly other parts of the City's infrastructure. The applicant shall enter into a City / Developer agreement for the improvements required for this development. The applicant shall be required to provide deposits to cover City labor and materials and surety to cover the cost of construction. The applicant shall meet with the City Engineer to schedule the development of the plans and the agreement. The City Engineer will not sign off on this project without the agreement executed by the developer. The developer shall sign the Developer's Acknowledgement prior to the City Engineer signing off on this project. 10-11



- 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 Eastwood Drive, S. First Street, and Winnebago Street.
- 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 _____.

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

Storm Water Management

- 4.1 The site plans shall be revised to show the location of all rain gutter down spout discharges.
- 4.2 Storm sewer to serve this development has been designed and constructed. The site plans shall be revised to identify the location of this storm sewer and to show connection of an internal drainage system to the existing public storm sewer.
- 4.3 The plan set shall be revised to show a proposed private internal drainage system on the site. This information shall include the depths and locations of structures and the type of pipe to be used.
- 4.5 The applicant shall show storm water "overflow" paths that will safely route runoff when the storm sewer is at capacity.
- 4.6 The applicant shall demonstrate compliance with Section 37.07 and 37.08 of the Madison General Ordinances regarding permissible soil loss rates. The erosion control plan shall include Universal Soil Loss Equation (USLE) computations for the construction period. Measures shall be implemented in order to maintain a soil loss rate below 7.5-tons per acre per year.
- 4.7 This site is greater than one (1) acre and the applicant is required by State Statute to obtain a Notice of Intent Permit (NOI) from the Wisconsin Department of Natural Resources. Contact Jim Bertolacini of the WDNR at 275-3201 to discuss this requirement.
- 4.8 This development includes multiple building permits within a single lot. The City Engineer and/or the Director of the Inspection Unit may require individual control plans and measures for each building.
- 4.9 If the lots within this site plan are inter-dependent upon one another for stormwater runoff conveyance, and/or a private drainage system exists for the entire site an agreement shall be provided for the rights and responsibilities of all lot owners. Said agreement shall be reviewed and placed on file by the City Engineer, referenced on the site plan and recorded at the Dane Co Register of Deeds.
- 4.10 Prior to approval, this project shall comply with Chapter 37 of the Madison General Ordinances regarding stormwater management. Please contact Greg Fries at 267-1199 to discuss this requirement.
- 4.11 The plan set shall be revised to show more information on proposed drainage for the site. This shall be accomplished by using spot elevations and drainage arrows or through the use of proposed contours. It is necessary to show the location of drainage leaving the site to the public right-of-way. It may be necessary to provide information off the site to fully meet this requirement.
- 4.12 A portion of this project comes under the jurisdiction of the US Army Corp of Engineers and WDNR for wetland or flood plain issues. A permit for those matters shall be required prior to construction on any of the lots currently within the jurisdictional flood plain.
- 4.13 The Applicant shall submit, prior to plan sign-off, digital CAD files to the Engineering Program Specialist in the Engineering Division (Lori Zenchenko). The digital copies shall be to scale and represent final construction.

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

- a) Building Footprints

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- b) Internal Walkway Areas
- c) Internal Site Parking Areas
- d) Other Miscellaneous Impervious Areas (i.e. gravel, crushed stone, bituminous/asphalt, concrete, etc.)

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

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

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

Residential developments shall infiltrate 90% of the predevelopment infiltration amount, 25% of the runoff from the 2-year post development storm or 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.

Utilities General

- 5.1 The Applicant shall obtain a Street Excavation permit for the installation of utilities required to serve this project. The Applicant shall pay the permit fee, inspection fee and street degradation fee as applicable and shall comply with all the conditions of the permit.
- 5.2 The applicant shall obtain all necessary sewer connection permits and sewer plugging permits prior to any utility work.
- 5.3 All proposed and existing utilities including gas, electric, phone, steam, chilled water, etc shall be shown on the plan.
- 5.4 The applicant's utility contractor shall obtain a connection permit and excavation permit prior to commencing the storm sewer construction.
- 5.5 The site plans shall be revised to show the location of existing utilities, including depth, type, and size in the adjacent right-of-way.
- 5.6 The developer shall provide information on how the Department of Commerce's requirements regarding treatment of storm water runoff, from parking structures, shall satisfied prior to discharge to the public sewer system. Additionally, information shall be provided on which system (storm or sanitary) the pipe shall be connected to.

Sanitary Sewer

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

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Traffic Engineering Division

David C. Dryer, City Traffic Engineer

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

September 30, 2005

TO: Plan Commission

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

SUBJECT: **1833 Winnebago Street – Rezoning – R3 to PUD (GDP-SIP) – 43 Condo Units**

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 shall enter into a subdivision contract or developer's agreement to accommodate proposed street improvements.
2. The City of Madison radio systems has 2 microwave directional lines of sight to remote towers citywide running along the south side of E. Washington Ave. The building elevation will not present a problem, as reviewed by Keith Lippert, (266-4767) Traffic Engineering Shop, 1120 Sayle Street.
3. The attached declarations of conditions and covenants for streetlights shall be executed and returned with site plans.

GENERAL OR STANDARD REVIEW COMMENTS

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

4. The applicant shall note on the site plans, "All street improvements approved by others not part of site approval."
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, 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'.

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6. The applicant shall submit plans for parking at 1901 Winnebago Street according to M.G.O.
7. The applicant shall note that Madison General Ordinance 10.08(a) 6 requires all facilities to have adequate internal circulation in which no backing movement, except that required to leave a parking stall, is allowed. All parking facilities shall be designed so as not to utilize any portion of the public right-of-way except to permit ingress and egress in a forward manner. The applicant shall demonstrate on-site plans the truck service can turn around to ingress and egress the site in a forward movement for public safety on Winnebago St.
8. The applicant should modify the proposed Winnebago St. driveway approach according to the design criteria for a "Class III" driveway in accordance to Madison General Ordinance Section 10.08(4) or the Winnebago St. driveway approach entrance as proposed a special design "Street Type Entrance" shall require the following:
 - A note placed in the zoning text and on the site plans stating, "The property owners shall install and maintain The six (6) inch epoxy white lines for the six (6) foot wide crosswalk and twenty-four (24) inch epoxy white stop bar five (5) feet behind the crosswalk at Winnebago St. The Applicant shall provide a 1"=20' detail drawing of the approach and pavement markings with site plans.
9. When site plans are submitted for approval, the developer shall provide recorded copies of the joint driveway ingress/egress and easements.
10. The "Stop" sign shall be relocated to be installed at a height of seven (7) feet behind the property line or behind the Winnebago St. public sidewalk. In addition, the applicant shall install a private street name above the "Stop" sign indicting a private street according to M.G.O. 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.
11. The intersection shall be so designed so as not to violate the City's sight-triangle preservation requirement which states that on a corner lot no structure, screening, or embankment of any kind shall be erected, placed, maintained or grown between the heights of 30 inches and 10 feet above the curb level or its equivalent within the triangle space formed by the two intersecting street lines or their projections and a line joining points on such street lines located a minimum of 25 feet from the street intersection in order to provide adequate vehicular vision clearance.
12. The stacked parking spaces shall be exclusive of access drives, aisle, ramps, columns, and bumper stops for each vehicle and be shown on the plan. The off-street vehicle facility design shall provide all vehicle storage and maneuvering in the aisles, and the off-street facility shall not require the use any of the public right-of-way for vehicle storage or maneuvering. The applicant shall mark and show stacked-parking stalls on the plan.
13. 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.

14. 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: Joe Krupp
Fax: 608-249-2053
Email: jkrupp@kruppconstruction.com

DCD:DJM:dm



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: 9/6/05
TO: Plan Commission
FROM: Edwin J. Ruckriegel, Fire Marshal
SUBJECT: **1833 Winnebago St.**

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. The 26-foot fire lane does not take into account the on-street parking and that would move the fire lane back 8 feet. The lane is already more than 30 feet from the entire side of the structure. The fire lane proposed is 11% grade and this would need to be approved by John Lippitt, Madison Fire Department.

GENERAL OR STANDARD REVIEW COMMENTS

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

No comments.

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

cc: John Lippitt

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Department of Public Works
Parks Division

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 1, 2005

TO: Plan Commission
FROM: Simon Widstrand, Parks Development Manager
SUBJECT: **1833 Winnebago Street**

S.W.

1. The developer shall pay \$58,460.90 for park dedication and development fees.
2. Park Fees shall be paid prior to SIP signoff, or the developer may pay half the fees and provide a letter of credit for the other half.
3. There are no features of this project that qualify for IZ park fee reduction credits.
4. The building abuts the Eastwood rightofway. Walls and landscaping proposed in the rightofway shall require approval of the plan and maintenance agreements through the "Privilege in Streets" process.

Calculation of fees in lieu of dedication plus park development fees for 43 multifamily units to replace 3 multifamily plus 3 singlefamily:

Park dedication = (40 multifamily @ 700 square feet/unit) minus (3 singlefamily @ 1100 square feet/unit) = 24,700 square feet. The developer shall pay a fee in lieu of dedication based on the land value of the square footage of parkland required (up to a maximum of \$1.65 / square foot).
Estimated fee is \$40,755.00

Park Development Fees = (40 @ \$501.11) - (3 @ \$779.50) = \$17,705.90

TOTAL PARK FEES = \$58,460.90

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.

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

MEMORANDUM

Date: August 22, 2005

To: The Plan Commission
From: Dennis M. Cawley, Engineer 4 - Water Utility
Subject: DEMOLITION / REZONING- 1833 Winnebago Street

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

MAJOR OR NON-STANDARD REVIEW COMMENTS

None

GENERAL OR STANDARD REVIEW COMMENTS

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

The Madison Water Utility shall approve the method of abandonment of the existing water main. The developer shall be responsible for all costs associated with this abandonment.

The Water Utility will not need to sign off the final plans, nor need a copy of the approved plans.

Dennis M. Cawley

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Madison Metro Transit System



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

May 6, 2005

TO: Plan Commission

FROM: Timothy Sobota, Transit Planner, Metro Transit

SUBJECT: **1833 Winnebago Street – Demolition/Rezoning – Kennedy Point Condominiums**

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 south side of Winnebago Street, approximately 5 feet west of the corner radius of the private drive. (Approximately ten feet east of location shown on sheet C7 submitted 28 June 2005). The concrete pad shall occupy the full distance of the terrace, measure 10 feet in width parallel to the street, and lie flush between the sidewalk and the top of curb.
2. The developer shall revise the location of this concrete passenger boarding pad on the final documents filed with their permit application so that Metro Transit may review and approve the design.

GENERAL OR STANDARD REVIEW COMMENTS

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

3. Metro Transit operates bus service seven days a week along Winnebago Street and South First Street. Metro bus stop #1901 is on the south side of the Winnebago Street, approximately 80 feet east of South First Street.
4. Metro Transit requests to sign and review final documents submitted for this project.

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



Digitally signed
by Tim Sobota
Date: 2005.09.30
09:41:19 -06'00'

CC: Project contact person, Joe Krupp: <jkrupp@kruppconstruction.com> (email)

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From: "Julie A. Melton" <jmelton@facstaff.wisc.edu>
To: <polson@cityofmadison.com>, <bmurphy@cityofmadison.com>, <jkrupp@kruppconstruction.com>, <district6@cityofmadison.com>, <conkilmark@charter.net>, <jfrost@terracom.net>, <michaeljacobdc@hotmail.com>, <j7hendrick@aol.com>, <dnjohnson@yahoo.com>, <mark_bergum@yahoo.com>, <jim@nhlt.org>, <ahbergum@wisc.edu>, <satya_vadia@yahoo.com>, <thgart@aol.com>, <snashold@wisc.edu>, <koolkaraoke@hotmail.com>, <lindamike75@hotmail.com>, <hlhagen@charter.net>, <jjwagnitz@yahoo.com>, <ecgenrich@yahoo.com>, <keith_dalby@lycos.com>, <k_williamson@yahoo.com>, <info@tapitnewworks.org>, <blformsa@tds.net>, <ardih@charter.net>, <david.rabago@fammed.wisc.edu>, <michaelagoodman@yahoo.com>, <keedo@merr.com>, <hastreiter.fritz@mcleodusa.net>, <debcats@mindspring.com>, <jmelton@wisc.edu>, <sasyna-discussions@yahoogroups.com>
Date: 10/3/2005 9:15:11 AM
Subject: First Street-Winnebago condos - October 10 Plan Commission agenda - Neighborhood association statement

Date: October 3, 2005

To: Plan Commission members

From: Dan Melton Chair Schenk-Atwood-Starkweather-Yahara Neighborhood Association

Subject: 1833 Winnebago - Rezoning - PUD (GDP-SIP) Demolish 4 Residential Buildings & Build 43 Condo Units - Joe Krupp - Krupp General Contractors

Schenk-Atwood-Starkweather-Yahara Neighborhood Association has concluded the proposed four-story condo building at the corner of First Street-Winnebago-Eastwood should be allowed to go ahead.

Some neighbors (but, it appears, not a majority) continue to have misgivings about the massing, the height or the design style. These misgivings may make some neighbors less than 100% enthusiastic about the proposed building but the misgivings do not seem to rise to the level of outright opposition.

Over the last two months, the applicant (and, in the third case, city engineering staff) has made three essential changes to the proposal:

1. Moved the building entrance to a more prominent position -- right at the corner of First-Winnebago;
2. Added a building entrance on Eastwood; and
3. Agreed - with the alder and city engineering staff - to preserve the existing right-turn lane on northbound First Street, for drivers who are making 'the jog' onto Winnebago -- from Eastwood.

All three of these items are essential conditions for our consent to the project. If any of the three were altered in the final approved version, we'd need to reconsider our decision.

The most serious objection neighbors had to the proposal this summer was its lack of street presence. Some neighbors said the building had a

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'defensiveness' to it, that it seemed to have, in effect, a 'moat' around it -- a 'defensive perimeter' -- and had no visible connection or openness to the surrounding neighborhood. The building fronts on three streets yet did not have a building entrance on any of them. The entrance was tucked away, around a corner, off (the former) Moulton Court, next to the underground parking garage entrance.

We thank the applicant for moving the building entrance to the corner of First-Winnebago. This is a huge improvement -- and gives the building a more 'open' and connected presence on the street. We also thank the applicant for recently adding a building entrance on Eastwood. Though we haven't seen drawings of the Eastwood entrance, it is reportedly located at the midpoint of the Eastwood face of the building and attached to a corridor which leads directly to the elevator - stairway area. This, too, is an enormous improvement and does much to open up the Eastwood side of the building.

One additional area where we'd like to see improvements made. We'd like to see the Plan Commission work with the applicant to encourage some additional improvements along the Eastwood face of the building -- such as a water garden, benches, public art -- to make the experience of walking, biking (and driving) along Eastwood more pleasant. We'd like to see that stretch of Eastwood be visually interesting -- and more fun for people walking from the Yahara River up to the Monty's Blue Plate - Harmony area. The First-Eastwood corner is a visual gateway to our neighborhood; much foot, bike and vehicular traffic goes up Eastwood. This is an opportunity to make that stretch more inviting. Well-designed space, between the building and the street, along the Eastwood face should be part of this project.

For the record, some neighbors (but not a majority) have said they object to the proposal on the following grounds:

1. Massing. The building is 'oversized,' some say, 'monolithic', too much building on too little land. (Though some neighbors have said, specifically, they do not object to the size.)
2. Height. (Related - but separate - issue) The proposed building, some say, should be three stories -- or a combination of three-story and two-story elements. (However, even some of the neighbors who've raised this - who've said they might 'prefer' to have three stories - say, in the same breath, they're OK with four stories. They can 'live with it.')
3. Architectural design. The design is too 'busy', some say, too 'loud', tries to combine too many different materials and colors. (Though others have said they like how the building would add to the 'variety' of styles in the neighborhood; some have even praised the design.) (No consensus on this either.)
4. IZ buyout. Some neighbors strongly object to letting the applicant pay money into an affordable housing trust fund -- rather than actually build the required number of affordable units. They want the applicant to actually build the units required under the new IZ law. However, here also, there is no consensus -- and, indeed, substantial doubt -- about how best to achieve the goal of affordable units. Neighbors have said they don't want this area to become too 'fancy,' too upscale; they want to

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preserve a range of rents and sale prices -- to allow a wide range of people with various incomes to live here, as it is now. We're not sure, though, that trying to 'force' the applicant to build affordable units in this building is the right way to go -- or even realistic. We leave this for Plan Commission members to wrestle with. If the applicant is allowed to pay money into a trust fund, rather than actually build the required number of units, then we hope you will exercise sufficient oversight of those funds to make sure the money is used to actually build affordable units somewhere nearby.

10-11

Joe Krupp

From: Joe Krupp
Sent: Sunday, September 18, 2005 12:08 PM
To: district6@cityofmadison.com
Subject: FW: Kennedy Point

From: Joe Krupp
Sent: Sun 9/18/2005 10:59 AM
To: district6@cityofmadison.com
Subject: Kennedy Point

Hi Judy,

I see you were copied on the estimate provided by engineering for First Street Reconstruction so you already are aware of the cost estimate. My worst fears were confirmed on this piece of the project cost that I projected to be \$200,000. This cost, along with acquisition of right-of-way, park fees and the potential burden of meeting inclusionary requirements is approaching \$800,000. My current proforma which generates a very modest return on investment is carrying a budget of approximately \$350,000, effectively eliminating any profit potential on the project.

This project cannot be done with these cost absorbed in project cost. The one cost that is simply a waste of money is the reconstruction of First Street which has grown to \$400,000 as a result of a political solution to deferring the Winnebago two-way problem. If First Street was narrowed to accomodate eastbound First St traffic to Eastwood as originally envisioned in the master plan, virtually all of this cost would have been eliminated. I've always assumed that I would have to reconstruct the north curb line of First Street as a project cost. The real cost are in realligning and moving the street towards the park to accomodate two-way traffic and a turn lane. This kind of money can't be spent to buy time until the Williamson-Winnebago corridor to Union Corners is resolved

The bottom line is that \$450,000 of cost need to be either eliminated or waived to meet project budget assumptions. I would appreciate it if you would set up a meeting with Engineering, Hickory Hurie, Real Estate, and Jeanne Hoffmann to discuss these issues and come up with a game plan that allows this project to move forward on schedule and budget.

The urgency is that agreements need to be worked out in the next two weeks as the project moves through the approval process. It is scheduled for Plan Commission on 10/10 and Council on 10/18.

The numbers that I'm using in projecting the \$800,000 number are as follows:

Reconstruction of First St.	\$400,000
Acquisition of right-of-way	\$140,000
IZ waiver fee	\$190,000
Park fees	\$55,000

These are real numbers based input from the various departments assessing the cost. I really need your support and assistance on solving this problem. I will call on Monday to discuss this further.

Thanks

Joe

(0 - 1)