

PLANNING UNIT REPORT
DEPARTMENT OF PLANNING AND DEVELOPMENT
May 2, 2005

RE: I.D. #01112, Demolition Permit – 551 W. Main Street

1. Requested Action: Approval of a demolition permit for a commercial building at 551 W. Main Street.
2. Applicable Regulations: Section 28.04 (22) provides the guidelines and regulations for the approval of demolition permits.
3. Report Drafted By: Timothy M. Parks, Planner

GENERAL INFORMATION:

1. Applicants & Property Owners: John Koffel & Bruce Wunnicke, Delta Properties; 612 W. Main Street; Madison, Wisconsin 53703.
2. Development Schedule: The applicants wish to commence demolition of the existing building and construction of the new building in Fall 2005.
3. Parcel Location: An approximately 0.35-acre parcel located at 551 W. Main Street at the corner of S. Bedford Street; Aldermanic District 4; Madison Metropolitan School District.
4. Existing Conditions: The site is developed with an two-story commercial building, zoned C2 (General Commercial District)
5. Proposed Use: New three-story neighborhood office building with fourth-floor office penthouse.
6. Surrounding Land Use and Zoning:
North: Echo Tap, zoned C2 (General Commercial District); multi-family residences, zoned R6 (General Residence District) and C2;
East: Bedford Court Condominiums, zoned PUD-SIP; multi-family residences, zoned R6;
South: Multi-family residences, zoned R6;
West: Fourth Ward Lofts, the Doris House, zoned PUD-SIP; Delta Warehouse and Sunkist warehouse buildings, zoned M1 (Limited Manufacturing District).
7. Adopted Land Use Plan: The area generally bounded by W. Dayton Street, John Nolen Drive, Broom Street and Bedford Street, including the subject site, is identified as "Residential, Medium to High Density – Multi Unit District" according to the 1988 Land Use Plan. The site is also located within the boundaries of the 1997 Bassett Neighborhood

Master Plan, which recommends primarily residential infill development for the area east of Bedford Street, with densities between 26 and 40 units per acre. The plan also recommends that W. Main Street be a pedestrian-oriented street that links Brittingham Park with the State Capitol.

8. Environmental Corridor Status: This property is not located within a mapped environmental corridor.
9. Public Utilities & Services: This property is served by a full range of urban services

STANDARDS FOR REVIEW:

This application is subject to the demolition standards of Section 28.04 (22).

ANALYSIS, EVALUATION AND CONCLUSION:

The applicant is requesting approval of a demolition permit to demolish an existing two-story commercial building located at the southeasterly corner of W. Main Street and S. Bedford Street. An exhibit workshop for the Madison Children's Museum and four apartments currently occupy the yellow-tan brick building. Parking for 32 vehicles are provided in surface lots located on the south and east sides of the building, which was constructed to the street corner and extends lengthwise along S. Bedford Street. The existing building is not designated as a local landmark, and the property is not located within a historic district. The City's preservation planner indicates that the building has been altered to the point that it would not be eligible to be a Madison Landmark.

The building will be demolished to allow construction of a new three-story office building that will include a fourth floor office penthouse that will be set back approximately 20 feet from the majority building walls. The building will be built to the street corner similar to the existing building, and will extend along the length of the W. Main Street property line to within 11 feet of the common property line with the Bedford Court Condominium property to the east. The building will be constructed primarily of red brick veneer atop a stone base, with similarly colored synthetic stucco used for the walls of the penthouse. The building and penthouse will be topped with stucco cornices to match the color of the stone base. The main entry to the building will face W. Main Street, and clear window glass will be used throughout the building.

Parking for fifteen vehicles will be provided on the eastern half of the first floor with access to the street-level garage spaces provided by an 18-foot wide driveway from W. Main Street. Parking for an additional 22 vehicles will be provided in an underground garage accessed through a nine-car surface parking lot proposed along the south wall of the building with access from S. Bedford Street. The surface lot will also include the requisite off-street loading facility and a trash enclosure for the building. Access to surface parking for two residences located a block south on W. Doty Street from the S. Bedford Street driveway will be maintained through the proposed redevelopment. A variety of perennials and low shrubs will be planted along the perimeters of the parking lot and in the side yard adjacent to the condominiums, while three maple trees and one crabapple will be planted or preserved along the southern property line.

In reviewing the proposed demolition against the standards for demolitions, the Planning Unit finds the proposed building to be compatible with other buildings in the surrounding area. The area includes a variety of building types and land uses, including a number of buildings built to the street property line. Staff believes that the architecture of the proposed building meshes well with both newer, primarily residential buildings constructed in the surrounding area and a number of older commercial buildings along S. Bedford Street and the western end of W. Main Street that feature turn of the 20th Century building forms. The applicant's use of structured parking represents a more efficient use of the property than the presence of surface parking that exists currently and should result in heightened marketability of the office building for the foreseeable future. Although the proposed building will have a substantial presence along the W. Main Street sidewalk, staff does not believe that the building will negate the goals of the Bassett Neighborhood Master Plan, which recommends W. Main Street as a pedestrian link between the State Capitol and Brittingham Park.

On April 20, 2005, the Urban Design Commission reviewed the proposed building demolition at the request of the district alder and provided an advisory recommendation. The report of the UDC will be provided to the Plan Commission for their consideration.

RECOMMENDATION

The Planning Unit recommends that the Plan Commission find that the demolition standards are met and **approve** demolition of a two-story commercial building at 551 W. Main Street subject to input at the public hearing and comments from reviewing agencies and the final approval of the site and building plans by the Planning Unit.



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

April 26, 2005

REVISED April 29, 2005

TO: Plan Commission

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

SUBJECT: **551 West Main Street – Demolish – Commercial Building & 38370 Sq. Ft.
Build New Office Building With 46 Parking Spaces**

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.)

- | |
|---|
| <ol style="list-style-type: none">1. Any changes to the curb line to Bedford Street shall be reviewed and approved by the Traffic Engineer. |
|---|

GENERAL OR STANDARD REVIEW COMMENTS

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

2. When the applicant submits final plans for approval, the applicant shall show the following: items in the terrace as existing (e.g., signs and street light poles), type of surfaces, existing property lines, addresses, one contiguous plan (showing all easements, all pavement markings, building placement, and stalls), adjacent driveway approaches to lots on either side and across the street, signage, percent of slope, vehicle routes, dimensions of radii, aisles, driveways, stalls including the two (2) feet overhang, and a scaled drawing at 1" = 20'.
3. When site plans are submitted for approval, the developer shall provide recorded copies of the joint driveway ingress/egress and easements.
4. 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 as approved by the City Traffic Engineer.

5. The proposed location of the trash enclosure would require a single unit truck to back onto the site to load and unload (or it will require the single unit to back onto the right of way for operation of the site). 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: unless permitted by the Board of Public Works after the Board receives the recommendation of the City Traffic Engineer. This condition shall be approved prior to plans being submitted for approval, contact City Traffic Engineering for detail. Traffic Engineering staff will require a formal letter requesting the right to back off the street, (type of vehicles, reasons, hours of operation of the truck, etc.) and the applicant shall provide a 1"=20' scale drawing and a drawing on a 8" by 11" sheet showing parking, parking stalls, pavement markings, type of truck turning and both sides of the street. If recommended by the City Traffic Engineer, staff will facilitate the approval to the Board of Public Works.
6. The applicant shall submit with the site plans a letter of operation of the door garage door to the underground parking; a detail drawing of the area showing queuing of at least one vehicle, or if doors remain open during hours the building no queuing will be required.
7. The Developer shall post a deposit or reimburse the City for all costs associated with any modifications to Street Lighting, Signing and Pavement Marking including labor and materials for both temporary and permanent installations.
8. 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: John Koffel & Bruce Wunnicke
Fax: 608-255-4165
Email: john@deltaproperties.com

DCD:DJM:dm



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: April 22, 2005

TO: Plan Commission

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

SUBJECT: 551 West Main Street 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. New sidewalk shall be 5-inches thick, per City Standards. Sidewalk thru driveways and drive aprons shall be 7-inches thick.
- 2. Stormwater management for the site includes control of 40% of the total suspended solids from the parking area post construction.

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: 551 West Main Street 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.
- 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.

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- 1.6 The site plan shall include a full and complete legal description of the site or property being subjected to this application.

Right of Way / Easements

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

Streets and Sidewalks

- 3.1 The Applicant shall execute a waiver of notice and hearing on the assessments for the improvement of [roadway] _____ in accordance with Section 66.0703(7)(b) Wisconsin Statutes and Section 4.09 of the MGO.
- 3.2 **Value of sidewalk installation over \$5000.** The Applicant shall Construct Sidewalk to a plan approved by the City Engineer along _____.
- 3.3 **Value of sidewalk installation under \$5000.** The Applicant shall install public sidewalk along _____. The Applicant shall obtain a Street Excavation Permit for the sidewalk work, which is available from the City Engineering Division. The applicant shall pay all fees associated with the permit including inspection fees. All work must be completed within six months or the succeeding June 1, whichever is later.
- 3.4 The Applicant shall execute a waiver of their right to notice and hearings on the assessments for the installation of sidewalk along [roadway] _____ in accordance with Section 66.0703(7)(b) Wisconsin Statutes and Section 4.09 of the MGO.
- 3.5 The Applicant shall grade the property line along _____ to a grade established by the City Engineer. The grading shall be suitable to allow the installation of sidewalk in the future without the need to grade beyond the property line. The Applicant shall obtain a Street Excavation permit prior to the City Engineer signing off on this development.
- 3.6 The Applicant shall close all abandoned driveways by replacing the curb in front of the driveways and restoring the terrace with grass.
- 3.7 **Value of the restoration work less than \$5,000. When computing the value, do not include a cost for driveways. Do not include the restoration required to facilitate a utility lateral installation.** The Applicant's project requires the minor restoration of the street and sidewalk. The Applicant shall obtain a Street Excavation Permit for the street restoration work, which is available from the City Engineering Division. The applicant shall pay all fees associated with the permit including inspection fees.
- 3.8 The Applicant shall make improvements to _____ in order to facilitate ingress and egress to the development. The improvement shall include a (Describe what the work involves or strike this part of the comment.) _____.
- 3.9 The Applicant shall make improvements to _____. The improvements shall consist of _____.
- 3.10 The approval of this Conditional Use does not include the approval of the changes to roadways, sidewalks or utilities. The applicant shall obtain separate approval by the Board of Public Works and the Common Council for the restoration of the public right of way including any changes requested by developer. The City Engineer shall complete the final plans for the restoration with input from the developer. The curb location, grades, tree locations, tree species, lighting modifications and other items required to facilitate the development or restore the right of way shall be reviewed by the City Engineer, City Traffic Engineer, and City Forester.
- 3.11 The Applicant shall provide the City Engineer with a survey indicating the grade of the existing sidewalk and street. The Applicant shall hire a Professional Engineer to set the grade of the building entrances adjacent to the public right of way. The Applicant shall provide the City Engineer the proposed grade of the building entrances. The City Engineer shall approve the grade of the entrances prior to signing off on this development.

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- 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
- 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

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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.

**CITY OF MADISON
INTERDEPARTMENTAL
CORRESPONDENCE**

Date: April 23, 2005

To: Bill Roberts, Planner III

From: Kathy Voeck, Assistant Zoning Administrator

Subject: 551 W. Main St.

Present Zoning District: C-2

Proposed Use: Demolish a Commercial building and construct a new office building
20,450 sq. ft. plus parking garage.

Conditional Use: 28.04(22) Demolition of a principal building 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). NONE

GENERAL OR STANDARD REVIEW COMMENTS

1. Provide 4 bike parking stalls in a safe and convenient location on an impervious surface to be shown on the final plan. The bike racks shall be securely anchored to the ground or building to prevent the racks from moving. NOTE: A bike-parking stall is two feet by six feet with a five-foot access area.
2. Lighting is not required. However, if it is provided, it must comply with City of Madison outdoor lighting standards. (See parking lot packet). Lighting will be limited to .08 watts per square foot.

ZONING CRITERIA

Bulk Requirements	Required	Proposed
Lot Area	6,000 sq. ft.	15,246 sq. ft.
Lot width	50'	adequate
Usable open space	n/a	n/a
Front yard	0'	0'
Side yards	0'	0'
Rear yard	30'	47'
Floor area ratio	3.0	1.34
Building height	---	4 stories

Site Design	Required	Proposed
Number parking stalls	0 (Central Business Distr.)	37 garage 9 surface 46 total
Accessible stalls	2	2
Loading	1 (10' x 35')	provided in drive aisle
Number bike parking stalls	4	(1)
Landscaping	As shown	adequate
Lighting	no	(2)

Other Critical Zoning Items	
Urban Design	No
Historic District	No
Landmark building	No
Flood plain	No
Utility easements	No
Barrier free (ILHR 69)	Yes

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

AGENDA # V.A.

City of Madison, Wisconsin

REPORT OF: URBAN DESIGN COMMISSION

PRESENTED: April 20, 2005

TITLE: 551 West Main Street - Aldermanic Referral

REFERRED:

REREFERRED:

REPORTED BACK:

AUTHOR: Alan J. Martin, Secretary

ADOPTED:

POF:

DATED: April 20, 2005

ID NUMBER:

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

SUMMARY:

At its meeting of April 20, 2005, the Urban Design Commission **PROVIDED ADVISORY RECOMMENDATIONS** on an aldermanic referral of the demolition of a retail/commercial building for the development of a new three-story office building, located at 551 West Main Street. Appearing on behalf of the project was David Ferch and John Koffel, with Victor Villacrez also appearing in support. Sigrid Knuti appeared in opposition to the project. In advance of the presentation, staff qualified to the Commission that the nature of their review was strictly advisory, at the request of Ald. Verveer. The only formal level of approval for the project is the requested demolition to be approved by the Plan Commission; the use and development of a warehouse building on the site, under its existing commercial zoning, is a permitted use. Staff further qualified that the referral to the Commission by Ald. Verveer was based on a request by the Bassett Neighborhood Association, as represented by Peter Ostlind, Chair, relative to the brick choice on the exterior of the building with a high level of comfort from the neighborhood association relevant to the building's architecture. Ostlind presented to the Commission digital photos of recently approved projects within the area, emphasizing the overuse of a similar red/orange brick on the collective projects' exteriors as an issue with its overuse. In addition, Sigrid Knuti provided a summary of the projects inconsistency with other commercial setbacks to the street within the area requesting a more significant building setback of 6'-10'. The project's architect, David Ferch, and John Koffel, developer, presented details of the proposed new building's elevations, emphasizing its use of modular brick and an architecture contemporary with the "warehouse style" found within the area.

Following the presentation, the Commission stated the following:

- While sympathetic to Ostlind's and the Bassett Neighborhood Association's concerns and its request for a lighter colored brick, the Commission generally felt that the similarities of the examples of the overuse of red/orange brick on recently approved structures was not accurate in that each of the buildings' use of brick, as applied in each location, was not "more of the same," and significantly different as applied with this proposal, featuring no commonality of brick color when compared to other recent projects within the neighborhood.

- Relevant to the request for a 6'-10' setback, the Commission noted that the existing structure to be demolished and replaced with a zero setback to the street right-of-way was comparable to many existing commercial structures within the area featuring the same zero setback, including the existing structure on the site, as well as recently constructed commercial structures within the area, therefore not an issue within this traditional neighborhood.
- The Commission took issue with the lack of a garage door on the entrance to the enclosed parking area and the need to see something visually on the street, such as a traditional heavy freight door, color-matched to the trim around the windows of the proposed building.
- In addition to providing an architecturally compatible garage door at the lower level garage entry, consider recessing the entry to lessen its impact at the streetscape; it may result in some loss of parking.
- Examine the possibility of providing for the collection of storm water with the northerly green swath or diverting roof water into this area to provide for more on-site infiltration.
- Add more variety in the window patterning and size along the Bedford Street elevation.
- It was questioned whether the limitations on maintaining and preserving the existing façade of the building and/or to provide for a historic re-adaptation could be applied to this project.

ACTION:

No action was taken on this item. The Urban Design Commission provided advisory recommendations on an aldermanic referral on the project.

After the Commission acts on an application, individual Commissioners rate the overall design on a scale of 1 to 10, including any changes required by the Commission. The ratings are for information only. They are not used to decide whether the project should be approved. The scale is 1 = complete failure; 2 = critically bad; 3 = very poor; 4 = poor; 5 = fair; 6 = good; 7 = very good; 8 = excellent; 9 = superior; and 10 = outstanding. The overall ratings for this project are 5, 5, 5.5, 7, 7, 7.2, and 7.5.

URBAN DESIGN COMMISSION PROJECT RATING FOR: 551 West Main Street

	Site Plan	Architecture	Landscape Plan	Site Amenities, Lighting, Etc.	Signs	Circulation (Pedestrian, Vehicular)	Urban Context	Overall Rating
Member Ratings	5	5	-	-	-	5	5	5
	3	5	4	-	-	6	6	5
	7	8	6	-	-	-	8	7.2
	8	7	6	8	8	8	-	7
	6	7	5	-	-	-	7	7
	6	5	-	-	-	4	7	5.5
	6	7	6	-	6	5	7	-
	-	-	-	-	-	-	-	7.5
	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-

General Comments:

- What a disappointment that yet another classic character-filled building will be lost.
- Nice job. Plain and simple.
- Brick color is fine.
- A bit too austere.
- Take advantage of the green space which you have created for infiltration. Address potential for graffiti on Bedford-side lower level. Fine with the zero setback. Garage door at night should have a pedestrian-positive feel.
- Very good design. If you're going to tear down a decent older building, then put up something better. They are.

The Bassett Neighborhood held a meeting April 7, 2005 to review a development proposal from Delta Properties for 551 W. Main St. The meeting was attended by about 50 residents and property owners.

The following comments or questions were made after the presentation. Developer responses, if any, are noted in *italics*.

1. What will be the size of the tenant office spaces ? *2000 - 7500 sq. ft.*
2. Is there relief to the front of the building along the Main St. side ? *Yes, approximately 4' at the building entrance.*
3. Can the front of the building along Main St. be setback 4' from the sidewalk ? *This might be possible but would not be in keeping with the traditional design in the neighborhood of having retail / commercial spaces at the corners front to the sidewalk.*
4. Concerns were expressed that adequate landscaping and trees would be planted.
5. The need for additional bike parking for visitors was noted. *We will try to increase the amount of bike parking.*
6. Will this project require a change in zoning ? *No.*

At the conclusion of the discussion participants were asked to express their level of comfort with this development proposal on a scale of 1-5 with 1 being low and 5 being high. Participant ratings along with comments attached to the ratings are grouped below.

1. Low (1)

'Looks good'

2. (2)

'Different color brick other than red. Too close to street, more setback please. Too high, eliminate penthouse.'

'Density in corner area threatens to get overwhelming - plans for bus station property must also be considered. Building will tower over 4th Ward Lofts. Setback and elimination of penthouse would help. Suggest further work and info needed.'

3. Medium (2)

'Worried about water runoff to storm sewer. More setback would be better. Like size and massing. Good use of property.'

'Garage door directly at sidewalk - pedestrian safety / environment problem. Monolithic appearance - change color or setback , just a foot or two. Can you offer public parking nights or weekends when office use is low ? Leave open possibility for future ground level stores.'

4. (7)

'I trust that John will do good by the neighborhood. Living @ Bedford Court. This project is important for the health & aesthetics of the Bassett area in general. Setbacks as much as possible and landscaping very important.'

'Good design overall. Complementary brick (not the same) tying into neighborhood theme.'

'Good design. Seems to fit "feel" of the neighborhood. Vast improvement from what's there now.'

'Consider green roof in mezzanine (4th floor) area - better heat gain management & aesthetic. Consider Main St. setback.'

'Not concerned about red brick. Prefer not to have setback from corner. Would rather not have building built, would

rather it be smaller and not as many stories, but given that this size, etc is what City will probably allow, seems like you're doing a pretty nice job. Front might look better if could get garage door with windows.'

'Concerns about: small setback on Main St. (Bedford Court better than 4th Ward Lofts), a reasonable project for this property.'

'Please pay attention to bicyclist safety on Bedford St. especially at the parking exit.'

5. High (14)

'Wonderful great project in all aspects !!'

'GREAT'

'Vast improvement to existing building, please move forward.'

'Just great ! Keep it as is !!'

'Very comfortable with project and developer. He's responsible and honest. It will be done right.'

'Maximize the parking. Don't push it back - great scale.'

'I support it. If you compare the before and after it appears to be a no brainer.'

'Please consider a lighter brick color - closer to the existing building. It would make the mass effect less heavy since it will be right on the sidewalk. Good project !.'

'I like the design and setbacks. Would like to see adequate bike parking. Two colors of brick could be nice - similar to Bedford Court. Happy to see small office building vs. apartments or condos.'

'Generally a well planned and well thought out project. Concern with Main St. facade - some setback of the east parking portion of the building would do a lot to break up the massiveness of the front run. Loss of two parking stalls (9' each) would allow exterior landscaping, benches etc. Color of brick a concern - too much red being built in neighborhood ? Mimic current color.'

'I'm comfortable with the scale and like that its covering the surface parking. Would you consider including some "green space" on the roof or increase plants in the area?'

'Great land use. Good site plan and floor plan. Good parking. Creates neighborhood jobs. A little more arch. shadow relief on the exterior (or awnings) would help.'

'Put small trees in Main St. terrace. Garage door to look less noticeable. 8 over 8 windows.'

'Seems like an excellent project - nice job. Would agree with the concern about too much red-orange brick in the neighborhood - myself would lean towards a cream color. I prefer the setback distance as you have it.'