

**CITY OF MADISON
INTERDEPARTMENTAL
CORRESPONDENCE**

Date: December 6th 2007

To: Plan Commission

From: Matt Tucker, Zoning Administrator

Subject: 301 North Hamilton Street (Block 258)

Present Zoning District: R6 / C1

Proposed Use: Demolish six principal buildings and one accessory building; retain existing 1st story corner commercial space with three apartments in 2nd floor area; build 4 story 67 unit apartment building, (43 one-bdrm. flats, 17 one-bdrm. townhouses, 3 two-bdrm. flats, 3 two-bdrm. townhouses, 1 three bdrm. apartment).

Requested Zoning District: PUD(GDP)

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. Final plans must show the provision of 72 bicycle parking spaces on site (one per dwelling unit plus two for commercial space). The submitted plans show 9 additional spaces in the right-of-way, which do not count toward this requirement.
2. Work with Planning and Zoning staff to identify additional areas for bicycle and scooter parking, as well as to devise methods to restrict bicycle and scooter parking from terrace and other non-designated parking/storage areas on the site.
3. In regard to the provision of off-street loading berths, the applicant has not provided a designated of-street loading area for this project, and asks for a waiver of said requirement with this request. It appears loading needs will be managed through a request for on-street loading berths.
4. Meet all applicable State accessible requirements, including but not limited to:
 - a. Provide a minimum of four accessible stalls striped per State requirements. A minimum of one of the stalls shall be a van accessible stall 8' wide with an 8' striped out area adjacent.
 - b. Show signage at the head of the stalls.
 - c. Show the accessible path from the stalls to the elevator. Parking stalls shall not

block the entry to the elevators.

5. The zoning text needs to be clarified in regard to permitted land uses. Please modify bullet point #1 in the permitted uses list to state: “ Residential uses as those specified on the approved plans; and for the commercial space, those uses listed as permitted in the C1 Limited Commercial District”.
6. Provide building height, in city datum, on final submitted plans.
7. Identify Useable Open Space areas and area calculations when SIP is submitted.
8. Provide a reuse/recycling plan, to be reviewed and approved by The City’s Recycling Coordinator, Mr. George Dreckmann, prior to a demolition permits being issued.

ZONING CRITERIA

Bulk Requirements	Required	Proposed
Lot Area	32,700 sq. ft.	23,520 sq. ft.
Lot width	50’	Adequate
Usable open space	5,460 sq. ft.	As shown on plans (7)
Front yard	20’	As shown on plans
Side yards	11’	As shown on plans
Rear yard	30’ or 45% bldg height (TBD)	As shown on plans
Floor area ratio	2.0	2.6±
Building height	187.2’ city datum	4 floors, adequate (6)

Site Design	Required	Proposed
Number parking stalls	0 stalls	44 stalls (interior) (4)(5)
Accessible stalls	2 stalls	2 stalls (4)
Loading	2 (10’ x 35’) areas	Waiver requested (3)
Number bike parking stalls	72	27 underground (1)(2)
Moped/motorcycle parking	0 stalls	7 stalls (2)
Landscaping	As shown	Adequate

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

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

* Since this project is being rezoned to the **(PCD)(PUD)** district, and there are no predetermined bulk requirements, we are reviewing it based on the criteria for the R-6 district, because of the surrounding land uses.

December 16, 2007

Madison Plan Commission
c/o Kevin Firchow

Re: Item # 08171, 301 N Hamilton Street

Dear Plan Commission,

My wife and I reside at 311 North Hancock, Unit 326 in Nichols Station. We live directly across Hancock from the plan site. Unfortunately, neither of us will be able to attend Monday's meeting in person, so we have written this letter to share our concerns.

Simply put, we believe this project does not fit the neighborhood as designed. We are deeply concerned about the height of this building (as all our windows face Hancock), the increased density, and the lack of parking. Below is a summary of our concerns:

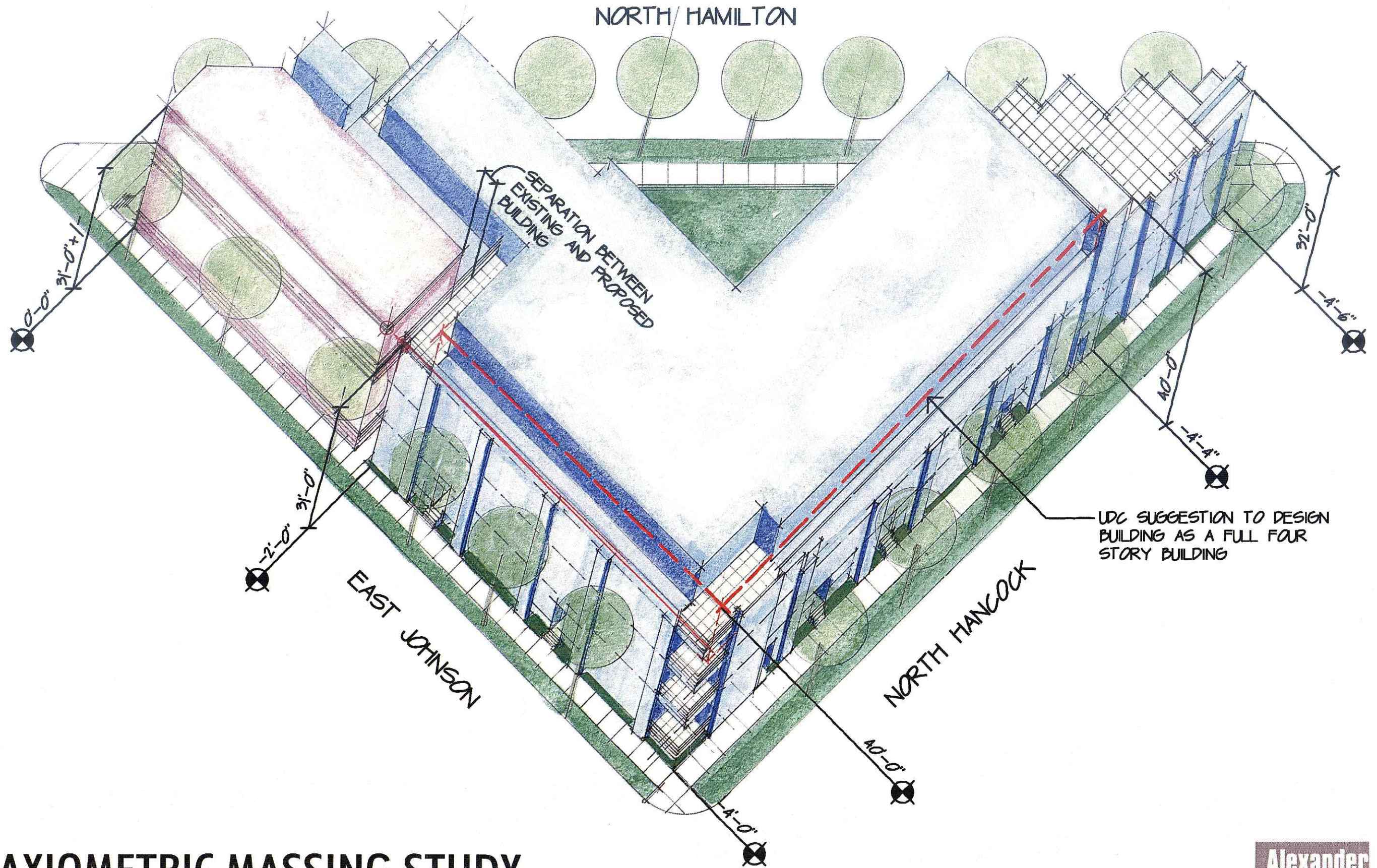
- **Density.** The unit density is completely out of line with the Comprehensive Plan. While we support increased density generally, this project more than doubles top end of the neighborhood guideline, and sets a dangerous precedent for future development in the area. A density of over 120 units per acre is just not compatible with the area.
- **Parking.** Coupled with the density issue is the lack of parking. While it is a noble to aspire to live car-free, it is naïve to believe that residents of some thirty units will not have cars. While the location is conducive to walking to work (which we both do – the main reason we live where we do), from experience we can say that you still need a car to go to the grocery store, to go shopping, to see friends, and to visit family. Parking is already a major problem in the area, and this project will only contribute to it.
- **Building mass along Hancock.** Hancock is a very narrow street. The right-of-way is only 47 feet wide, while typical right-of-ways in the area, including Hamilton and Johnson, are 66 feet. As such, we ask you to pay particular attention to the massing along Hamilton. We fear a four-story building built without any set back from the property line could turn Hamilton into a de facto alley, and remove any glimpse of the sky from the windows in our home. We would ask you to investigate whether there is any precedent for handling this type of massing along such a narrow street.
- **Lack of Information.** There is a lack of information as to the final height of the building, which makes it difficult to determine the full extent of the impact along Hamilton. Also, there are no details in the plan about the requested fifth-floor mechanical penthouse.
- **Interface with retained building.** This structure as designed will hover behind and above the Pinkus McBride building. Frankly, we fear this will look a bit ridiculous.

All of our concerns would be mitigated if the height of the proposed building simply matched the height of the existing Pinkus McBride building, and the height of Nichols Station. Such a change would bring the density more in line with the neighborhood plan, bring the number of units more in line with the parking provided, and ease our concerns about Hancock. At a minimum, we ask you to consider increasing the set back of the building along Hancock, increasing the step-back of the fourth floor, denying the fifth floor mechanical penthouse, and including provisions and penalties in the plan to ensure the mature parkway trees along Hancock are retained.

Sincerely,

A handwritten signature in black ink, appearing to read "Matt Fortney & Cecely Castillo". The signature is fluid and cursive, with the first name "Matt" being the most prominent.

Matt Fortney & Cecely Castillo

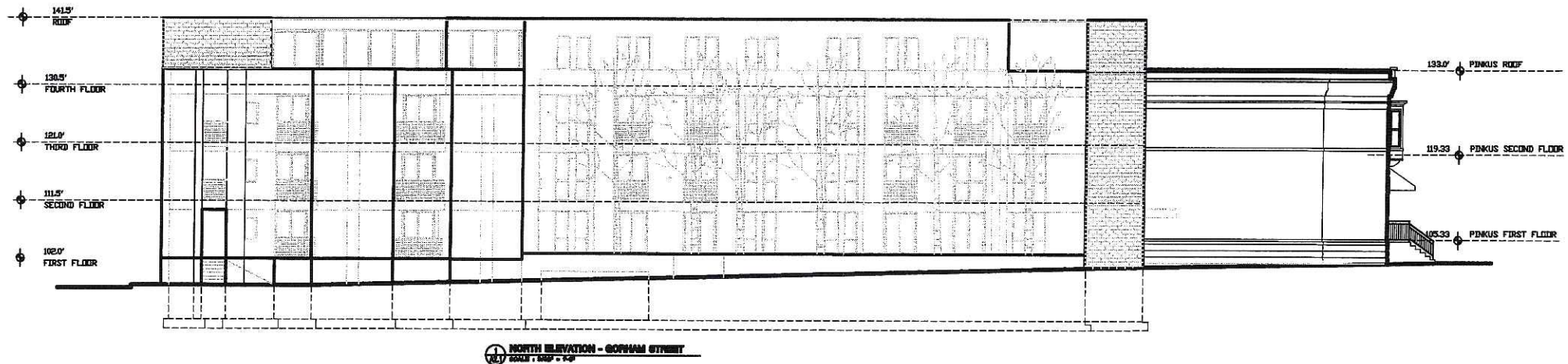
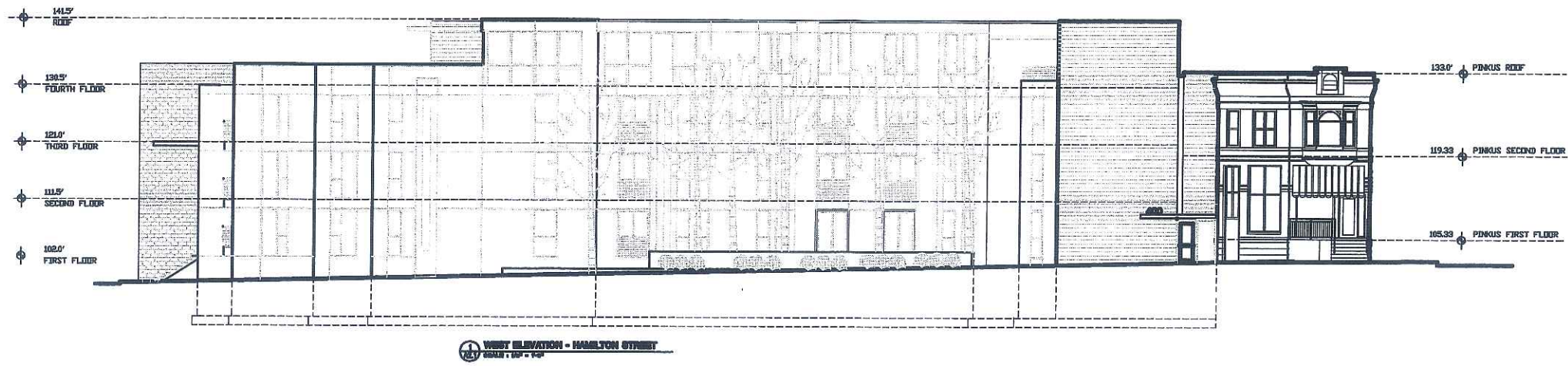


AXIOMETRIC MASSING STUDY

McBRIDE POINT



12-17-07



Architecture, Planning & Construction
ALEXANDER COMPANY
 145 E. BADGER ROAD, SUITE 200
 MADISON, WISCONSIN 53713
 TELEPHONE 608-258-5580
 FAX 608-258-5599

PRELIMINARY
 FOR INFORMATION
 PURPOSE ONLY
NOT FOR CONSTRUCTION

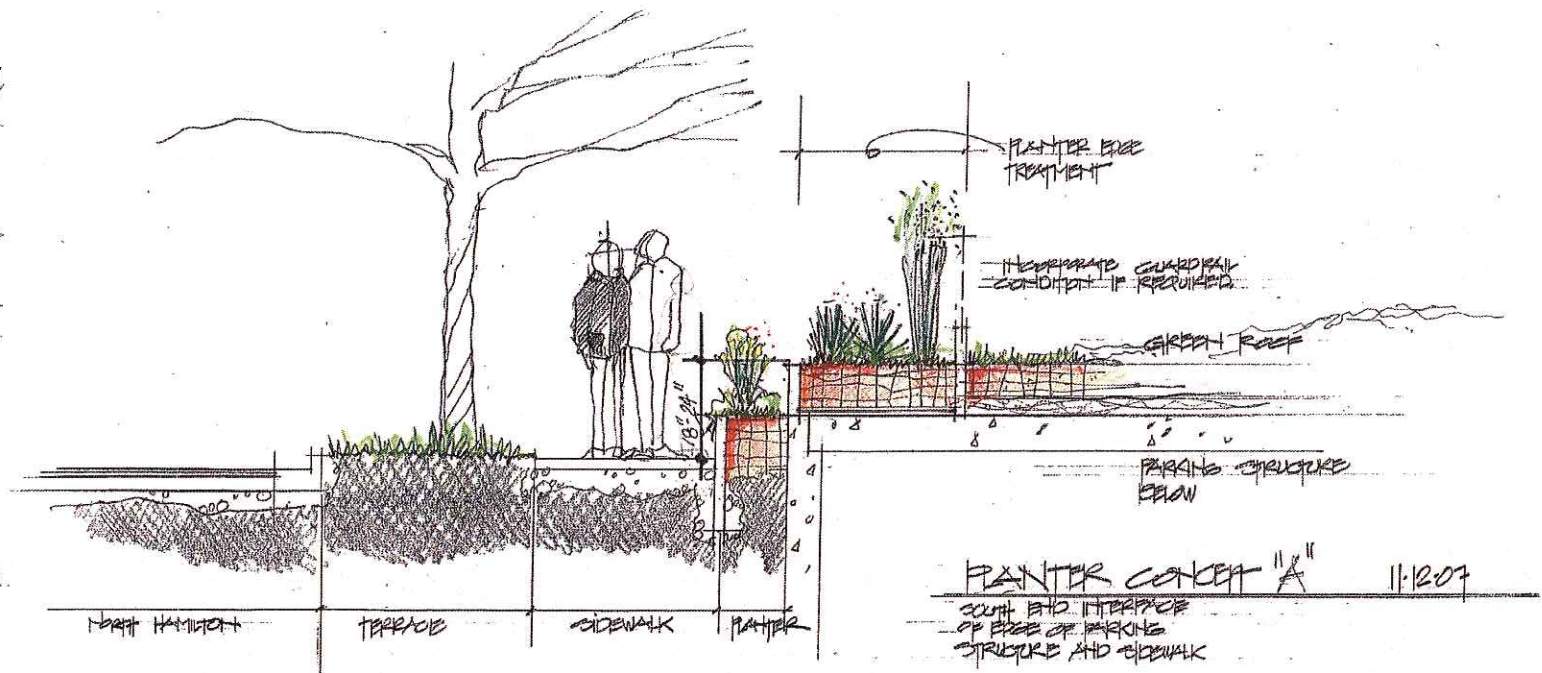
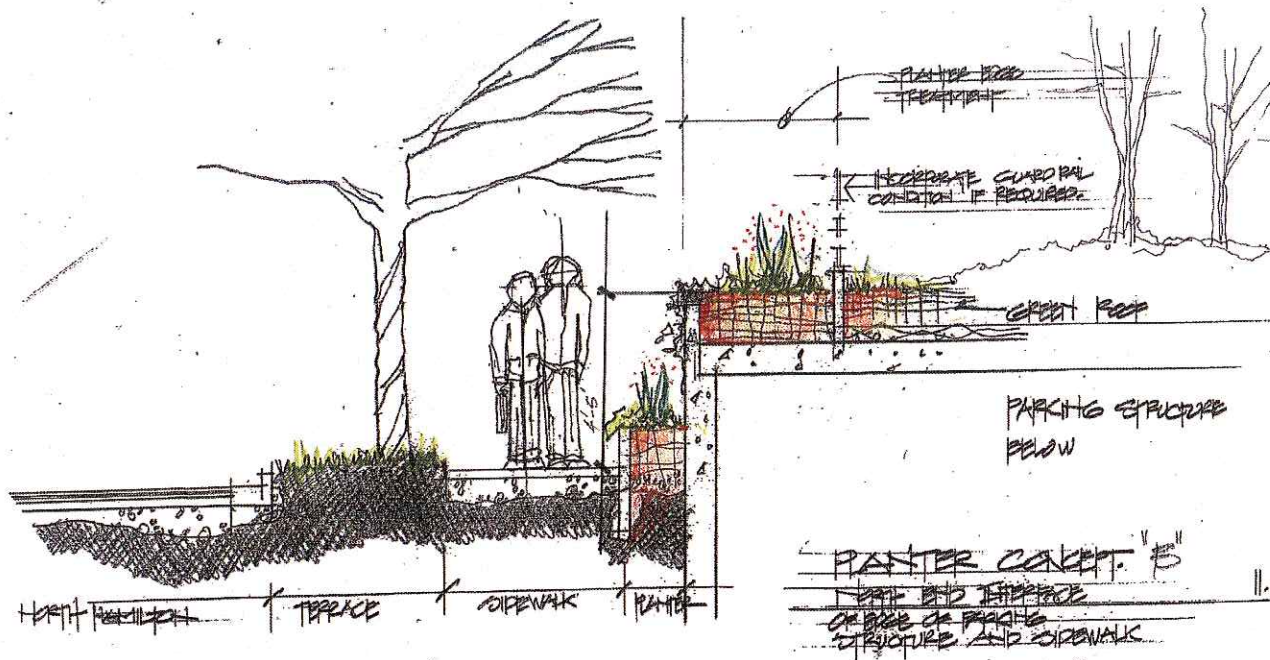
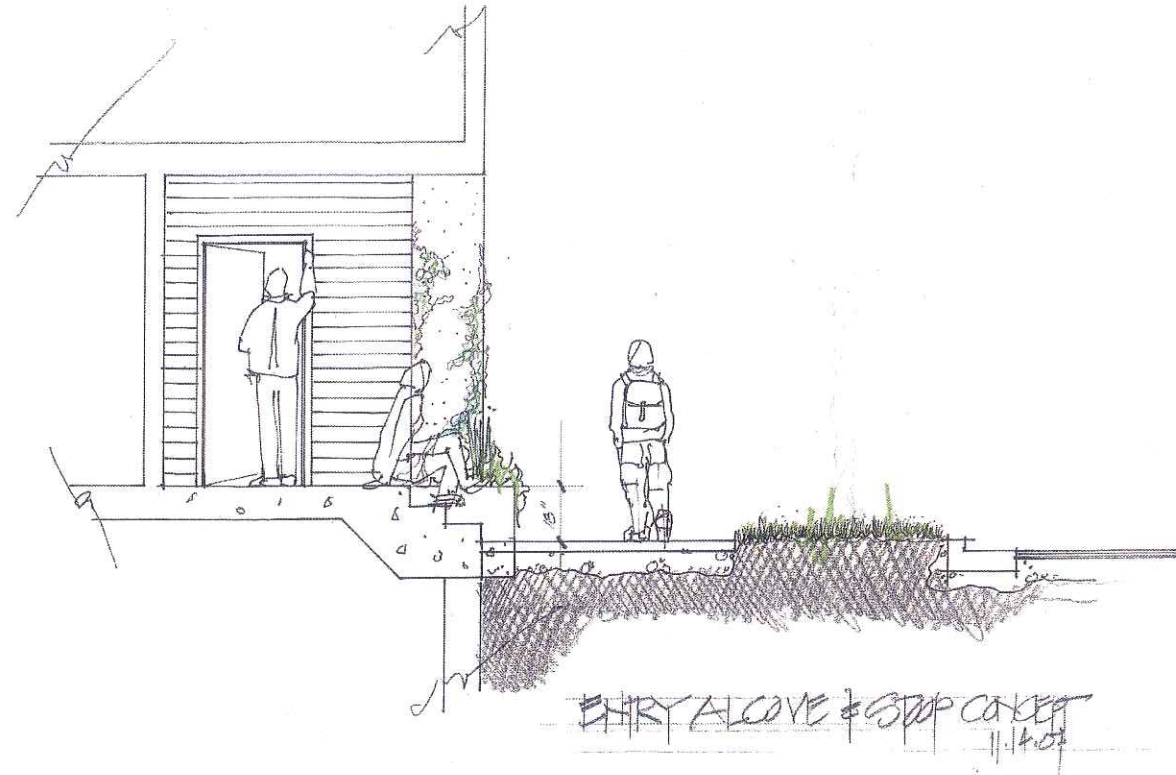
BLOCK 258
 GDP SUBMITTAL
 NORTH HAMILTON STREET
 MADISON, WISCONSIN

ELEVATIONS	DRAWN: DDK	APPR.:
	GDP	SEPT. 5 2007

PROJECT NO.
07-642

SHEET NO.

A5.1



SITE SECTIONS + RESIDENTIAL GARDEN ♦ GROVE CONCEPT

Alexander
Company

McBRIDE POINT

12-17-07