

**PLANNING DIVISION REPORT
DEPARTMENT OF PLANNING AND COMMUNITY
AND ECONOMIC DEVELOPMENT
Of September 12, 2007**

RE: I.D. # 07345: Zoning Map Amendment I.D. 3286 To Rezone 333 W. Washington Avenue from PUD-GDP-SIP to Amended PUD-GDP

1. Requested Actions: Approval of a request to rezone 333 W. Washington Avenue from Planned Unit Development, General Development Plan, Specific Implementation Plan (PUD-GDP-SIP) to Amended Planned Unit Development, General Development Plan (PUD-GDP) to allow future construction of an 11-story, 151-room hotel.
2. Applicable Regulations: Section 28.07 (6) of the Zoning Ordinance provides the framework and requirements for Planned Unit Developments; Section 28.12 (9) provides the process for zoning map amendments.
3. Report Prepared By: Timothy M. Parks, Planner.

GENERAL INFORMATION

1. Applicant: Roy Baker, LodgeWorks, LP; 8100 E. 22nd Street, Building 500; Wichita, Kansas.

Agent: Nathan Novak, JJR, LLC; 625 Williamson Street; Madison.

Property owner: Block 51, LLC; 145 E. Badger Road; Madison.
2. Development Schedule: The applicants wish to commence construction in early 2008 following approval of a specific implementation plan with completion scheduled for summer 2009.
3. Location: The entire 4.5-acre Capitol West Planned Unit Development includes most of the block bounded by W. Washington Avenue, W. Main Street, S. Broom Street and S. Henry Street, Aldermanic District 4; Madison Metropolitan School District. The amendment will apply specifically to a 0.25-acre site located along the W. Washington Avenue frontage midway between Broom and Henry streets.
4. Existing Conditions: The proposed hotel site is generally vacant and located immediately west of an 11-story, 126-unit condominium building that is currently under construction. Elsewhere on the block, the property owner has recently completed construction of 23-unit townhouse development located along the S. Broom Street frontage of the project.
5. Proposed Land Use: An 11-story, 151-room hotel.

6. Surrounding Land Use and Zoning: The proposed hotel will be border to the east by the aforementioned 126-unit condominium, to the west by the State of Wisconsin Department of Financial Institutions office building (345 W. Washington Avenue), to the south by an existing parking garage and future Capitol West condominiums, and to the north by the Metropolitan Place high-rise condominium development.
7. Adopted Land Use Plan: This area is identified in the Broom Street Downtown Residential Sub-district of the Comprehensive Plan, which recommends mixed-use high- and mid-rise buildings with first floor retail, service, dining, entertainment and office uses and upper floor residential use at a density greater than 60 units an acre, or as specified on a detailed neighborhood plan. The Bassett Neighborhood Master Plan recommends that the Capitol West site (the former Methodist Hospital/ Jackson Clinic) be redeveloped as a mixed-use office, residential and retail project.
8. Environmental Corridor Status: The property is not located within a mapped environmental corridor.
9. Public Utilities & Services: The property is served by a full range of urban services.

STANDARDS FOR REVIEW

This application is subject to the Planned Unit Development District standards.

PREVIOUS APPROVAL

On September 19, 2006, the Common Council approved a major alteration to the approved PUD-GDP-SIP for Capitol West to add ten additional dwelling units to the first phase of development and an additional story to the condominium building at 309 W. Washington Avenue.

The Capitol West mixed-use redevelopment was initially approved by the Common Council on December 14, 2004, with subsequent alterations to the development plan approved on July 19, 2005 and January 18, 2006. In all, Phase I of the project currently calls for 173 dwelling units in eight buildings, 12,000 square feet of retail space, the existing 82,520 square-foot State office building and 946 parking spaces. Additional retail and office space and residential units are envisioned in future phases of the redevelopment.

PLAN REVIEW

The applicants are requesting approval of a major amendment to the previously approved PUD-GDP for The Capitol West development to call for the construction of an 11-story Hyatt Place Hotel on a 0.25-acre site addressed 333 W. Washington Avenue. The subject site was previously identified in the general development plan as the future site of a 13-story, 84-unit condominium building that would be constructed in Phase III of the redevelopment. Construction of the hotel will proceed in early 2008 following approval of a specific implementation plan. Completion of the hotel is scheduled for summer 2009.

The 151-room hotel will occupy the same general footprint as the previously envisioned 13-story condominium tower. Though specific details of the future 84-unit residential building were not provided as part of the previous planned unit development submittals, the building was roughly modeled in a similar vein as the 126-unit building being currently constructed next door at 309 W. Washington Avenue.

The proposed hotel will consist of 16 lodging rooms on each of the third through the eleventh floors, with the remaining 7 rooms located on the second floor. The remainder of the second floor will consist primarily of three meeting rooms. The letter of intent does not indicate if the meeting rooms will be available solely for hotel guests or for the general public. The first floor of the hotel will consist of hotel guest services, including a café/ bar area, check-in counter, a small lounge and dining area, various seating areas, a fitness room and pool. A small outdoor patio is proposed at the northwestern corner of the building adjacent to the lounge area. The remainder of the first floor will be occupied by hotel management and housekeeping functions. Mechanical and trash rooms will be provided on a partially excavated lower level that will have exposure along the western wall.

The hotel will be constructed without dedicated parking. The developer instead proposes to provide parking for hotel guests elsewhere throughout the Capitol West development, using spaces located in the existing 514-stall parking garage located along W. Main Street in the southwestern portion of the overall development. Additional guest parking will be provided in the 191-stall garage located below the office building at 345 W. Washington Avenue currently leased to the State Department of Financial Institutions. The letter of intent states that peak parking demand for the hotel will be opposite the peak demand for the office uses on site, thereby offsetting the need for the hotel to have its own structured parking. A tunnel is proposed to connect the first floor of the hotel to the W. Main Street parking garage. Surface parking and a small loading zone are shown along the eastern wall of the hotel on Washington Place, a one-way private street that will extend from W. Washington Avenue to W. Main Street when completed to provide access to the center of the development block. Additional loading will be provided along

a private drive that will extend south from W. Washington Avenue along the western wall of the hotel to provide access to the W. Main Street parking garage.

Among the more significant features of the hotel is a guest drop-off area proposed in the W. Washington Avenue right of way that will be partially covered by a porte cochere extending from the northerly, front wall of the building. The drop-off lane will occupy approximately half of the terrace located between the existing public sidewalk and the back of curb. Vehicles entering the drop-off area would turn in from the garage driveway adjacent to the western wall of proposed hotel and continue along the front of the hotel to Washington Place before turning south through the rest of the Capitol West development to W. Main Street and the W. Main Street parking garage. No additional drive entrances onto W. Washington Avenue are proposed. A preliminary landscaping plan submitted with the general development plan amendment generally proposes installation of three street trees in individual planting beds in the W. Washington Avenue terrace to visually offset the incursion of the drop-off area into the right of way. Approval of the drop-off area and terrace improvements will require the approval of the Common Council following a recommendation of the Board of Public Works as well as an encroachment agreement.

The developer has provided fairly detailed elevations of the proposed hotel that indicate that the building will reflect many of the same modern, angular design elements of the 126-unit tower being constructed next door at 309 W. Washington Avenue. The exterior of the hotel will be constructed with a combination of concrete panels, masonry units and corrugated metal panels, with a glass curtain wall system extending the length of the front-facing north elevation. The grade of the hotel site changes one whole story from east to west allowing for the exposure of the partial lower service level along the western wall and a story-high glass wall enclosing the first floor pool. A stairway and terrace area are proposed along the rear wall of the hotel to serve as a continuation of the Capitol Mews pedestrian corridor that will extend through the middle of the block between S. Broom and S. Henry streets.

The general development plan amendment also proposes to restage the phasing of the remainder of the overall Capitol West development. Previously, the developer proposed to construct five townhouse units along the W. Main Street façade of the 514-stall parking garage in Phase I of the project. Phase II of the previously approved plans for the block called for a second condominium tower to be constructed at 306 W. Main Street at the corner of Main and Henry streets, while Phase III anticipated development of the 13-story, 84-unit condominium tower previously identified for the site. A vertical expansion of the Department of Financial Institutions office building was also generally identified as a Phase III project. The developer now proposes to push the construction of the W. Main Street townhomes, 306 W. Main Street tower and associated public improvements into Phase III of the redevelopment project, with the hotel solely occupying Phase II. A pedestrian bridge across Washington Place originally identified as a Phase III project remains in that later phase.

ANALYSIS

The Planning Division generally supports the major amendment to the Capitol West general development plan to construct a 151-room hotel at 333 W. Washington Avenue in place of a 13-story, 84-unit condominium tower, which was previously identified in the general development plan for a later phase of the nearly block-wide redevelopment project. Staff believes that a hotel is an appropriate use at the proposed location and in the downtown area in general, and feels that its addition will hasten completion of the W. Washington Avenue frontage of the Capitol West development sooner than the previous condominium concept, which would likely have taken longer to implement due to changing market conditions. The architecture of the hotel suggests a modern style that should mesh well with other elements of the Capitol West project while filling out the street wall that has emerged along W. Washington Avenue east of Broom Street through the development of such projects as Metropolitan Place and the Thompson Commerce Building.

Elements of the proposed general development plan amendment will require careful consideration by the Plan Commission in order for it to find that the planned unit development standards are met with this request. Staff has identified two aspects of the project, hotel parking and the use of the W. Washington Avenue terrace for the hotel drop-off zone, which it believes should the Commission should look closely at.

Parking

As noted previously in the report, the proposed hotel will be constructed without dedicated on-site parking. The applicant instead proposes to provide parking for the hotel elsewhere throughout the 4.5-acre Capitol West development, utilizing spaces in the 514-stall garage located along W. Main Street and the 191 spaces located on the State Department of Financial Institutions office building site at 345 W. Washington Avenue to provide parking for the hotel. No specifics have been provided, however, that describe how many of those 705 spaces will be available to hotel guests and when those spaces will be available to them.

Staff supports the sharing of parking for the various elements of the Capitol West project through the use of existing parking facilities located across the site as a way to maximize the redevelopment potential while minimizing the square footage dedicated to parking. The development team should provide additional information as part of the submittal of the specific implementation plan for the hotel that clearly illustrates how the shared parking program proposed will function. Outside the Central Parking Area, the Zoning Ordinance requires that one parking space be provided for each lodging room. Within the Central Parking Area, there is no specific parking requirement. While the subject site is in the Central Area and is a planned unit development, which does not have specific parking requirements, the parking ratio

conventionally required can help to inform the appropriate amount of dedicated parking for the proposed hotel.

At a minimum, the developer should provide a parking plan that identifies how many of the spaces dedicated to the hotel will be 24-hour a day, seven-day a week spaces always available to the hotel and how many will be available on a part-time basis using spaces elsewhere in the Capitol West development that are available in the evenings and on weekends. For example, the Hilton Hotel constructed in 2001 on E. Wilson Street adjacent to the Monona Terrace center provides 207 structured stalls for the 236-room hotel, a parking ratio of approximately 0.88-parking stalls per lodging room.

As part of the preparation of the specific implementation plan, a parking plan needs to be established for the proposed hotel to ensure that adequate parking is provided in the Capitol West development. Planning staff is confident that such a plan can be developed given that the previously approved general development plan allowed 84 residential units on the subject site.

Use of the W. Washington Avenue Terrace

The second area requiring careful consideration by the Plan Commission is the developer's plan to provide a drop-off area in the W. Washington Avenue terrace. The terrace presently is an approximately 28-foot wide greenspace that extends from the back of curb to the sidewalk on both sides of W. Washington Avenue from Bedford Street to the Capitol Square. This five-block stretch has seen relatively few projections into the terraces on either side and largely stands preserved as a continuous green strip lined with numerous mature shade trees. W. Washington Avenue provides an important and unique viewshed and approach to the State Capitol from the west. The preservation of the terrace and tree canopy along the length of the W. Washington Avenue corridor is one of the defining elements of the approach to the Capitol from the west and is supported in the Bassett Neighborhood Master Plan.

As designed, the drop-off area will extend 18 feet into the terrace as measured from the current property line, with room for two lanes of traffic. The lane closest to the proposed hotel will be used as the stopping/standing zone for hotel guests, while the outside lane closest to the street will be used for vehicle maneuvering. A porte cochere will be cantilevered from the centermost portion of the front wall of the hotel to cover the sidewalk and most of the stopping/ standing lane in the drop-off zone. A preliminary landscaping plan submitted with the general development plan for the hotel proposes the planting of what appears to be three shade trees in individual planting beds in the ten feet of terrace that will remain. It is unclear whether the existing mature maple tree in the terrace would be affected by this request.

The proposed drop-off area is one of four options for a drop-off area that the development team

presented to the Urban Design Commission. The first alternative proposed a loop driveway between Washington Place and the garage access that would have resulted in two additional driveway openings onto W. Washington Avenue while continuing to occupy the terrace area, which was not favored by the Traffic Engineering Division. Another alternative that pushed a similar design for the drop-off area as the one proposed onto the hotel site was deemed infeasible by the applicant due to the grade change present from east to west across the site, which is exacerbated as you continue further into the site. The last alternative explored was the use of the existing W. Washington Avenue curb for guest drop-off, which was dismissed as unsafe due to traffic flows along W. Washington and inconvenient for hotel guests.

In their memos to the Plan Commission, the Traffic Engineering Division and City Engineering Division both recommend that the drop-off area be located on the hotel site and not in the W. Washington Avenue terrace. Both memos also point out that if the terrace is to be used, that an encroachment or Privilege in Streets agreement will need to be approved.

One alternative that was discussed with the applicant early on but was not presented to the Urban Design Commission and could potentially be further explored by the applicant is the relocation of the drop-off area onto Washington Place. At present, the area along the east wall of the proposed hotel is shown being developed with a 40-foot long truck loading zone and 12 perpendicular parking stalls located along the westerly side of the 22-foot wide one-way private street that traverses the Capitol West development from W. Washington Avenue to W. Main Street. An approximately four-foot wide planting strip is shown between the back of the 12 parking spaces and easterly wall of the hotel, which widens adjacent to the loading zone and W. Washington Avenue sidewalk. Staff encourages the applicant to further consider relocating the drop-off function from the street terrace into the area adjacent to the northeasterly corner of the hotel. This would likely require some redesigning of the section of Washington Place adjacent to the hotel. It appears that there would be adequate room to accommodate the drop-off area and a walkway leading back to the hotel lobby. The porte cochere canopy could wrap the corner from the front wall of the hotel around the northeasterly corner of the building to provide cover for the relocated drop-off area as well as a strong visual relationship between the front entrance of the hotel and the new drop-off. If this alternative were determined to not be feasible, Planning staff would support the applicants' proposed use of the terrace, the details of which can be worked out during the preparation and approval of the specific implementation plan.

Final approval of the drop-off area and any associated improvements in the street terrace as now proposed rests with the Common Council following a recommendation by the Board of Public Works and the approval of a Privilege in Streets Agreement that addresses the maintenance and liability for the private improvements in the public right of way. Should the general development plan for the hotel be approved as presented, the Planning Division recommends that the sidewalk along W. Washington Avenue be widened to provide sufficient room for arriving hotel guests to

maneuver without obstructing through pedestrian traffic along the sidewalk. The plans presented show only an approximately five-foot wide sidewalk shared between hotel guests and through pedestrians.

Urban Design Commission

The Urban Design Commission (UDC) reviewed the revised general development plan on July 25, 2007 and recommended final approval (see attached report). In making its recommendation, the Urban Design Commission called for the drop-off aisle to be reduced in width to 12 feet, for the porte cochere to be a transparent structure, and for the landscaping plan to be "outstanding." The Commission also called for a 2-5 foot pedestrian safety zone between the public sidewalk and the curb of the drop-off lane.

CONCLUSION

The Planning Division believes that the planned unit development standards can generally be met with the request to amend the Capitol West general development plan to allow construction of an 11-story, 151-room Hyatt Place Hotel at 333 W. Washington Avenue. Staff believes that the hotel use and general design concept for the site are appropriate within the context of the Capitol West development and the surrounding area. Approval of the general development plan amendment should be conditioned upon the inclusion of a detailed parking plan for the hotel that specifies how parking for the 151-room facility will be accommodated on the Capitol West site as part of the specific implementation plan. The Plan Commission should also make a specific recommendation on the drop-off proposed in the W. Washington Avenue terrace.

The Planning Division supports the reordering of the phasing of the remainder of the Capitol West redevelopment project as stated in the application materials subject to the input of other reviewing agencies.

RECOMMENDATION

The Planning Division recommends that the Plan Commission forward Zoning Map Amendment 3286, amending the general development plan for the Capitol West/ Block 51 redevelopment project to include a hotel and revised phasing, to the Common Council with a recommendation of **approval**, subject to input at the public hearing and the following conditions:

1. Comments from reviewing agencies.
2. That the developer submit a detailed parking plan for the proposed hotel as part of the specific implementation plan for the hotel. The parking plan shall identify the number of

full-time and part-time/ shared parking spaces that will be allocated in the Capitol West development for the proposed hotel as well as the conditions of availability for the part-time/shared stalls (hours of availability, etc.). Sufficient parking shall be provided in the plan so as to prevent parking from the hotel and larger Capitol West development from spilling into surrounding neighborhoods. The hotel parking plan will be reviewed by the Planning Division, Zoning Administrator and Traffic Engineering Division prior to the review of the specific implementation plan for the hotel by the Plan Commission.

3. That the development plans for the hotel specify whether the three second-floor meeting rooms are for hotel guest use, the general public or both, as this may have an affect on the hotel parking plan in condition #2 above.
4. That the developer fully study relocating the hotel drop-off area onto Washington Place to preserve the substantial terrace established along much of the W. Washington Avenue corridor. At a minimum, this study should examine vehicle and pedestrian movements, grading and floor elevations, and the first floor architectural alterations necessary to accomplish the relocation.
5. That the developer receive all necessary approvals for the encroachment of the hotel drop-off area into the W. Washington Avenue terrace as part of any specific implementation plan for the hotel. Final approval of any terrace encroachments shall be subject to Common Council approval.
6. Should the drop-off area be approved as presented, that, the W. Washington Avenue sidewalk be widened to a minimum of ten feet in width to provide sufficient space for hotel guest maneuvering without impeding pedestrian flow on the public sidewalk, including a 2-5 foot wide pedestrian safety zone be provided between the public sidewalk and the curb of the drop-off lane as recommended by the Urban Design Commission. The widened sidewalk and pedestrian safety zone shall be designed so as to not extend further into the W. Washington Avenue terrace. The applicant shall dedicate a permanent public sidewalk easement to the City for the additional sidewalk width outside the right of way.
7. That the general development plan set include a drawing depicting the revised phasing schedule per the letter of intent and zoning text.

AGENDA # 2

City of Madison, Wisconsin

REPORT OF: URBAN DESIGN COMMISSION	PRESENTED: July 25, 2007
TITLE: 333 West Washington Avenue – Amended PUD-GDP for a Hotel. 4 th Ald. Dist. (06876)	REFERRED: REREFERRED: REPORTED BACK:
AUTHOR: Alan J. Martin, Secretary	ADOPTED: POF:
DATED: July 25, 2007	ID NUMBER:

Members present were: Lou Host-Jablonski, Chair; Marsha Rummel, Todd Barnett, Bruce Woods, Richard Slayton, Joan Bachleitner and Michael Barrett.

SUMMARY:

At its meeting of July 25, 2007, the Urban Design Commission **GRANTED FINAL APPROVAL** of an amended PUD-GDP for a hotel located at 333 West Washington Avenue. Appearing on behalf of the project were Bill White, Ed Freer, Nathan Novak, Adam Winkler, Natalie Bock, Kyle Trulen, Gene Devitt, Rosemary Lee and Jonathan Cooper. The applicants provide a review of the original proposal as designed utilizing the public right-of-way. An additional option that utilizes a looped driveway between the existing driveway for Washington Place and the adjacent office building to the south; featuring two driveway openings was also presented. A third option was provided which features the inner connection with a perpendicular drop-off on the hotel's property outside of the public right-of-way connecting the two existing drives on Washington Place and the existing office building to the south along with a fourth option utilizing curbside drop-off only.

Further review of the four options provided that the looped double driveway access was not favored by the Traffic Engineer. The perpendicular connection of Washington Place and the existing drive to the south for the adjoining office building outside of the right-of-way provided significant issues with a change in existing grades. The use of the public right-of-way at the curb line with no additional drives across the terrace being noted as unsafe for vehicles with the flow of traffic in the right-of-way as well as providing minimal to no protections for hotel clients in addition to unloading and loading crossing the pedestrian plane of the sidewalk and terrace on an already busy street. Therefore, the applicant noted their preference for the design as originally proposed. It was further noted that a drop-off of the curb presents a safety issue, no place of refuge to pull off the street. The originally proposed option was noted as also providing for no new curb cuts, no new curb aprons, with no conflicts with the pedestrian movement on the sidewalk, a safe drop-off for clients and pedestrians as well. It was further noted by the applicant that Traffic Engineering staff would not approve a curbside drop-off.

Following the presentation several neighbors spoke and registered in support of the project. Jonathan Cooper noted an issue with the use of the public right-of-way's inconsistency with the adopted "Bassett Neighborhood Master Plan". The plan's "Opportunity Analysis" relative to Streetscape and Visual Character notes that "the mature tree canopy and wide terraces along West Washington Avenue provides a gracious and attractive approach to the State Capitol and should be preserved". The plans "Streetscape Recommendations" for West Washington Avenue – Regent Street to Capital Square provides for the "Preservation of the existing grass

terraces and canopies.” Cooper noted that the intrusion of the porte cochre as well as the introduction of a perpendicular drive-aisle/drop-off for the hotel within the public right-of-way was inconsistent with this provision. Cooper also noted that the curbside drop-off option was not supported by the neighborhood due to problems with congestion already in the street. Cooper further emphasized that the Bassett Neighborhood Master Plan does not support development within the boulevard and would act to affect the character of the boulevard where the plan called for the preservation of green space within the corridor.

Following the presentation, the Commission noted the following:

- The issue with the mature trees adjacent to the drop-off area requires address and resolution.
- Like design but needs to provide a mechanism to keep cars from driving up on adjacent sidewalk as well as provide protection for pedestrians and develop an exceptional landscape plan for the area.
- Uncomfortable with the canopy “porte cochre” going past property line sets precedent in addition existing trees should be shown on the proposed plans.
- Appreciate the reference from the neighborhood plan. Important to cherish to protect the streetscape of West Washington Avenue. Need to get imaginative about dealing with pick up and drop-off without overly encroaching into the right-of-way. Not supportive of use of right-of-way as other projects.
- Uncomfortable with the solving site design problems with the use of public right-of-way.

ACTION:

Following three previous motions a fourth motion by Barnett, seconded by Woods, the Urban Design Commission **GRANTED FINAL APPROVAL**. The motion was passed on a vote of (4-2-1) with Host-Jablonski, Barnett, Woods, and Slayton voting in favor, with Barrett and Rummel voting no, and Bachleitner abstaining. The motion required the following:

- Details for anything developed within the terrace (right-of-way) shall come back for further consideration of the future SIP for approval by the Urban Design Commission and further tweaking.
- The porte cochre needs to be an extremely good design to provide protection for pedestrians.
- The landscape plan needs to be outstanding, identify existing trees locations at the same time not utilizing Norway Maple or Honey Locust tree species.
- Provide a safety zone at more or less 2 or 5 feet in width between the public sidewalk and drop-off drive lane to be more appropriately designed for accessibility especially grading at the sidewalk.
- Reduce the width of the drop-off drive aisle to 12 feet (mandatory) with the design of the porte cochre canopy to feature a look as a transparent structure with all details provided as part of consideration of the future SIP.

Three previous motions on this item failed. An earlier first motion to approve the project with concerns relevant to the design of the porte cochre and landscaping failed for the lack of a second on a motion by Woods. A second motion to reject the project by Barrett, seconded by Rummel due to issues with the intrusion of the porte cochre and use of the public right-of-way for drop-off purposes failed on a vote of (2-3-2) with Rummel and Barrett voting in favor, with Woods, Slayton, and Host-Jablonski voting no, and Bachleitner and Barnett abstaining. A third motion by Slayton, seconded by Woods, to grant final approval with conditions relevant to landscaping, the width of the drive aisle drop-off and design of the porte cochre failed on a vote of (3-3-1) with Woods, Slayton, and Host-Jablonski in favor, with Rummel, Barrett, and Barnett voting no, and Bachleitner abstaining.

After the Commission acts on an application, individual Commissioners rate the overall design on a scale of 1 to 10, including any changes required by the Commission. The ratings are for information only. They are not used to decide whether the project should be approved. The scale is 1 = complete failure; 2 = critically bad; 3 = very poor; 4 = poor; 5 = fair; 6 = good; 7 = very good; 8 = excellent; 9 = superior; and 10 = outstanding. The overall ratings for this project are 3, 4.5, 5, 6 and 6.

AGENDA # 12

City of Madison, Wisconsin

REPORT OF: URBAN DESIGN COMMISSION	PRESENTED: July 11, 2007
TITLE: 333 West Washington Avenue - Amended PUD-GDP for a Hotel. 4th Ald. Dist. (06876)	REFERRED: REREFERRED: REPORTED BACK:
AUTHOR: Alan J. Martin, Secretary	ADOPTED: POF:
DATED: July 11, 2007	ID NUMBER:

Members present were: Paul Wagner, Lou Host-Jablonski, Richard Slayton, Todd Barnett, Michael Barrett, Joan Bachleitner, and Marsha Rummel.

SUMMARY:

At its meeting of July 11, 2007, the Urban Design Commission **REFERRED** consideration of an amended PUD-GDP located at 333 West Washington Avenue. Appearing on behalf of the project were Attorney Bill White, Rosemary Lee, Nathan Novak, Jonathan Cooper, Eugene Devitt, Ed Freer and Adam Winkler. Att. Bill White explained to the Commission that the nature of the amendment to the existing PUD-GDP for "Capital West" project was to allow for the portion of the site located at 333 West Washington Avenue to be developed for an alternative use. The original recorded PUD-GDP for "Capital West" provided for approximately 84 condominium units at 13 stories in height. The amendment to the GDP provides for a proposed Hyatt Place Hotel in an 11-story structure featuring 151 suites. A major feature of the hotel as it relates to the West Washington right-of-way is its front entry with a drive-thru passenger drop-off, porte cochere canopy connected to the front hotel lobby. The amendment to the previously approved GDP also includes adjustments to the phasing of Capital West project and provides for the scheduling of development of the Main Street Townhomes to be reallocated from the current Phase I to Phase III, along with future development of the vacant site at 306 West Main Street adjusted from Phase II to Phase III, the development of both sites intended to occur simultaneously with this development. In addition, the proposed pedestrian bridge across Washington Place will also be constructed within Phase III as construction anticipated with the adjusted other components within the phase. The development of a hotel also provides for a covered link, below grade, to an existing parking structure on Main Street with a trash closure provided within the building. Rosemary Lee spoke in favor of the project. Jonathan Cooper of the Bassett West Neighborhood Steering Committee of the Capitol Neighborhoods spoke in favor of the concept of the hotel but raised concerns with the streetscape treatment (the use of the public right-of-way for drop-off purposes), the extension of the porte cochere into the street and sidewalk, as well as issues with loading and unloading within the drop-off to be more appropriately located and not within the street right-of-way. He also noted that the pedestrian bridge's phasing would be more appropriately provided as part of Phase II concurrent with the construction of this hotel facility. Cooper also noted the need for appropriate lighting, screening of mechanicals and the use of green technology to be applied to the hotel project. Following the presentation, the Commission noted the following:

- The drop-off for the hotel may be appropriate but overhang onto the sidewalk of concern.

- The use of the site for a hotel is appropriate but the design of the hotel facility will need to evolve with the future SIP.
- Concern with drive-up; it will usurp greenspace within the public right-of-way as well as areas used for on-street parking. It will disrupt the green framing for the West Washington Avenue Corridor.
- Consider alternatives to provide a drop-off area beneath the façade of the building or public right-of-way.
- Drop-off doesn't fly; what it does to the West Washington Avenue right-of-way; develop drop-off at curb without effecting pedestrians on sidewalk.
- Provide alternatives to the utilization of the public right-of-way for drop-off purposes internal to the building and the site.

ACTION:

On a motion by Barrett, seconded by Rummel, the Urban Design Commission **REFERRED** consideration of this project. The motion was passed on a vote of (5-0-2) with Barnett, Barrett, Host-Jablonski, Rummel and Slayton voting in favor, and Wagner and Bachleitner abstaining. The motion to refer instructed the applicant to look at alternatives to utilization of the public right-of-way for drop-off purposes, as well as a location for the porte cochere canopy to not extend within the West Washington Avenue right-of-way.

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, 4, 5 and 6.

URBAN DESIGN COMMISSION PROJECT RATING FOR: 333 West Washington Avenue

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

General Comments:

- Site plan: loss of green curb terrace. Landscape plan: loss of green curb terrace. The hotel adaptation is an appropriate one. The design is very nice. The usurpation of the well-planned, historic, public greens of the wide curb terrace is wrong. We must preserve this spectacular amenity that frames the approach to our Capitol.
- Look at drop-off options, OK with phasing change.
- Looks good to start except drop-off concerns.
- Using terrace as vehicle-oriented private drop-off is really problematic. Not on special West Wash.



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Kathleen M. Cryan

Hydrogeologist
Joseph L. DeMorett, P.G.

GIS Manager
David A. Davis, R.L.S.

DATE: August 6, 2007
TO: Plan Commission
FROM: Larry D. Nelson, P.E., City Engineer
SUBJECT: 333 West Washington Avenue Rezoning

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

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

1. The location of the guest drop-off should be outside the public right-of-way. Coordinate with City Engineering and City Traffic Engineering.
2. The applicant shall obtain a Privilege in Streets Agreement for the passenger drop-off and any other encroachments into the right-of-way.
3. There is inadequate sanitary sewer capacity within the adjacent sewer on West Washington Avenue. The applicant shall either:
 - a) enter into a developer agreement to extend sewer up West Washington from Broom Street.
 - b) provide a design for an alternate connection point with existing sewer capacity.

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: 333 West Washington Avenue Rezoning

General

- 1.1 The construction of this building will require removal and replacement of sidewalk, curb and gutter and possibly other parts of the City's infrastructure. The applicant shall enter into a City / Developer agreement for the improvements required for this development. The applicant shall be required to provide deposits to cover City labor and materials and surety to cover the cost of construction. The applicant shall meet with the City Engineer to schedule the development of the plans and the agreement. The City Engineer will not sign off on this project without the agreement executed by the developer. The developer shall sign the Developer's Acknowledgement prior to the City Engineer signing off on this project.
- 1.2 The site plan shall identify lot and block numbers of recorded Certified Survey Map or Plat.
- 1.3 The site plan shall include all lot/ownership lines, existing building locations, proposed building additions, demolitions, parking stalls, driveways, sidewalks (public and/or private), existing and proposed signage, existing and proposed utility locations and landscaping.



- 1.4 The site plan shall identify the difference between existing and proposed impervious areas.
- 1.5 The site plan shall reflect a proper street address of the property as reflected by official City of Madison Assessor's and Engineering Division records.
- 1.6 Coordinate all necessary new interior addresses associated with this proposed development with City Engineering Program Specialist Lori Zenchenko lzenchenko@cityofmadison.com or (608) 266-5952
- 1.7 The site plan shall include a full and complete legal description of the site or property being subjected to this application.
- 1.8 The Developer is required to pay Impact Fees for the _____ Impact Fee District for Lot(s) _____ of the _____ Plat/CSM. The current rate is \$ _____ /1000SF for a total of \$ _____. The Developer shall select one of the following two options for payment of these fees:
 - 1) Impact Fees shall be paid in full prior to Engineering sign-off of the plat/csm.
 - 2) The Developer has elected to defer the payments until such time as the building permits are applied for, in which case the owner(s) shall have fourteen (14) days after receiving the invoices to pay the outstanding impact fees. The following shall be required prior to plat sign off;
 - a) The Developer shall supply an Excel spreadsheet with lot numbers, lot areas, and number of dwelling units per lot. The Developer shall supply a CADD file of the proposed FINAL plat, in a format compatible with Microstation J. This information shall be required to calculate the Impact Fees, which will then be recorded at the Register of Deeds against each lot in the subdivision..
 - b) All information shall transmitted to Janet Dailey by e-mail at jdailey@cityofmadison.com, or on a CD to:

Janet Dailey
City of Madison Engineering Division
210 Martin Luther King Jr. Blvd
Room 115
Madison, WI 53703
 - c) A minimum of three (3) weeks shall be required for staff to calculate the Impact Fees and record the documents prior to plat sign-off.

The Developer shall put the following note on the face of the plat:

ALL THE LOTS WITHIN THIS SUBDIVISION ARE SUBJECT TO IMPACT FEES THAT ARE DUE AND PAYABLE WITHIN FOURTEEN DAYS OF THE ISSUANCE OF BUILDING PERMIT(S).

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.
- 2.8 The Public Sanitary Sewer Easement(s) dedicated to the City of Madison ("City") on the face of this Certified Survey Map or Subdivision Plat is/are subject to the following conditions:
 - a. The property owner reserves the right to use and occupy the Public Sanitary Sewer Easement Area(s) in a manner consistent with the rights herein conveyed, provided that such use and occupancy shall not interfere with or disturb the installation, operation, maintenance, repair, replacement and/or modification of the public sanitary sewer facilities.

- b. No above-ground improvements shall be located in the Public Sanitary Sewer Easement Area(s) by the City or the property owner, with the exception that grates, sewer access structure (SAS) covers, and other access points to the public sanitary sewer facilities shall be permitted at grade level. (Optional: and with the exception that pavement and/or concrete for driveway purposes shall be permitted.)
- c. Plantings and landscaping within the Public Sanitary Sewer Easement Area(s) shall not obstruct routine maintenance by the City. In the event of repair or reconstruction, plantings and landscaping may be removed by the City without replacement or compensation to the property owner.
- d. The property owner shall not change the grade of the Public Sanitary Sewer Easement Area(s) without the prior written approval of the City's Engineering Division.
- e. The Public Sanitary Sewer Easement(s) may not be amended, modified, terminated, or released without the written consent of all the parties hereto, or their respective successors-in-interest.

2.9 The Public Sidewalk Easement(s) dedicated to the City of Madison ("City") on the face of this Certified Survey Map or Subdivision Plat is/are subject to the following conditions:

- a. The property owner reserves the right to use and occupy the Public Sidewalk Easement Area(s) in a manner consistent with the rights herein conveyed, provided that such use and occupancy shall not interfere with or disturb the installation, operation, maintenance, repair, replacement and/or modification of the public sidewalk improvements.
- b. No above-ground improvements will be allowed in the Public Sidewalk Easement Area(s) by the property owner. (Optional: with the exception that pavement and/or concrete for driveway purposes shall be permitted.)
- c. Plantings and landscaping within the Public Sidewalk Easement Area(s) shall not obstruct routine maintenance by the City. In the event of repair or reconstruction, plantings and landscaping may be removed by the City without replacement or compensation to the property owner.
- d. The property owner shall not change the grade of the Public Sidewalk Easement Area(s) without the prior written approval of the City's Engineering Division.
- e. The Public Sidewalk Easement(s) may not be amended, modified, terminated, or released without the written consent of all the parties hereto, or their respective successors-in-interest.

2.10 The Public Storm Sewer Easement(s) dedicated to the City of Madison ("City") on the face of this Certified Survey Map or Subdivision Plat is/are subject to the following conditions:

- a. The property owner reserves the right to use and occupy the Public Storm Sewer Easement Area(s) in a manner consistent with the rights herein conveyed, provided that such use and occupancy shall not interfere with or disturb the installation, operation, maintenance, repair, replacement and/or modification of the public storm sewer facilities.
- b. No above-ground improvements shall be located in the Public Storm Sewer Easement Area(s) by the City or the property owner, with the exception that grates, sewer access structure (SAS) covers, and other access points to the public storm sewer facilities shall be permitted at grade level. (Optional: and with the exception that pavement and/or concrete for driveway purposes shall be permitted.)
- c. Plantings and landscaping within the Public Storm Sewer Easement Area(s) shall not obstruct routine maintenance by the City. In the event of repair or reconstruction, plantings and landscaping may be removed by the City without replacement or compensation to the property owner.
- d. The property owner shall not change the grade of the Public Storm Sewer Easement Area(s) without the prior written approval of the City's Engineering Division.
The Public Storm Sewer Easement(s) may not be amended, modified, terminated, or released without the written consent of all the parties hereto, or their respective successors-in-interest.

2.11 The Public Water Main Easement(s) dedicated to the City of Madison ("City") on the face of this Certified Survey Map or Subdivision Plat is/are subject to the following conditions:

- a. The property owner reserves the right to use and occupy the Public Water Main Easement Area(s) in a manner consistent with the rights herein conveyed, provided that such use and occupancy shall not interfere with or disturb the installation, operation, maintenance, repair, replacement and/or modification of the public water main facilities.
- b. No above-ground improvements will be allowed in the Public Water Main Easement Area(s) by the property owner. (Optional: with the exception that pavement and/or concrete for driveway purposes shall be permitted.)
- c. Plantings and landscaping within the Public Water Main Easement Area(s) shall not obstruct routine maintenance by the City. In the event of repair or reconstruction, plantings and landscaping may be removed by the City without replacement or compensation to the property owner.
- d. The property owner shall not change the grade of the Public Water Main Easement Area(s) without the prior written approval of the City's Engineering Division.
- e. The Public Water Main Easement(s) may not be amended, modified, terminated, or released without the written consent of all the parties hereto, or their respective successors-in-interest.

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. This permit application is available on line at <http://www.cityofmadison.com/engineering/permits.cfm>.

- 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. This permit application is available on line at <http://www.cityofmadison.com/engineering/permits.cfm>.
- 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. This permit application is available on line at <http://www.cityofmadison.com/engineering/permits.cfm>.
- 3.8 The Applicant shall make improvements to _____ in order to facilitate ingress and egress to the development. The improvement shall include a (Describe what the work involves or strike this part of the comment.) _____
- 3.9 The Applicant shall make improvements to _____. The improvements shall consist of _____.
- 3.10 The approval of this Conditional Use does not include the approval of the changes to roadways, sidewalks or utilities. The applicant shall obtain separate approval by the Board of Public Works and the Common Council for the restoration of the public right of way including any changes requested by developer. The City Engineer shall complete the final plans for the restoration with input from the developer. The curb location, grades, tree locations, tree species, lighting modifications and other items required to facilitate the development or restore the right of way shall be reviewed by the City Engineer, City Traffic Engineer, and City Forester.
- 3.11 The Applicant shall provide the City Engineer with a survey indicating the grade of the existing sidewalk and street. The Applicant shall hire a Professional Engineer to set the grade of the building entrances adjacent to the public right of way. The Applicant shall provide the City Engineer the proposed grade of the building entrances. The City Engineer shall approve the grade of the entrances prior to signing off on this development.
- 3.12 The Applicant shall replace all sidewalk and curb and gutter which abuts the property which is damaged by the construction or any sidewalk and curb and gutter which the City Engineer determines needs to be replaced because it is not at a desirable grade regardless of whether the condition existed prior to beginning construction.
- 3.13 The Applicant shall obtain a privilege in streets agreement for any encroachments inside the public right of way. The approval of this development does not constitute or guarantee approval of the encroachments.
- 3.14 The Applicant shall provide the City Engineer with the proposed soil retention system to accommodate the restoration. The soil retention system must be stamped by a Professional Engineer. The City Engineer may reject or require modifications to the retention system.
- 3.15 The Applicant shall complete work on exposed aggregate sidewalk in accordance with specifications provided by the city. The stone used for the exposed aggregate shall be approved by the City. The Construction Engineer shall be notified prior to beginning construction. Any work that does not match the adjacent work or which the City Construction Engineer finds is unacceptable shall be removed and replaced.
- 3.16 All work in the public right-of-way shall be performed by a City licensed contractor.
- 3.17 Installation of "Private" street signage in accordance with 10.34 MGO is required.

Storm Water Management

- 4.1 The site plans shall be revised to show the location of all rain gutter down spout discharges.
- 4.2 Storm sewer to serve this development has been designed and constructed. The site plans shall be revised to identify the location of this storm sewer and to show connection of an internal drainage system to the existing public storm sewer.
- 4.3 The plan set shall be revised to show a proposed private internal drainage system on the site. This information shall include the depths and locations of structures and the type of pipe to be used.
- 4.4 The applicant shall show storm water "overflow" paths that will safely route runoff when the storm sewer is at capacity.

- 4.5 The applicant shall demonstrate compliance with Section 37.07 and 37.08 of the Madison General Ordinances regarding permissible soil loss rates. The erosion control plan shall include Universal Soil Loss Equation (USLE) computations for the construction period. Measures shall be implemented in order to maintain a soil loss rate below 7.5-tons per acre per year.
- 4.6 The City of Madison is an approved agent of the Department of Commerce. This proposal contains a commercial building and as such, the City of Madison is authorized to review infiltration, stormwater management, and erosion control on behalf of the Department of Commerce. No separate submittal to Commerce or the WDNR is required.
- 4.7 This development includes multiple building permits within a single lot. The City Engineer and/or the Director of the Inspection Unit may require individual control plans and measures for each building.
- 4.8 If the lots within this site plan are inter-dependent upon one another for stormwater runoff conveyance, and/or a private drainage system exists for the entire site an agreement shall be provided for the rights and responsibilities of all lot owners. Said agreement shall be reviewed and placed on file by the City Engineer, referenced on the site plan and recorded at the Dane Co Register of Deeds.
- 4.9 Prior to approval, this project shall comply with Chapter 37 of the Madison General Ordinances regarding stormwater management. Specifically, this development is required to:
 - Detain the 2 & 10-year storm events.
 - Detain the 2, 10, & 100-year storm events.
 - Control 40% TSS (20 micron particle).
 - Control 80% TSS (5 micron particle).
 - Provide infiltration in accordance with NR-151.
 - Provide substantial thermal control.
 - Provide oil & grease control from the first 1/2" of runoff from parking areas.

Stormwater management plans shall be submitted and approved by City Engineering prior to sign-off.

- 4.10 The plan set shall be revised to show more information on proposed drainage for the site. This shall be accomplished by using spot elevations and drainage arrows or through the use of proposed contours. It is necessary to show the location of drainage leaving the site to the public right-of-way. It may be necessary to provide information off the site to fully meet this requirement.
- 4.11 A portion of this project comes under the jurisdiction of the US Army Corp of Engineers and WDNR for wetland or flood plain issues. A permit for those matters shall be required prior to construction on any of the lots currently within the jurisdictional flood plain.
- 4.12 The Applicant shall submit, prior to plan sign-off, a digital CAD file (single file) to the Engineering Program Specialist in the Engineering Division (Lori Zenchenko). The digital CAD file shall be to scale and represent final construction. The single CAD file submittal can be either AutoCAD (dwg) Version 2001 or older, MicroStation (dgn) Version J or older, or Universal (dxf) format and contain the following data, each on a separate layer name/level number:
 - a) Building Footprints
 - b) Internal Walkway Areas
 - c) Internal Site Parking Areas
 - d) Other Miscellaneous Impervious Areas (i.e. gravel, crushed stone, bituminous/asphalt, concrete, etc.)
 - e) Right-of-Way lines (public and private)
 - f) Lot lines
 - g) Lot numbers
 - h) Lot/Plat dimensions
 - i) Street names

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

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

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

Residential developments shall infiltrate 90% of the predevelopment infiltration amount, 25% of the runoff from the 2-year post development storm or dedicated a maximum of 1% of the site area to active infiltration practices.

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

- 4.14 The applicant shall submit, prior to plan sign-off, digital PDF files to the Engineering Division (Jeff Benedict or

Tim Troester). The digital copies shall be to scale, and shall have a scale bar on the plan set.

PDF submittals shall contain the following information:

- a) Building footprints.
- b) Internal walkway areas.
- c) Internal site parking areas.
- d) Lot lines and right-of-way lines.
- e) Street names.
- f) Stormwater Management Facilities.
- g) Detail drawings associated with Stormwater Management Facilities (including if applicable planting plans).

- 4.15 The Applicant shall submit prior to plan sign-off, electronic copies of any Stormwater Management Files including:

- a) SLAMM DAT files.
- b) RECARGA files.
- c) TR-55/HYDROCAD/Etc...
- d) Sediment loading calculations

If calculations are done by hand or are not available electronically the hand copies or printed output shall be scanned to a PDF file and provided.

- 4.16 The area adjacent to this proposed development has a known flooding risk. All entrances shall be 2-feet above the adjacent sidewalk elevation or 1-foot above the 100-year regional flood elevation (whichever is greater). This includes garage entrances.

Utilities General

- 5.1 The Applicant shall obtain a Street Excavation permit for the installation of utilities required to serve this project. The Applicant shall pay the permit fee, inspection fee and street degradation fee as applicable and shall comply with all the conditions of the permit. This permit application is available on line at <http://www.cityofmadison.com/engineering/permits.cfm>.

- 5.2 The applicant shall obtain all necessary sewer connection permits and sewer plugging permits prior to any utility work. This permit application is available on line at <http://www.cityofmadison.com/engineering/permits.cfm>.

- 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. This permit application is available on line at <http://www.cityofmadison.com/engineering/permits.cfm>.

- 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 be 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. This permit application is available on line at <http://www.cityofmadison.com/engineering/permits.cfm>.

- 6.2 All outstanding Madison Metropolitan Sewerage District (MMSD) and City of Madison sanitary sewer connection charges are due and payable prior Engineering sign-off, unless otherwise collected with a Developer's / Subdivision Contract. Contact Janet Dailey (608-261-9688) to obtain the final MMSD billing a minimum of two (2) working days prior to requesting City Engineering signoff.

- 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, invert elevation, and alignment of the proposed service.



Traffic Engineering and Parking Divisions

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

Suite 100
215 Martin Luther King, Jr. Boulevard
P.O. Box 2986
Madison, Wisconsin 53701-2986
PH 608 266 4761
TTY 866-704-2315
FAX 608 267 1158

August 9, 2007

TO: Plan Commission

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

SUBJECT: **333 West Washington Avenue – Rezoning – PUD (GDP) to Amended PUD (GDP) – Hyatt Place Hotel**

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 should locate the West Washington Avenue proposed drop off on-site, so as not to impact W. Washington Ave at all. The applicant shall not improve the terrace as proposed unless City of Madison Real Estate Division approves encroachment prior to plans being submitted for approval. The applicant should contact City Real Estate if you have questions. Whatever design and location is approved shall be reviewed and approved by the Traffic Engineer.
2. The applicant shall enter into Developer's Agreement to modify both of the pedestrian crossing islands at Henry St. and W. Washington Ave, and widen W.Washington Ave accordingly. The islands and roadway will need to be widened to improve pedestrian crossing W. Washington Av. with the land use in this block.

PEDESTRIAN AND BICYCLE TRANSPORTATION REVIEW COMMENTS

3. None

GENERAL OR STANDARD REVIEW COMMENTS

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

4. 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, 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'.

5. All directional/regulatory signage and pavement markings on the site shall be shown and noted on the plan.
6. 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.
7. 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: Nathan Novak
Fax: 608-251-6147
Email: nate.novak@jir_us.com

DCD: DJM: dm

**CITY OF MADISON
INTERDEPARTMENTAL
CORRESPONDENCE**

Date: September 6th 2007

To: Plan Commission
From: Matt Tucker, Zoning Administrator
Subject: 309 W. Washington Avenue, Block 51, rezoning from PUD-GDP (SIP) to Amended PUD-GDP

Present Zoning District: PUD-GDP (SIP)

Proposed Use: 11-story hotel with 151 guest rooms.

Requested Zoning District: Amended PUD-GDP

GENERAL OR STANDARD REVIEW COMMENTS

1. Meet applicable building codes and setbacks per State requirements. Meet applicable accessible building and accessible parking requirements per State requirements.
2. Meet with Zoning and Planning regarding the zoning text, to resolve issues including but not limited to shared bicycle parking facilities, shared loading facilities, and projected employee counts for the hotel use. Receive approval from zoning and planning of the zoning text prior to submitting final plans.
3. Show the maximum height on the elevation of the building elevation per City Datum. The building shall not exceed 187.2 City Datum. Include the height of the stair towers, roof deck, fence and mechanical enclosure within the capital view height limitation. Any feature projecting above the 187.2 City Datum must be identified and approved as part of the SIP review.
4. Provide 2 (10' x 35') loading areas with 14' vertical clearance for the 150,000 sq. ft. hotel use. The loading area shall be exclusive of drive aisle and maneuvering space. **If the loading areas cannot be provided, request and obtain approval of the Plan Commission to specifically waive this requirement or it will need to be provided at SIP stage.**
5. Provide bicycle parking stalls in the amount of 1 per 20 employees in the hotel. These stalls must be located in a safe and convenient location on an impervious surface to be shown on the final plan. NOTE: A bicycle 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.
6. Lighting is not required. However, if it is provided, it must comply with City of Madison outdoor lighting standards.

Zoning Criteria

<i>Bulk Requirements</i>	Required	Proposed
Lot Area	6,000 sq. ft.	As shown
Lot Width	50'	As shown
Usable Open Space	n/a	n/a
Front Yard	20'	As shown
Side Yards	55'	As shown
Rear Yard	30' or 45% bldg. height	As shown
Floor area ratio	2.0	As shown
Building Height	187.2 City Datum	11 stories (3)

<i>Site Design</i>	Required	Proposed
Number parking stalls	0 (Central business district)	944
Accessible Stalls	19	24 (1)
Loading	2 (10' x 35') areas	1 (10' x 35') area (4)
No. Bike Parking Stalls	Hotel: 1 per 20 employees	Hotel: not shown ¹ (5)
Landscaping	Yes	
Lighting	No	(6)

<i>Other Critical Zoning Items</i>		
Urban Design	Yes	
Barrier Free (COMM 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-6** district, because of the surrounding land uses.

NOTE: Right-of-way encroachment agreements shall be approved with the City before the associated PUD (SIP) will be recorded and building permits may be issued for the hotel phase.

¹ Bicycle parking for the hotel use relates to the number of employees on site, which has not been provided.



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: August 8, 2007
TO: Plan Commission
FROM: Edwin J. Ruckriegel, Fire Marshal
SUBJECT: **333 W. Washington Ave.**

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. Per IFC 509.1 where a fire command center is provided, a plan submittal of the location and accessibility shall be provided to the department for approval. **Please note:** A fire department permit and plan review is required of the layout of the fire command center and all features required by section 911.1 IBC/ IFC 509.1 to be contained therein and shall be submitted for approval prior to installation.

GENERAL OR STANDARD REVIEW COMMENTS

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

1. Provide fire apparatus access as required by Comm 62.0509 and MGO 34.19, as follows: (**commercial structures only**)
 - a. The site plans shall clearly identify the location of all fire lanes.
 - b. Provide an aerial apparatus access fire lane that is at least 26-feet wide, with the near edge of the fire lane within 30-feet of the structure, and parallel to one entire side of the structure, if any part of the building is over 30 feet in height.
 - c. Provide a completed MFD "Fire Apparatus Access and Fire Hydrant Worksheet" with the site plan submittal.
2. All portions of the exterior walls of newly constructed public buildings and places of employment and open storage of combustible materials shall be within 500-feet of at least TWO fire hydrants. Distances are measured along the path **traveled by the fire truck as the hose lays off the truck**. See MGO 34.20 for additional information.

Please contact Scott Strassburg, New Construction Inspector at 608-261-9843 if you have questions regarding the above items.

cc: Bill Sullivan

CAPITOL

NEIGHBORHOODS, INC.
MADISON, WISCONSIN

September 12, 2007

Mr. Brad Murphy
City of Madison
Planning & Development
215 Martin Luther King Jr. Blvd.
Madison, WI 53703

Madison Plan Commission

Re: 333 West Washington Avenue – Amended PUD-GDP for a Hotel

A proposal to amend the approved GDP for the Capitol West project to accommodate the construction of a hotel at 333 West Washington Avenue is on the Plan Commission agenda for September 17, 2007. The applicant has held one general meeting to discuss this proposal with the neighborhood and has met with the neighborhood steering committee several times.

Although there have been concerns expressed regarding increased traffic and the non-residential character of the hotel clientele, the neighborhood generally views a limited-service hotel at this site as a positive development and preferable to the condominium building currently approved for that site. However, there are two concerns that we would like the Commission to weigh in considering the proposed GDP amendment.

Use of the Street Terrace:

The proposed amendment to the approved GDP calls for the use of the terrace in front of the hotel at 333 West Washington for the hotel's pick-up/drop-off area with a porte-cochere extending over the sidewalk into the public right-of-way. While there is strong neighborhood opposition to a curb-side drop-off at this location, concern has also been expressed regarding the use of the terrace green space for the drop-off area as well as the impact the extension of the porte-cochere into the public right-of-way will have on West Washington Avenue/State Capitol viewscape.

The Bassett Neighborhood Master Plan speaks to the preservation of the West Washington Avenue green space and Capitol view at several points. In the section on Streetscape and Visual Character (p. 17), the plan states "John Nolen Drive and West Washington Avenue are major visitor approaches to downtown which merit special treatment ... The mature tree canopy and wide terraces along W. Washington Avenue provides a gracious and attractive approach to the State Capitol and should be preserved." On p. 31, the Plan's Recommended Design Guidelines state "The streetscape

on West Washington Avenue between Regent Street and the State Capitol should preserve and enhance the existing grass terraces and canopy trees." The Plan's Streetscape Recommendations (p. 41) restate this call for the "Preservation of existing grass terraces and canopies" on West Washington Avenue. Finally, the Redevelopment Priorities in Bassett Neighborhood Master Plan note "The character of the West Washington approach to the State Capitol is unique. This character should not be allowed to take the form of East Washington Avenue." (p. 45)

While we appreciate that, because of its size and topography, the site for the proposed hotel is a difficult site, we urge the Plan Commission to consider the need to preserve the green space and Capitol approach on West Washington Avenue when considering the applicant's proposal for the porte-cochere and drop-off at the hotel's front entrance and instruct the applicant to design the proposed hotel in a manner that preserves both the green space and the viewscape along West Washington Avenue.

Completion of Capitol Mews connecting bridge:

Another area of concern regarding the current proposal to amend the approved GDP for the Capitol West project involves the Capitol Mews pedestrian walkway from Henry Street to Broom Street. The Capitol Mews pedestrian walkway from Henry St. to Broom St. is a major public amenity on this project which was heavily promoted by the applicant during the original GDP discussions. The Neighborhood agreed that this was a very positive benefit and worked with the applicant to insure the design would work for both residents of Capitol West and for residents of the neighborhood. The neighborhood felt so strongly about the value of the pedestrian walkway that we suggested a condition of approval for the GDP should be if there was ever a desire to close the walkway to the public that this should be considered a major alteration to the GDP requiring a full public discussion.

The Plan Commission and Council agreed with the neighborhood and adopted this recommendation as part of the GDP approval.

The neighborhood also urged the applicant to complete the Capitol Mews as early in the project as possible. Our preference was to have it completed in phase I with the construction of the portion of the walkway which is part of the 309 W. Washington building. When 309 W. Washington is completed the only portion of the Mew's missing will be the bridge over Washington Place. In our original discussions the applicant indicated that from a construction standpoint the bridge over Washington Place could not be completed until the 333 W. Washington building was constructed. There are buried electrical utilities and a need to integrate the support structure for the bridge with the 333 W. Washington building. The neighborhood accepted the delay based on these construction realities.

The current proposal to revise the GDP requests moving up the construction of the 333 W. Washington building as a hotel to next year. The proposal also requests delaying the construction of the bridge until the construction of the 306 W. Main St. building is constructed at some undetermined future date.

The foot print of the proposed hotel building is larger than the originally proposed condominium building. The hotel building extends farther south towards Main St. such that the original design for

the bridge extending straight across Washington Place between the Townhomes is no longer feasible. No drawings have been presented by the applicant to show what the new bridge configuration might be. The current plans for the hotel do not reflect any consideration of the bridge or its impacts on that building.

When the 333 W. Washington hotel building is completed all of the construction and infra structure in the center of the block will have also been completed. Delaying construction of the bridge will result in a major disruption of the center of Washington Place when the bridge is built. This will impact both existing residents of Capitol West and Hotel guests. Washington Place is a one way street exiting on Main St. This street will need to be kept open as an access to the parking garage, parking ramp and as an exit from the hotel drop off area.

Delaying construction of the bridge will also increase construction costs. Newly completed roads and walks will be impacted and then need to be replaced. Construction mobilization and staging costs will also be higher.

In summary we believe that the Capitol Mews pedestrian corridor is a vital component of the Capitol West project. The bridge portion across Washington Place is integral to full development of the Mews and should be completed in conjunction with the construction of the 333 W. Washington building

We urge you to adopt the following conditions as part of the approval of the revised GDP.

1. The applicant shall design the porte-cochere and drop-off for the proposed hotel in a manner that preserves both the green space and the viewscape along West Washington Avenue.
2. The Capitol Mews pedestrian corridor shall be completed in conjunction with the construction of the 333 W. Washington building. This shall include the bridge over Washington Place linking the 309 W. Washington building portion from Henry St. with the walkway behind 345 W. Washington and the recently completed Broom St. Townhomes to Broom St.

Thank you for your consideration,

Jonathan Cooper
Chair Capitol West Steering Committee
Bassett District of Capitol Neighborhoods