

PLANNING UNIT REPORT
DEPARTMENT OF PLANNING AND DEVELOPMENT
April 11, 2006

RE: I.D. # 03142: Zoning Map Amendment I.D. 3175 & 3176, rezoning 601 W. Wilson Street from PUD-GDP-SIP to Amended PUD-GDP-SIP

1. Requested Actions: Approval of a request to amend a previously approved PUD-GDP-SIP (Planned Unit Development, General Development Plan; Specific Implementation Plan) to allow demolition of a two-story commercial building and the construction of a four-story, 45,000 square-foot office building.
2. Applicable Regulations: Section 28.07 (6) of the Zoning Ordinance provides the requirements and framework for Planned Unit Developments; Section 28.12 (9) provides the process for zoning map amendments; Section 28.04 (22) provides the guidelines and regulations for the approval of demolition permits.
3. Report Prepared By: Timothy M. Parks, Planner.

GENERAL INFORMATION

1. Applicant & Property Owner: National Conference of Bar Examiners; 402 W. Wilson Street, Madison; Ercia Moeser, representative.

Agent: Douglas R. Hursh, Potter Lawson, Inc.; 15 Ellis Potter Court; Madison.
2. Development Schedule: The developer anticipates redevelopment of the site commencing in July 2006, with completion of the project expected in August 2007.
3. Location: Approximately 1.94 acres generally bounded by W. Wilson Street on the north, S. Bedford Street on the east, North Shore Drive on the south and Dow Court on the west; Aldermanic District 4; Madison Metropolitan School District.
4. Existing Conditions: The northern portion of the site is developed with a two-story commercial building surrounded by surface parking, while the southern portion of the site is developed with the three-story, 38,477 square-foot J. H. Findorff & Son corporate headquarters.
5. Proposed Land Use: The applicant proposes to raze the northern building to accommodate construction of a new four-story, 45,000 square-foot office building with 78 underground parking spaces and 20 surface parking stalls.
6. Surrounding Land Use and Zoning:

North: Railroad right of way, one and two-family residences, zoned R6 (General Residence District) and M1 (Limited Manufacturing District);

South: North Shore Drive and Brittingham Park, zoned C (Conservancy District);

East: Offices and residential units in a converted warehouse, zoned C3 (Highway Commercial District);

West: One and two-family residences, zoned R4 (General Residence District).

7. Adopted Land Use Plan: The Bassett Neighborhood Master Plan includes the subject site in an area generally bounded by W. Main Street on the north, S. Bedford Street on the east, North Shore Drive on the south and Proudfit Street on the west. This zone is recommended primarily for “comprehensive residential redevelopment” of varying densities and scales, although mixed-use residential, office and neighborhood related commercial uses are recommended along W. Main and S. Bedford streets.
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 demolition standards of Section 28.04 (22), the standards for zoning map amendments and the standards for Planned Unit Development Districts.

PREVIOUS APPROVAL

On October 3, 2000, the Common Council approved rezoning the 1.94-acre subject site from R4 (General Residence District) and M1 (Limited Manufacturing District) to PUD-GDP-SIP to allow demolition of four single-family residences, a storage building and equipment yard to allow construction of a 38,477 square-foot headquarters for the J. H. Findorff & Son construction company on the southern portion of the block-long property with future development of a multi-family residential building on the northern portion of the site along W. Wilson Street.

PLAN REVIEW

The applicants are requesting approval of an amended PUD-GDP-SIP for a 1.94-acre site bounded by W. Wilson Street on the north, S. Bedford Street on the east, North Shore Drive on

the south and Dow Court on the west to allow development of a four-story, 45,000 square-foot office building for the National Conference of Bar Examiners (NCBE). The building will replace a two-story commercial structure that was formerly occupied by the J. H. Findorff & Son construction company prior to the completion of their new headquarters office building on the southern half of the site overlooking North Shore Drive. The new southern building was completed in 2001-2002 and replaced a Findorff storage building, equipment and materials yard and four single-family residences. The section of the site to be occupied by the new NCBE building was previously approved in the PUD-GDP-SIP for a future residential building containing between 28-40 units. A gravel parking lot surrounding the existing building will also be removed with the demolition.

The first floor of the new building will be constructed along the length of the W. Wilson Street frontage of the site, extending from S. Bedford Street west to Dow Court. The three upper floors of the building will rise above the eastern two-thirds of the building footprint so as to orient most of the building mass towards S. Bedford Street. The western wing of the first floor will be used as a maintenance and storage area and will be covered with a green roof accessible from the western end of the second floor near an employee break room. The remainder of the building will be occupied with office spaces and conference rooms for the NCBE, who will occupy the entire building. No leaseable office space is envisioned with this project.

The applicant proposes to construct a 32-space parking deck along the length of the south wall of the new building. The parking deck will be located above a 78-space underground garage that will extend below both the new building and parking deck. Twelve of the 32 spaces located on the top deck will be reserved for the Findorff building to the south, leaving a total of 98 parking spaces for the proposed NCBE building. Primary access to the underground parking garage, upper 32-space parking deck, existing Findorff surface parking and 36-space parking garage below the Findorff building will be provided by a series of three driveways from Dow Court. A driveway from S. Bedford Street will provide secondary access to the two surface parking areas located adjacent to the two buildings and the Findorff underground parking, with a cross access easement to be provided between the two ownerships.

The proposed NCBE building reflects a modern design that should be complementary with the distinctive Findorff building to the south. The new building will primarily be constructed of two-toned brick to be located above either a cast or Kasota stone base and will be topped with a flat roof. The eastern portion of the south façade will be faced with either flat-seam copper panels or cedar paneling. Windows throughout will feature bronze-colored frames. The primary building entrance will be located on the eastern quarter of the south elevation facing the parking deck. In general, the architect has incorporated a significant amount of articulation into the wall planes as well as a half-story of clerestory glass above the fourth floor to provide visual interest to the building.

The new building will generally be setback 4.5 feet from the property lines adjacent to Dow Court and W. Wilson Street. A skirt wall of increasing height will extend along most the northern wall around the corner onto S. Bedford Street down to the driveway from that street in an effort to accommodate the slight grade of the subject site from north to south. The applicant has submitted an extensive landscaping for the subject site that largely includes the planting of various species of shrubs and perennials around the perimeter of the new building and the parking deck. Tree plantings on site will be largely limited to the installation of ornamental trees along the north side of the S. Bedford Street driveway and a handful of canopy trees on the south-west and southeast corners of the parking deck. The planting plan includes a number of canopy trees to be planted in the public rights of way of Dow Court, W. Wilson Street and S. Bedford Street, which are subject to review by the City Forester and will be approved separately from this application.

ANALYSIS & CONCLUSION

The proposed demolition of the former Findorff office building, which is currently vacant, is consistent with the planned unit development for the site approved in 2000 for the subject site that anticipated demolition of the building to accommodate future development. A windshield survey of the building by staff found it to be in an average state of repair. The building is devoid of any single architectural style and character, and has been refaced and added onto over a period of years. While staff has no information that would indicate that the building is not structurally sound or capable of being rehabilitated or repaired, the proposed alternative use of the site as an office building will allow this site to be more economically productive for the foreseeable future.

The amended planned unit development represents a departure from the previously approved plan for the 1.94-acre site, which called for between 28 and 40 dwelling units to be constructed in one or more buildings along the W. Wilson Street frontage of the site. At the time that the plans were presented for the Findorff headquarters to the south, two concept plans for the site and the rest of the Findorff ownership west of the site were developed. Findorff, which has historically controlled most of the properties extending from S. Bedford Street west to Proudfit Street between W. Main Street and North Shore Drive, offered a plan for approximately 475 dwelling units in about a dozen buildings under their ownership known as the Findorff Yards Conceptual Master Plan (attached). That plan area included the former Tobacco Warehouses, which have since been redeveloped as apartment units by Urban Land Development/ Urban Land Interests and the Fourth Ward Lofts on W. Main and W. Doty streets, which were developed by Todd McGrath. The Conceptual Master Plan placed an emphasis on medium-density buildings with structured parking similar to Fourth Ward Lofts. A second plan for approximately the same area known as the Findorff Yards Site Study (attached) called for the development of approximately 225 residential units in an area bounded by Proudfit Street, North Shore Drive, W. Wilson and S.

Bedford Street and included the Tobacco Warehouses. The Site Study placed a greater emphasis on creating a more neighborhood feel through more extensive uses of townhouse development (and less emphasis on placing all parking in relatively more expensive underground parking) than the Conceptual Master Plan, though both plans called for a nine-story residential tower overlooking Brittingham Park and Lake Monona to be developed on the portion of the Findorff ownership where North Shore Drive curves around and becomes Proudfit Street. In the case of both plans, the area of the proposed NCBE building is shown as residential, with 3 ½ to 4-story buildings generally recommended for the south side of W. Wilson Street.

The proposed office building also represents a minor divergence from the Bassett Neighborhood Master Plan. The neighborhood plan recommendation for the area generally west of S. Bedford Street generally calls for primarily residential redevelopment, although the plan does provide for mixed-use development including residential, office and retail uses along W. Main Street and more particularly, S. Bedford Street.

The Planning Unit believes that the proposed office building represents a positive addition to the surrounding area and is complementary to both the Findorff building to the south and the two-story converted residential-office buildings across S. Bedford Street and fits within the mixed-use provisions generally encouraged in this portion of the Bassett neighborhood. However, while cornering on S. Bedford Street, the majority of the building will face W. Wilson Street, which might suggest the infiltration of non-residential uses into the core of what is otherwise encouraged for residential uses according to the Bassett Plan. In addition, the only entrance of the building faces away from both W. Wilson and S. Bedford streets, resulting in a lack of strong pedestrian orientation to either street.

In closing, the Planning Unit believes, that the NCBE building has been designed to complement the scale of both the nearby mixed-use and Findorff headquarters building and the future development envisioned along W. Wilson Street in both the Conceptual Master Plan and Site Study. While generally envisioned for future residential uses at the time that the planned unit development for the Findorff headquarters and the two conceptual plans for development of remaining Findorff lands were developed, the proposed office building is compatible with the existing use of the site, the other commercial buildings along S. Bedford Street and the transitional nature of the street from largely commercial construction west into the residential buildings east. The Planning Unit believes that this use is a good addition to the area and fits in well with the specific block.

RECOMMENDATION

The Planning Unit recommends that the Plan Commission forward Zoning Map Amendments 3175 and 3176, rezoning 601 W. Wilson Street from PUD-GDP-SIP to Amended PUD-GDP-SIP

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to the Common Council with a recommendation of **approval**, subject to input at the public hearing and the following conditions and the comments from reviewing agencies.



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

March 23, 2006

TO: Plan Commission

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

SUBJECT: **601 West Wilson Street – Rezoning – PUD (SIP) to Amended PUD (GDP-SIP)
45,000 Sq. Ft. Commercial Building**

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 approval of this facility does not include the approval of the as proposed improvements in the street right-of-way. The applicant should remove all proposed improvements in the right-of-way on the site plan sheets or note: "All right-of-way improvements require separate approval by the Board of Public Works and Common Council for the public right-of-way changes to be requested by the developer."
2. The applicant shall enter into a subdivision contract or developer's agreement to accommodate proposed street improvements.
3. The attached streetlight and traffic signal declaration of conditions and covenant shall be executed and returned.
4. The applicant shall execute a waiver of notice and hearing on special assessments for the future traffic signal and associated street improvements at the intersections the City plans to signalize. The traffic signal waiver may also require a deposit for future area traffic signals and associated intersection changes.
5. The developer shall provide a multi-modal traffic impact study and improvement plan for the development to be review and approved by the City Traffic Engineer. Upon the review and approval of the traffic study findings and improvement plan by the City, the developer and the City shall agree upon the improvements, if any, to be made by the developer based on the City Traffic Engineer's review of the study. If the parties do not agree, the matter shall be referred to the Plan Commission. The developer shall enter into a developer's agreement for this with the City.
 - Among other things, the study will include an evaluation of the impact of traffic due to the development at the intersections immediately adjacent to the

development as well as other intersections which may be impacted. This study should also include an evaluation of existing conditions at the subject intersections for all modes of transportation. The developer should also review driveway and service delivery operations. In addition to conducting a TIS for each next phase of the development, the TIS shall also study and compare the previous phase of development. The developer may also need to submit a deposit or surety for potential mitigation measures for the development which may include new traffic control, signing and marking; new traffic signals, signal phasing and/or signal hardware changes; pedestrian improvements; intersection or street improvements to minimize congestion and accommodate development traffic into and out of the site.

GENERAL OR STANDARD REVIEW COMMENTS

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

6. 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'.
7. The applicant shall modify the driveway approaches to Dow Ct. and S. Bedford St. according to the design criteria for a "Class III" driveway in accordance to Madison General Ordinance Section 10.08(4).
8. All existing driveway approaches on which are to be abandoned shall be removed and replaced with curb and gutter and noted on the plan.
9. A "Stop" sign shall be installed at a height of seven (7) feet at all driveway approaches. 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.
10. "The ramp down to underground parking percent of sloped shall be designed to accommodate low-clearance vehicles for a transition. Ramp breakover angle (limited by vehicle wheel-base and ground clearance) and angles of approach (affected by front overhang of vehicles) and departure (affected by rear overhang) are critical vehicle clearance points. Standards established by the Society of Automotive Engineers limit the ramp breakover angle to no less than 10 degrees; angle of departure, no less than 10 degrees; and angle of approach, no less than 15 degrees The applicant shall provide a profile of the ramp showing the slopes critical clearance, when plans are submitted for approval. The applicant should explore ramp slopes (grades) less than 8 % that can be blended satisfactorily with an 8-foot transition length. In addition, the applicant shall demonstrate on the plan sheet both ramps cross-section to underground parking for existing Findorff Building and proposed building. In addition, the applicant shall show

the ingress & egress ramps with dimensions, turning radiuses into the underground parking areas.

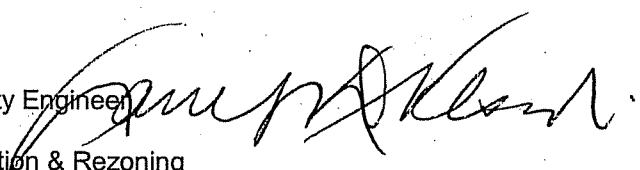
11. The applicant shall show the dimensions for Findorff and proposed building existing and proposed surface and underground parking stalls items A, B, C, D, E, and F, and for ninety-degree angle parking with nine (9) foot wide stalls and backing up, according to Figures II "Medium and Large Vehicles" parking design standards in Section 10.08(6)(b) 2. (If two (2) feet of overhang are used for a vehicle, it shall be shown on the plan.)
12. When site plans are submitted for approval, the developer shall provide a recorded copy of the joint driveway ingress/egress and crossing easements available to all lots in the site.
13. The Developer shall post a deposit and reimburse the City for all costs associated with any modifications to Traffic Signals, Street Lighting, Signing and Pavement Marking, and conduit and handholes, including labor, engineering and materials for both temporary and permanent installations.
14. Public signing and marking related to the development may be required by the City Traffic Engineer for which the developer shall be financially responsible.

Please contact John Leach, City Traffic Engineering at 267-8755 if you have questions regarding the above items:

Contact Person: Douglas Hursh
Fax: 608-2743674
Email: dough@potterlawson.com

DCD:DJM:dm

DATE: March 15, 2006
TO: Plan Commission
FROM: Larry D. Nelson, P.E., City Engineer
SUBJECT: 601 West Wilson Demolition & Rezoning



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

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

- 1. City Engineering (Eric Pederson) has received via email on March 3, 2006 a request to vacate/discontinue a portion of Dow Court. This street vacation/discontinuance must be recorded after Common Council adoption prior to issuance of new building permits.
- 2. The Development will impact the curb and gutter, terrace and sidewalk adjacent to the Development and the Developer shall be responsible for restoration of streets adjacent to this development in accordance with City Policy. Because the adjacent streets are in poor condition, the City may propose a street reconstruction project if TIF funding is available. In the event that the City is able to undertake a street reconstruction project, the Developer shall coordinate their project with the City reconstruction project and shall pay for a portion of the cost of the reconstruction project.

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: 601 West Wilson Demolition & Rezoning

General

- 1.1 The construction of this building will require removal and replacement of sidewalk, curb and gutter and possibly other parts of the City's infrastructure. The applicant shall enter into a City / Developer agreement for the 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

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and proposed utility locations and landscaping.

- 1.4 The site plan shall identify the difference between existing and proposed impervious areas.
- 1.5 The site plan shall reflect a proper street address of the property as reflected by official City of Madison Assessor's and Engineering Division records.
- 1.6 The site plan shall include a full and complete legal description of the site or property being subjected to this application.

Right of Way / Easements

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

Streets and Sidewalks

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

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shall be reviewed by the City Engineer, City Traffic Engineer, and City Forester.

- 3.11 The Applicant shall provide the City Engineer with a survey indicating the grade of the existing sidewalk and street. The Applicant shall hire a Professional Engineer to set the grade of the building entrances adjacent to the public right of way. The Applicant shall provide the City Engineer the proposed grade of the building entrances. The City Engineer shall approve the grade of the entrances prior to signing off on this development.
- 3.12 The Applicant shall replace all sidewalk and curb and gutter which abuts the property which is damaged by the construction or any sidewalk and curb and gutter which the City Engineer determines needs to be replaced because it is not at a desirable grade regardless of whether the condition existed prior to beginning construction.
- 3.13 The Applicant shall obtain a privilege in streets agreement for any encroachments inside the public right of way. The approval of this development does not constitute or guarantee approval of the encroachments.
- 3.14 The Applicant shall provide the City Engineer with the proposed soil retention system to accommodate the restoration. The soil retention system must be stamped by a Professional Engineer. The City Engineer may reject or require modifications to the retention system.
- 3.15 The Applicant shall complete work on exposed aggregate sidewalk in accordance with specifications provided by the city. The stone used for the exposed aggregate shall be approved by the City. The Construction Engineer shall be notified prior to beginning construction. Any work that does not match the adjacent work or which the City Construction Engineer finds is unacceptable shall be removed and replaced.
- 3.16 All work in the public right-of-way shall be performed by a City licensed contractor.

Storm Water Management

- 4.1 The site plans shall be revised to show the location of all rain gutter down spout discharges.
- 4.2 Storm sewer to serve this development has been designed and constructed. The site plans shall be revised to identify the location of this storm sewer and to show connection of an internal drainage system to the existing public storm sewer.
- 4.3 The plan set shall be revised to show a proposed private internal drainage system on the site. This information shall include the depths and locations of structures and the type of pipe to be used.
- 4.5 The applicant shall show storm water "overflow" paths that will safely route runoff when the storm sewer is at capacity.
- 4.6 The applicant shall demonstrate compliance with Section 37.07 and 37.08 of the Madison General Ordinances regarding permissible soil loss rates. The erosion control plan shall include Universal Soil Loss Equation (USLE) computations for the construction period. Measures shall be implemented in order to maintain a soil loss rate below 7.5-tons per acre per year.
- 4.7 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.
- 4.8 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. 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 signoff.

- 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.)
- 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.

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

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

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

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

- 4.15 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).

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

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

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

Utilities General

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

of storm water runoff, from parking structures, shall 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.
- 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.

AGENDA # 12

City of Madison, Wisconsin

REPORT OF: URBAN DESIGN COMMISSION

PRESENTED: March 22, 2006

TITLE: 601 West Wilson Street – Amended
PUD(GDP-SIP), Demolition for a New
Office Building. 4th Ald. Dist.

REFERRED:

REREFERRED:

REPORTED BACK:

AUTHOR: Alan J. Martin, Secretary

ADOPTED:

POF:

DATED: March 22, 2006

ID NUMBER:

Members present were: Paul Wagner, Chair; Lisa Geer, Lou Host-Jablonski, Cathleen Feland, Jack Williams, Robert March, Todd Barnett and Ald. Noel Radomski.

SUMMARY:

At its meeting of March 22, 2006, the Urban Design Commission **GRANTED FINAL APPROVAL** of an Amended PUD(GDP-SIP) for the demolition and construction of a new office building located at 601 West Wilson Street. Appearing on behalf of the project were Doug Hursh, Rebecca Flood, David Knuti, Rosemary Lee, Stefanie Moritz. Registered in opposition was Leslie Herje. In address of previous concerns of the Commission, the modified plans featured the following:

- Structural adjustments were done to the underlying parking levels to provide for the addition of two medium size ornamental canopy trees in planters along with additional landscaping elements within the surface parking area to alleviate concerns with the heat effect.
- The landscape plan also features the utilization of a green screening grid to break up the blank façade of transitional walls between the upper level of the parking structure and the entry plaza for the building.
- The exterior building elevations have been provided more detail to alleviate concerns about potential large sign areas that the façade as previously proposed presented.
- The wall at the street along the site’s Bedford Street frontage has been lowered with an entry feature provided, along with the provision of covered bicycle parking under overhangs.

Several area residents spoke both in support and opposition to the project. Leslie Harje spoke in opposition, stating that the project was not consistent with the existing PUD-GDP on the site, supporting residential use and was inconsistent with the adopted neighborhood plan for the area (Bassett Neighborhood Master Plan) relevant to building height. In response the applicant presented shadow studies and provided that minimal impacts relative to shading of adjacent sites would result. Those speaking in favor of the project related to a letter in support of issues as resolved from the Bassett District of Capital Neighborhoods, Inc.

Following the presentation, it was noted by the Commission that the project as asserted by some neighbors will bring working people into the neighborhood and provide a basis support for on-going condominium development within the area. Relative to height concerns, the applicant noted that the fifth story of the building primary feature was to provide a clearstory to provide natural light into the interior of the building, was only 4-

feet in height and setback 15-feet from the fourth floor upper edge of the proposed structure, which would limit its visibility from street level.

ACTION:

On a motion by Barnett, seconded by March, the Urban Design Commission **GRANTED FINAL APPROVAL**. The motion was passed on a vote of (7-0-1) with Wagner 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 6, 7, 7, 8, 8, 8, and 9.

URBAN DESIGN COMMISSION PROJECT RATING FOR: 601 West Wilson Street

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

General Comments:

- Appreciate the additional interior parking lot and perimeter landscape. Rooftop garden is also a plus for a dense development.
- Exemplary project.
- Nice project. Great addition to downtown.
- Appreciate addition to the neighborhood.
- This project has many great things going for it – kudos!



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: April 5, 2006
TO: Plan Commission
FROM: Edwin J. Ruckriegel, Fire Marshal
SUBJECT: **601 W. Wilson St.**

The City of Madison Fire Department (MFD) has reviewed the subject development and has the following comments:

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

1. Provide fire apparatus access as required by Comm 62.0509 and MGO 34.19, as follows:
 - a. 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.

GENERAL OR STANDARD REVIEW COMMENTS

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

2. Provide fire apparatus access as required by Comm 62.0509 and MGO 34.19, as follows:
 - a. The site plans shall clearly identify the location of all fire lanes.
 - b. Provide a minimum unobstructed width of 26-feet for at least 20-feet on each side of the fire hydrant.
 - c. Provide a completed MFD "Fire Apparatus Access and Fire Hydrant Worksheet" with the site plan submittal.

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

cc: John Lippitt

MEETING MINUTES FEBRUARY 6, 2006
BEDFORD DISTRICT STEERING COMMITTEE
PROPOSED NATIONAL CONFERENCE OF BAR EXAMINERS BUILDING

The committee met the current headquarter of the Bar Examiners at 402 West Wilson. Presenting for the Developer: Doug Hursh, Project Architect, Potter & Lawson; Rebecca Fox, Landscape Architect, Ken Sieke Design; and Myra Hajny, Manager of Operations, National Conference of Bar Examiners.

Committee Members Present: David Knuti, Chairman, James Eisenmann, Rosemary Lee, Ron Luskin, Mike May, Pat Meehan, Stefanie Moritz

Also Present: Alder Mike Verveer

Mr. Hursh presented near to final plans for the project including an inventory of parking, a final site plan, drawings of the building profile, and surface materials to be used. The Seike Design staff discussed landscaping plans to be further negotiated with the City Forester. Mr. Hursh discussed the time table for presentation to the city and expressed the hope that the neighborhood review could be completed in February before the SIP proposal was to be submitted to the city on February 22.

The committee discussed the adequacy of parking in the wider perspective of the needs of the Findorff and NCBE building which would be sharing the same block and to some degrees have open access to a common parking area. There will be a total of spaces for 117 spaces under ground and 46 surface spaces for an eventual combined workforce population of 155 somewhat in the future. With some confirmation needed for the final numbers, the capacity ratios appeared generous for current and future needs.

The committee reviewed the landscaping plan as presently developed and expressed satisfaction with the general design, but recommended further enrichment if possible. It was suggested tree density on the Wilson and Bedford fronts could be increased and urged the designer to work with the City Forester to agree on more closely spaced trees. Landscaping treatment of the rear parking areas was also urged.

Considerable attention was devoted to building profile and height. Although it is four stories, which generally conforms to the area plan and neighborhood preferences, its 61 ft height caused considerable concern for the possible precedent-setting effects for subsequent development proposals. Mitigating factors including the overall merits of the design were discussed.

Action Taken: The committee resolved recommend consideration of the project at the monthly Bassett Neighborhood Meeting on Monday, February 13 at 7:00 at the Meritor Apartments, 330 West Main. The committee arrived a consensus of support for the project based on the value of the importance of the NCBR to the Central area development and the merit of the designs (which still must be put in final form). Mike May was asked to prepare the report to the neighborhood expressing the committee's findings and continuing concerns for City agency review.

Minutes prepared by David Knuti, Chairman

BASSETT DISTRICT OF CAPITAL NEIGHBORHOOD, INC.
PROJECT STEERING COMMITTEE
SUMMARY REPORT
NATIONAL CONFERENCE OF BAR EXAMINERS
DEVELOPMENT AT W. WILSON ST. & SO. BEDFORD ST. (SWC)

February 13, 2006

The Steering Committee's (SC's) initial report will cover the primary topics discussed with the development/design team and NCBE staff over several meetings ending February 6, 2006. In view of the SC's respect for the integrity of the sponsor and the quality of planning to date, the Committee has agreed to issue this report to the Bassett Neighborhood in advance of the completion of all final plans and specifications so that the sponsor's schedule for submission to the City can be maintained. The key areas of discussion, with SC's responses, are as follows.

GOAL OF PROJECT: The National Conference of Bar Examiners (NCBE) is currently at 402 W. Wilson Street in downtown Madison. NCBE expressed a need for additional modern office space with good security, added parking, and a location in close proximity to the downtown and its amenities. NCBE has 54 employees and wishes to be able to accommodate up to 85 personnel over the long term.

SC Response: the SC supports the retention of jobs in downtown Madison, particularly for an organization that has been a "good neighbor" in the Bassett District.

PROJECT SITE: The southwest corner of W. Wilson and Bedford is owned by J.H. Findorff and Son, Inc., and adjoins the distinctive Findorff headquarters building completed in 2003. The subject land has been used for obsolete low-rise offices and surface parking by Findorff employees. The spur tracks of the WSRR pass north of the site on a diagonal line, as well as a north/south spur near the site's west boundary.

SC Response: the SC is comfortable with this location for a well-designed, moderate scale office use that is compatible in height with nearby residential developments. The final plans must keep in mind the "gateway" nature of this block of Bedford, and the fact that NCBE would be in the key transition zone between commercial and residential neighborhoods.

NEIGHBORHOOD ISSUES: The site is in a transition area between the commercial/industrial activities of the historic Findorff construction yard, (and several small office buildings on S. Bedford near North Shore Drive), and multi-family residential uses to the north and east. To the west, conversion of the historic tobacco warehouses to loft apartments is now complete and in the marketing phase. Bedford Street at North Shore Drive serves as an unofficial gateway into the Bassett District's southern edge, an effect heightened by the presence of Findorff's headquarters at 300 S. Bedford.

SC Response: this development appears to grasp the importance of setting a tone that bridges the former construction yard/warehouse aspect of the area, particularly in view of the success of the Findorff headquarters design several years ago. This new proposal has potential to improve the character and esthetics of the immediate area, if the design team successfully follows through on its vision.

PROJECT SCALE: The proposed building is to be 4-stories, with a central glassed clerestory extending upward another 7.5 feet, for a maximum height of approximately 61 feet above grade. The building will also have a single-story component on its western end, for a total of 44,000 gross square feet of office space.

SC Response: the 4-story height is acceptable in this portion of the district, where the Comprehensive Plan indicates 2-4 story developments. However, the “fifth level” skylight feature extends the height to 61 feet, similar to a 5-story structure. Over the past five years, Bassett has clearly established a 4-story trend for new projects. A typical developer, however, focuses in on the height of the most recently approved project, then uses that factor as “support” or justification for a higher structure on the next project. The SC had considerable debate over whether 61 feet is appropriate, and over the precedent that such a height might set. The “clerestory” functions to add light, reduce energy consumption, and improve the work environment for the occupants. Several SC members felt that, despite the height, the 7.5 ft. tall feature also added visual interest to the roof line. The SC’s support for this structure’s design should not be construed as a blanket approval for future building heights of this magnitude, particularly where such added height merely adds to the density of the building’s use and does not contribute to its esthetics.

ARCHITECTURAL QUALITIES: Potter Lawson, Inc. is using a modern design concept with substantial glass areas in an attempt to harmonize with the Findorff headquarters, which they also designed. Brownish textured brick with a weathered look is one of the suggested exterior materials. This selection has similarities to the Gallagher Building across the street to the east, and well as Findorff’s headquarters. Windows were to be framed in a dark bronze metal. Other finishes have yet to be determined.

SC Response: the design was met with a generally favorable response, although important questions remain over materials selection and colors. A key positive factor is the compatibility (except as to height) with the adjoining 3-story Findorff headquarters. Certain features will, however, require further attention. The NCBE building’s south façade, first floor, adjoining the parking lot has considerable “flat” area below the elevated windows that lacks detailing and visual interest. The tight fit of the pedestrian access and retaining wall on the Bedford (east) side will need careful study. The design team expressed confidence that improvements could be made in these areas. Since the SC received only a briefing on the architectural intent in this area, a favorable view of the project depends on these materials being included in the final design. Attention of the City staff and Urban Design Commission (UDC) are recommended in this area.

SET BACKS: The proposed site plan provides wide set backs from the street on all sides, about 20 feet on Wilson and Bedford and 12 feet on Dow Court. There will be set backs from the sidewalks of varying dimensions, some of which are difficult to specify because of the likely relocation of some of the sidewalks. The building line on the Bedford side will appear on a line with the Findorff building which will be the usual visual point of reference for the new building. There will be set backs from the sidewalk on the Bedford side of about 5 feet, depending on the relocation of the sidewalk. On the expanse along Wilson there will be a 9-foot setback to the structural base and 5 feet to the overhanging upper floors.

SC Response: Setbacks from the street and sidewalks appear adequate to generous for the overall plan

VEHICLE PARKING: On-site surface parking for 20 vehicles plus a 29,000 sq. ft. underground structure for 78 vehicles is planned. Total parking of 98 vehicles would be a ratio of about 2.2 slots per 1,000 sq. ft. of office space.

SC Response: the SC reaffirmed that no adverse impact on street parking should result from this plan. Much discussion involved clarifying that parking between NCBE users and Findorff users would be segregated as part of this project. The 98 slots are to be exclusively for use by the new NCBE building occupants. Concern was expressed that if the building was ever occupied by a more typical “back office” tenant, using a density ratio of, say, 5 employees per 1,000 sq. ft., the 98 slots would probably be insufficient and thereby become a marketing drawback for the property. Hopefully, this will not be a factor in the foreseeable future, since street parking could then be adversely impacted.

LANDSCAPING: Existing street trees hopefully will be saved on the Wilson and Bedford frontages, and new trees of substantial size added in consultation with the City Forester. Formal plantings at the street intersection, with a small lawn, have been proposed. A “green roof” for the single story end of the building is also planned. Irrigation of parking lot plants has yet to be resolved due to the underlying concrete structure.

SC Response: The need for “residential” level plantings was stressed. The greatest density for trees and shrubs was requested, rather than adhering to an arbitrary City guideline. This will help soften the bulkiness of the structure when viewed from the surrounding area. Parking lot foliage needs to be addressed in detail, as well as the perimeter walkways. The SC strongly supports the use of the “green roof” concept. As long as this building is the exclusive “signature office” for NCBE, the SC had little concern that maintenance of grounds (excepting street trees) would be a problem. The attention of City staff and the UDC is recommended in this area.

EXTERIOR LIGHTING: No final lighting plan was made available.

SC Response: Ensure the fixtures are properly shielded to prevent glare within the neighborhood and the night sky. The attention of City staff is requested in this area during review.

FUTURE EXPANSION: The design team mentioned the possibility of future expansion of the offices on the western end. This hypothetical addition will not be part of the SIP. The area involved is approx. 7,500 sq. ft. spread over 3 floors.

SC Response: Any future office expansion must have added parking to maintain the current parking ratio, so as to avoid adverse street parking impacts. The SC expects a future SIP review would take place to allow for public involvement.

OTHER ISSUES:

Loading Dock: The design team indicated the loading dock would be off-street and well screened. This will eliminate delivery/commercial vehicles parking on the street.

Public Space/Community Room: The Bassett neighborhood sorely lacks public meeting space to match the recent high density of residential development. One SC member asked about including a meeting room with alternate outside access for non-business hour use by

neighborhood groups. The NCBE considered the matter and felt it was incompatible with its internal security needs, although institutions such as some banks and credit unions offer such amenities in the Madison area. The matter was dropped in the interest of consensus.

Indoor Bike Storage: Indoor bike storage was suggested for employees, and the design team agreed to study the matter.

Roof Patio: An employee patio on the "green roof" was mentioned by the design team, and supported by SC members.

CONCLUSIONS: The SC is in favor of both the goals and design concepts developed to date for the NCBE project. The proposed architectural themes are supportive of the "transition zone" needs of the neighborhood, provided that landscaping is of adequate quality and density. Building height (61 ft.) is a concern, but the SC feels that this project merits approval on a "case-by-case" concept of review, in what is currently a 4-story neighborhood. Potter Lawson, Inc. has avoided overshadowing or clashing with the design of the adjoining Findorff headquarters, considered by many to be a gateway building for this neighborhood. On-site parking appears adequate for the intended use. Further information will be needed on landscaping, lighting, materials, colors, and finish details. As discussed above, the SC warmly supports this project, but has accepted certain unresolved details in the expectation that they can be confirmed and/or improved in the process of City review. In the unlikely event they are unsuccessfully resolved, the SC reserves the right to revisit these issues in subsequent hearings.

LIST OF PARTICIPANTS;

Bedford Neighborhood Steering Committee

David Knuti – Chairman
Stefanie Moritz
Pat Meehan
Rosemary Lee
Ron Luskin
Mike May
Jim Eisenmann

National Conference of Bar Examiners

Myra Hajny – Director of Operations
Erica Moeser, President, NCBE

Development/Design Team

Doug Hursh, Project Architect, Potter & Lawson
Rebecca Flood, Landscape Architect, Ken Saiki Design

RESPECTFULLY SUBMITTED:

David E. Knuti, Chair

Michael D. May, Drafter