

**PLANNING DIVISION REPORT  
DEPARTMENT OF PLANNING AND COMMUNITY  
AND ECONOMIC DEVELOPMENT  
of December 17, 2007**

**RE: LD. # 08171: Zoning Map Amendment LD. 3330, Demolition and Rezoning of 301 N. Hamilton Street from R6 and C1 to PUD-GDP**

1. Requested Actions: Approval to demolish six buildings and rezone the property from R6 (General Residence District) and C1 (Limited Commercial District) to PUD-GDP (Planned Unit Development Plan- General Development Plan) to allow for the construction of a 67-unit apartment building.
2. Applicable Regulations: Section 28.04 (22) provides the guidelines and regulations for the approval of demolition permits. Section 28.12 (9) provides the process for zoning map amendments. Section 28.07 (6) of the Zoning Ordinance provides the requirements and framework for Planned Unit Developments.
3. Report Prepared By: Kevin Firchow, AICP, Planner

**GENERAL INFORMATION**

1. Applicant: Phillip K. Hees; The McBride Companies; 139 W Wilson Street; Madison, WI; 53703  
  
Agent: Thomas C. Miller; The Alexander Company, Inc; 145 E Badger Road, Suite 200; Madison, WI 53713
2. Development Schedule: The applicant estimates construction would be complete at the end of 2008.
3. Location: Approximately ½ acre of land surrounding the Pinkus McBride Grocery Store and mixed use building in a triangular block bounded by East Johnson, North Hancock, and North Hamilton Streets; Aldermanic District 2; Madison Metropolitan School District.
4. Existing Conditions: The subject site is "Block 258". The portion of the block planned for demolition currently includes six multi-unit residential structures. The project area includes the two-story Pinkus McBride building, which is not planned to be demolished.
5. Proposed Land Use: The applicant proposes to construct a four-story, 67-unit apartment building with underground parking.

6. Surrounding Land Use and Zoning: Current zoning and land use are summarized as follows:

300 E Johnson St. Block: Two and Three Unit Residential Buildings, zoned R6 or PUD-SIP. The block also contains one mixed-use building and one 22-unit apartment building, both zoned R6.

300 N Hancock St. Block: Three-story Nichols Station Condominiums, zoned PCD-SIP

300 N Hamilton Block: Single-Family, Two-Three Unit residential buildings zoned R6. This includes a converted church that is now a two-family residence.

As a reference, the applicant has included photos of each of the surrounding block faces.

7. Adopted Land Use Plan: The Comprehensive Plan includes the subject properties within the "First Settlement/ Old Market Place Downtown Sub-District". The recommended uses include "residential development of 16 to 60 units per net acre with densities and dwelling unit types defined in City-adopted detailed neighborhood development plans and/or special area plans". Also recommended are historic preservation areas and neighborhood conservation areas in strategic locations as defined in City-adopted detailed neighborhood or special area plans. The area's current neighborhood plan, the Fourth District-Old Market Place Neighborhood Plan Strategy, was adopted in 1983 does not identify the subject property as part of a historic district.
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 standards for demolitions, zoning map amendments, and planned unit development districts.

## **PLAN REVIEW**

The applicant requests two approvals from the Plan Commission. The first is a demolition request for six residential buildings. The second request is for a rezoning to PUD-GDP (Planned Unit Development- General Development Plan) to establish the basic right of use, general bulk, and massing standards for the subject block, including a proposed 67-unit apartment building.

### Existing Conditions and Surrounding Context

The subject site is Block 258, a triangular-shaped block bounded by East Johnson, North Hancock, and North Hamilton Streets. The subject block includes the Pinkus McBride Grocery and Deli building at the southwestern corner of this "triangle". This two-story Queen Anne-style building is listed as a potential landmark in the Downtown Historic Preservation Plan and is **not** included in the demolition request. The remainder of the block currently includes 48 dwelling units housed within six multi-unit residential structures. These structures are proposed for demolition, under this request.

There is a significant range of building types in the blocks surrounding the subject block. Buildings vary by size, age, and overall character. The 300 block of East Johnson Street includes a mixed-use commercial building and a series of two and three flat residential buildings. One larger, 22-unit apartment building is also found in the middle of this block. The 300 block of North Hamilton Street includes single-family, two-flat, and three-flat residences, with most structures dating back to the 1880s and 1890s. This block also includes a brick church building that has been converted into a two-unit residential property. The 300 block of North Hancock Street includes the Nichols Station Condominium development. This structure was completed in 1986 and is three stories in height in the block facing the proposed development.

As a reference, the applicant has included a photo inventory of the surrounding blocks that may also be of use in understanding the site context.

### Demolition Request

The applicant first requests permission to demolish six residential structures. This request is subject to the demolition standards of Section 28.04 (22).

The City Preservation Planner and the Landmarks Commission have previously reviewed this request. In her staff report to the Landmarks Commission, the Preservation Planner recommended that the Landmarks Commission not object to the proposed redevelopment of the block. She noted that the integrity of all of the buildings slated for demolition has been compromised over the years. Further, none of the structures have sufficient historic or architectural significance to meet the Landmarks Commission's criteria for landmark designation and none of these structures were identified as potential landmarks in the Downtown Historic Preservation Plan.

In an advisory opinion to the Plan Commission, the Landmarks Commission, recommended approval of the proposed demolition at its November 5, 2007 meeting.

The following is a brief summary of the existing structures provided by the Preservation Planner.

- **318 E. Johnson Street** This building is an altered, two-story, frame Queen Anne house, constructed in 1893. A front addition to the second story has significantly altered the historic integrity of the building.
- **324 E. Johnson Street** This two-story vernacular house was constructed circa 1867, with a significant addition completed in 1883. The building has had several alternations including changes to the front porch and the addition of non-historic siding materials.
- **308 N. Hancock Street** This building is an altered 1.5-story Queen Anne frame house with non-historic siding. The building was constructed in 1890.
- **310 N. Hancock Street** This building is an altered, two-story, frame Queen Anne House with non-historic siding. The building was constructed in 1897.
- **321-323 N. Hamilton Street** This structure is a side-by-side duplex constructed in 1895. The home has been somewhat altered by the infill of the front porch and non-historic siding. City records indicate that in 1900, this home served as the second home of Madison General Hospital.
- **303-309 N. Hamilton Street** This brick and stucco Queen Anne apartment building was constructed in 1904. The building has been altered into multiple different styles since its construction.

The applicant has provided pictures of the interior and exterior of each building to be demolished. Most structures appear to be in at least average condition for buildings of their age. Staff have not conducted an inspection of the interiors of the structures and do not have information indicating that most of the buildings are not structurally sound or capable of being rehabilitated or repaired. One notable exception is 303-309 N. Hamilton Street. The photos submitted by the applicant indicate there is significant damage to floors, walls, and ceilings. However, staff is not aware of the total extent of damage to this structure or whether the condition shown in the photos is indicative of the entire structure, or isolated to one area.

In meetings with the Urban Design Commission, the applicant has noted a willingness to explore relocation options for the existing structures. Staff does not have any further information on the status of relocation versus demolition.

Zoning Map Amendment Request

The applicant's second request is to rezone the property from R6 (General Residence District) and C1 (Limited Commercial District) to PUD-GDP (Planned Unit Development- General Development Plan). This request is subject to the standards for zoning map amendments in Section 28.12 (9) and the standards for Planned Unit Developments found in Section 28.07 (6).

The rezoning request includes all of Block 258, including the "Pinkus McBride" building. While not part of the demolition request, the applicant requests to include this parcel in the rezoning. There are three residential units in that building. The rezoning in the remainder of the block would allow for the creation of a 67-unit apartment building.

The applicant intends to utilize a two-step planned unit development zoning process. With the initial rezoning request, the applicant looks to establish the basic right of use, general bulk, and massing standards for the project. If successful, the applicant will submit a Specific Implementation Plan (SIP) to address more detailed site and building design issues.

Proposed Building Mass and Bulk

The proposed new structure is a four-story apartment building. The applicant has not provided the exact height of the building. Plans and illustrations show the building is three stories along the East Johnson and North Hancock frontages with a fourth floor stepped back from the street edge. The applicant also requests permission to place mechanical penthouses above the height of the fourth floor.

The building would provide a consistent building mass along the East Johnson and Hancock Street frontages, per the proposed site plan. From the floor plans, it appears that the building mass at the end of Hancock Street, across from James Madison Park would be three stories, however, this detail could not be confirmed based on submitted materials.

The North Hamilton Street frontage includes a somewhat irregular pattern of building mass, with the proposed pattern of openings and building mass similar to the current pattern in this block. The plans do not specify the building height along this street and staff cannot determine whether the mass would be three or four stories, or if any stepbacks are proposed for this frontage. This street frontage includes an elevated green space area, which is actually the roof of the underground parking structure. From the information submitted, the green space would be private space serving the building occupants. Drawings indicate this green space will be roughly four to five feet higher than the sidewalk and separated from the public right-of-way by planters and guardrails, if required. This plaza area is located roughly where a gravel parking lot and an existing garage are currently found.

### General Building Layout

The building has an "L" shaped layout consisting of two primary hallways. The submitted plans indicate that most units will take access from these internal hallways, but several units appear to have direct street entrances. A variety of different floor plans are shown in the building. From the plans, it appears that "flats" and "apartments" are oriented on one level and "townhouses" are arranged on two levels. The applicant has provided the following breakdown of unit types.

- 43 1-Bedroom "Flats"
- 17 1-Bedroom "Townhouses"
- 3 1-Bedroom units- Existing Units in Pinkus McBride Building
- 3 2-Bedroom "Flats"
- 3 2-Bedroom "Townhouses"
- 1 3-Bedroom "Apartment"

### Parking

The applicant proposes to provide 44 underground parking spaces. No on-site surface parking is included. The parking lot is accessed via a driveway on North Hamilton Street. The building's basement plan identifies two general areas that could be used for bike parking; however, the specific number of bike parking spaces has not yet been determined. Additional bike parking is shown in the right-of-way. Any such improvement in the right-of-way would need to be approved separately from the rezoning request.

### Zoning Text

The applicant has also provided the required zoning text for the proposed general development plan. As typically provided, much of that text directly references information depicted on "approved" drawings. The applicant notes that other information will be provided at the time of the SIP submittal. The text states that permitted uses include "Residential" and "C2 Commercial" uses. Further clarification of these uses will be necessary as described in the analysis section of this report.

## **ANALYSIS**

### Conformance with Demolition Standards

The six buildings proposed for demolition each vary in size, age, and condition. The Landmark Commission has noted that the buildings have all been altered from their original design and the Commission did not recommend against demolition. The Planning Division believes that it may not be economically feasible to relocate all structures based on their apparent condition and the Preservation Planner's opinion that these buildings lack sufficient historic or architectural significance to meet criteria for landmark designation. However, in discussions with other Commissions reviewing this project, the applicant has expressed willingness to explore relocation options. Staff believe that the large side-by-side duplex at 321-323 N. Hancock Street is among the most attractive structures, however considering its size and unusual side-by-side layout, staff note that this may be among the more difficult structures to find a property suitable for relocation. Staff recommend that as many structures be relocated as feasible, and that the applicant specify final plans for relocation or demolition prior to approval of the demolition request.

### Conformance with Comprehensive Plan

The density proposed for the project exceeds the density range recommended in the Comprehensive Plan for the subject block. However, as this plan is a general policy guide, that document recommends that significant changes in land use or intensity be guided by a detailed City-adopted neighborhood or special area Plan. As no detailed plans exist for the subject block, staff will evaluate the land use and design not only on their compliance with the Plan, but also on their compatibility with the surrounding neighborhood. Neighborhood support for this project is also an important factor in determining this compatibility. No public comments or neighborhood comments had been received by the time of staff report preparation.

The Comprehensive Plan includes the subject area, Block 258, in the "First Settlement/Old Market Place Downtown Sub-District". The Plan recommends a variety of uses for this district including: "residential development of 16 to 60 units per net acre with densities and dwelling unit types defined in City-adopted detailed neighborhood development plans and/or special area plans". With 70 proposed units and an area of just over 0.5 acres, the proposed development has a density of 129.87 units per acre. This is more than double the density recommended in the Plan. As a comparison, the block currently has an estimated density of 95 units per acre or roughly one and one-half times the recommended density in the Comprehensive Plan.

The Comprehensive Plan recommends that significant changes in land use or intensity be guided by a detailed City-adopted neighborhood or special area plan. The area's current neighborhood plan, the Fourth District-Old Market Place Neighborhood Plan Strategy, was adopted in 1983 and does not provide a more detailed recommendation regarding development forms or intensity in the study area. In fact, the neighborhood plan recommended that the City consider lowering the

allowable density in this area during future planning efforts. The more contemporary Comprehensive Plan, however, maintained the original recommended maximum density of 60 units per acre from the Madison Land Use Plan.

The First Settlement-Old Market Place Downtown District identified in the Comprehensive Plan is a diverse area, and residential densities above the average of 40-60 unit per acre range may be appropriate for portions of the area if recommended in a more-detailed plan. At this time, however, no more detailed plan that can be considered currently exists. In the absence of a more-detailed planning recommendation, staff typically review projects that represent significant changes in land use or density against criteria similar to the criteria that would be used to evaluate the alternative future development recommendations that might be included in such a detailed plan. Primary among these criteria are land use and the design qualities of the proposed development and compatibility with the mass, scale, and character of the surrounding neighborhood. At higher densities, these factors tend to be more important measures of compatibility than nominal density, and staff believe that on this particular site, it may be appropriate to exceed the general density range recommended in the Comprehensive Plan. However, additional information on the design and massing will be required in order to make a final recommendation on the proposed project.

#### Design Considerations

Staff note that the specific impact of building mass and bulk cannot be fully determined until building materials are specified and further facade detail is provided at the SIP phase. However, as the General Development Plan approves the general placement, mass, and bulk, staff recommend that the following issues be clarified prior to approval.

Based on the submitted materials, staff can generally assess the proposed bulk and massing for the North Hancock and East Johnson Street frontages. On North Hancock Street, the three-story mass with fourth story stepback is believed to be consistent with the general massing pattern established across the street with the three-story Nichols Station Condominium building. Staff note that building mass is placed up to the street edge, with little to no variation in the front setback.

Staff believe the proposed massing along East Johnson Street would not be visually incompatible with the existing uses across Johnson Street which are a mix of existing incompatible styles. The applicant has prepared a perspective sketch indicating that the three-story mass of the proposed building is generally consistent in height with the existing two-story Pinkus McBride building that will be preserved. However, to gain a better understanding of these relationships, staff recommend that the applicant submit scaled elevation drawings indicating the specific height of both the proposed building and the existing Pinkus McBride building to more accurately determine height and mass relationships between buildings.



Less information was submitted on the North Hamilton Street frontage. The site plan shows far more setback variation in this block, presumably to better-match the lower-density character of development established across the street. Staff has two primary concerns on this blockface. The first concern is determining how this bulk and mass relates to the Pinkus McBride along this blockface. Information was not included to indicate whether the new building was three or four stories, or whether there was a stepback at this corner. Staff also have questions regarding the proposed massing of the street wall along the proposed "green roof". Plans submitted to the Urban Design Commission indicate that there will be a wall between four and five feet in height, with planters separating the wall and sidewalk. Staff is concerned that this treatment will appear as a long, undefined blank wall from the pedestrian's standpoint. Further detail is recommended and staff strongly encourage the applicant to include treatments to avoid a monotonous pedestrian realm.

The remaining bulk and mass question is at the corner of North Hancock, Hamilton, and Gorham Streets. The current submittal shows an irregular "saw-tooth" type design to maximize buildable area at the narrow northern portion of the block. The Urban Design Commission recommended that the applicant reconfigure the design of this portion of the building. Staff support the UDC's recommendation, and note that such a change would change the mass of the building and its presence at this highly visible intersection. Staff recommend that revised massing detail be provided prior to approving the General Development Plan.

Staff believe that the applicant should also provide a commitment for the rehabilitation/restoration of the Pinkus McBride building, as a condition of approval.

Finally, it is noted that the Urban Design Commission granted final approval of the General Development Plan, subject to several issues being resolved in SIP submittals. These comments are noted in the UDC's attached reports.

#### Use and Zoning Text Considerations

The applicant's zoning text indicates that the permitted uses would include "Residential" uses and those permitted in the C2 District. Further clarification of these uses is recommended. Staff believe that the list of commercial uses should generally be limited to those found in the C1 (Limited Commercial District). The existing grocery and deli is a permitted use in this district. In the alternative, staff recommend that the applicant provide a specific list of C2 list uses that it wishes to include, eliminating some uses that may provide conflicts. Some uses, although unlikely to locate in this area, would be permitted by right as proposed. Uses including neon tube bending, radio/television stations, and other typically larger-scale commercial uses may provide parking and other conflicts. In considering residential uses, staff believe that the zoning text should indicate that residential uses be listed as those as approved in adopted plans.

### Inclusionary Zoning

The proposed building included in this proposed planned unit development will consist entirely of rental units, so the project is not subject to inclusionary zoning regulations.

### **CONCLUSION**

The Planning Division believes the proposed project will be able to meet applicable review standards, however, staff request that further information be provided to address the questions raised in this report prior to approving the GDP. While many design issues could be finalized during the Specific Implementation Plan phase, staff believe that several issues related to land use, bulk, and mass should be clarified prior to approval of the proposed General Development Plan. Staff also wish that the applicant confirm final plans for any building relocation prior to final approval of the proposed demolitions.

In terms of land use, two primary concerns have been raised. The first is that the proposed density of nearly 130 units per acre is over double that recommended in the Comprehensive Plan. It is noted that this does not necessarily mean the development is inconsistent with the plan, as that document also recommends that significant changes in land use or intensity be guided by a detailed City-adopted neighborhood or special area plan. In the absence of any such recommendations for the subject block, staff has reviewed the proposed project on both its compliance with the Plan and its compatibility with the surrounding neighborhood, including the level of neighborhood support. Staff note that the applicant proposes a "full-block" solution, limiting design conflicts that can occur with mid-block infill sites. Based on what has been submitted to date, staff believe it may be appropriate to support a higher density than what is recommended in the Plan, however the exact number of dwelling units may depend on a review of the supplemental information.

The second land use concern is revising and clarifying the proposed zoning text. The provided text should include a more specific recommendation on the type of residential uses allowed. Staff recommend that residential uses be listed as those included in approved plans. Considering the surrounding residential uses, staff also recommend that commercial uses be limited to those found in the C1 (Limited Commercial District). If specific uses from the C2 (General Commercial District) are desired, staff believe these should be noted. It should also be clarified that commercial uses are allowed only on the ground floor of the Pinkus McBride building.

This report raises several bulk and mass issues that should be clarified prior to approval. Staff believe that the proposed massing is generally compatible with the existing development pattern along the North Hancock and North Johnson Street frontages. Staff request that additional information be provided on the relationship between the proposed building and the existing Pinkus McBride building. Staff also recommend that further massing information be provided along the North Hamilton street frontage, including additional detail on the building and the proposed street wall as discussed in this report. It is also recommended that the applicant include

a plan for rehabilitating/restoring the existing Pinkus McBride Building. Finally, as the Urban Design Commission has recommended a change in the massing and building design at the intersection of Hamilton, Hancock, and Gorham Streets, staff recommend that new plans be submitted to establish revised massing standards for this area.

### **RECOMMENDATION**

If the Plan Commission can conclude that there is sufficient support for the project after reviewing it against the applicable standards following the consideration of the application materials, comments of reviewing agencies, and the testimony submitted at the public hearing, then staff recommend that the proposed demolition permit be approved and a recommendation of approval of Zoning Map Amendment #3330 be forwarded to the Common Council. This approval is subject to comments of the reviewing agencies and additional conditions the Commission considers appropriate. In this situation, the additional information requested as conditions of approval below could be approved by Planning Division Staff prior to final plan sign-off.

In the alternative, the Plan Commission could recommend referral of the project to a future meeting to evaluate the additional information provided by the applicant or to provide the applicant additional time to work with the neighborhood, if that is deemed necessary.

The following conditions of approval are recommended under either scenario:

1. Comments from reviewing agencies.
2. That the applicant provides final demolition and relocation plans for structures to be removed, and that no demolition permit be issued prior to the approval of a Specific Implementation Plan.
3. That the applicant clarifies and revises the zoning text per Planning Division approval as follows:
  - a) Residential uses shall be those as specified on approved plans and
  - b) Allowed commercial uses are those permitted uses in the C1 zoning district and that the location of these uses shall be as specified on approved plans. In the alternative, the applicant could provide a specific list of C2 list uses that it wishes to include to address concerns raised in this report. It should also be clarified that commercial uses are allowed only on the ground floor of the Pinkus McBride building.
4. That the applicant submits scaled drawings for all sides of the building to address the questions raised in this report. Drawings shall provide information to accurately assess the height and mass for all sides of the proposed building, as well as the relationship of the new building to the Pinkus McBride Building along all street frontages. This shall

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include a revised massing plan showing the revised building plan for at the corner of North Hamilton, North Hancock and Gorham Streets, reflecting the recommendation of the Urban Design Commission.

5. That the applicant submit further information regarding the massing of the proposed street wall along the "green roof" on North Hamilton Street.
6. That the applicant include a plan for rehabilitating and restoring the existing Pinkus McBride Building as part of the SIP submittal.

## AGENDA # 5

City of Madison, Wisconsin

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REPORT OF: URBAN DESIGN COMMISSION	<b>PRESENTED:</b> November 21, 2007
TITLE: 301-321 North Hamilton Street, 318-324 East Johnson Street, 308-310 North Hancock Street – PUD-GDP for a 4-Story, Sixty-Seven Unit Residential Building. 2 <sup>nd</sup> Ald. Dist. (07908)	<b>REFERRED:</b> <b>REREFERRED:</b> <b>REPORTED BACK:</b>
AUTHOR: Alan J. Martin, Secretary	<b>ADOPTED:</b> <b>POF:</b>
DATED: November 21, 2007	<b>ID NUMBER:</b>

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Members present were: Lou Host-Jablonski, Chair; John Harrington, Richard Slayton, Bruce Woods, Richard Wagner, Bonnie Cosgrove, Jay Ferm, Marsha Rummel and Todd Barnett.

### SUMMARY:

At its meeting of November 21, 2007, the Urban Design Commission **GRANTED FINAL APPROVAL** of a PUD-GDP located at 301-321 North Hamilton Street, 318-324 East Johnson Street, and 308-310 North Hancock Street. Appearing on behalf of the project were Ed Freer, McBride Companies; and Phil Hees. Prior to the presentation Freer noted to the Commission that architectural issues will be dealt with at the SIP level, where the modified plans relevant to architecture present concepts to deal with issues. Freer continued with the presentation on the following:

- Issues with geometry of access, slope and grade of the lower level parking were further detailed with further specification to be provided at the SIP level.
- Existing mature tree terrace plantings will be maintained or preserved; if necessary they will be replaced with new trees adjacent to driveway entry to lower level parking only.
- The interface between the Pinkus McBride building and the proposed 4-story residential concepts were reviewed with further specification and detailing to be provided at the SIP level.
- A detailed review of concept stoop/entry details, including entry alcoves was provided.
- Resolution of the edge condition of the green plaza versus street address along Hamilton Street featured the use of a stepped up planter transition to the green roof to be maintained at a minimum height to lessen the need for a guardrail condition to the lower level parking ramp, along with the introduction of a seat wall and bench along the street.
- Concepts for the green roof plaza were further elaborated to make it more than just a seat and planting bed, which featured the development of an Aspen or River Birch grove type planting designed to provide a more visual screen.

Following the presentation the Commission noted the following:

- Eliminate the serrated edge and triangular corners with the new building's edge.
- Provide alternatives to demolition of houses such as relocation. Freer noted the owner is willing to pay for delivery costs.

- Concern with the lack of statement of neighborhood support. Staff noted that previous review of the project at an informational presentation featured testimony from Eric Paulson, neighborhood steering committee with the Block 658 project, spoke in support of the project, as well as elaborating on neighborhood support.

**ACTION:**

On a motion by Slayton, seconded by Woods, the Urban Design Commission **GRANTED FINAL APPROVAL**. The motion was passed on a vote of (8-1) with Rummel voting no. The motion required that the applicant address all architectural issues with submission of the future SIP and confirmation of neighborhood support, as noted within the Commission's comments.

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, 6, 6.5, 7, 7, 7, 7, 7 and 8.

**URBAN DESIGN COMMISSION PROJECT RATING FOR: 301-321 North Hamilton Street, 318-324 East Johnson Street, 308-310 North Hancock Street**

	Site Plan	Architecture	Landscape Plan	Site Amenities, Lighting, Etc.	Signs	Circulation (Pedestrian, Vehicular)	Urban Context	Overall Rating
<b>Member Ratings</b>	6.5	-	-	-	-	-	7.5	6.5
	-	-	-	-	-	-	-	7
	-	-	-	-	-	-	6	6
	7	-	-	-	-	7	7	7
	7	-	-	-	-	8	8	7
	8	-	8	8	-	8	8	8
	6/7	6	6	-	-	-	7	6
	7	-	-	-	-	-	9	7
	-	-	-	-	-	-	-	7

**General Comments:**

- Let's see the details!
- Nice design, but the loss of an historic block is significant. Support/appreciate owners' effort to find new homes for houses.
- Great addition to the neighborhood.
- Quite nice. Go green roofs.

## AGENDA # 9

City of Madison, Wisconsin

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REPORT OF: URBAN DESIGN COMMISSION	<b>PRESENTED:</b> November 7, 2007
TITLE: 301-321 North Hamilton Street, 318-324 East Johnson Street, 308-310 North Hancock Street - PUD-GDP for a 4-Story Residential Building. 2nd Ald. Dist. (07908)	<b>REFERRED:</b> <b>REREFERRED:</b> <b>REPORTED BACK:</b>
AUTHOR: Alan J. Martin, Secretary	<b>ADOPTED:</b> <b>POF:</b>
DATED: November 7, 2007	<b>ID NUMBER:</b>

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Members present were: Lou Host-Jablonski, Chair; Marsha Rummel, Bonnie Cosgrove, Bruce Woods, Richard Slayton, John Harrington and Jay Fern.

### SUMMARY:

At its meeting of November 7, 2007, the Urban Design Commission **RECEIVED AN INFORMATIONAL PRESENTATION** on a PUD-GDP. Appearing on behalf of the project were Dave Paul and Ed Freer, The Alexander Company; Ald. Brenda Konkel, District 2; Erik Paulson, Neighborhood Steering Committee for the Block 658 Project; Phil Hees and Gene Devitt. The project provides for the redevelopment of a triangular shaped block bounded by North Hamilton Street, East Johnson Street and North Hancock Street. A redevelopment project requires that five residential buildings and a 2-story commercial building be demolished to allow for the development of a 4-story, 67-unit residential building, in combination with the maintenance of a 2-story commercial building at the apex of the corner of North Hamilton and East Johnson Streets referred to as the Pinkus McBride building. Ed Freer of the Alexander Companies presented a detailed overview of existing development in the block as adjacent block faces, in conjunction with plans for the block's redevelopment. Erik Paulson spoke in support of the project, along with Ald. Konkel who described the neighborhood process that led to her support as well as that of the neighborhood. Although in support Konkel noted concerns with the future SIP for the 4-story structure relevant to how it will integrate with the Rinder Grocery building's (Pinkus McBride's) architecture. She noted general support and comfort for the buildings height and mass by adjoining area residents. Following the presentation the Commission noted the following:

- Like plan overall, especially the maintenance of the Pinkus McBride building.
- The top level should tie in better to the underlying three stories and be more integrated.
- Question the setback at the fourth floor level's purpose with strong encouragement for a true 4-story building.
- A setback at the fourth floor level maintain it should be to provide usable open space for fourth story residents.
- Geometry of the access ramp to lower level parking, the street is important and how it works, provide more details.
- More greenspace above parking level, seems wasted. Other members disagree and feel that the greenspace is an opportunity space.



- Look at how terrace trees are incorporated along the Hamilton Street frontage, as well as other street frontages to create a good fit between the proposed building and adjacent street right-of-ways.
- Concern with corner treatment at both the corners of East Johnson at North Hancock Street, and North Hamilton at North Hancock Street; weak need to relate better to the streetscape, especially lake-facing corner including providing details on stoops/stairs and how they meet the street.
- Lake corner could be a “flat iron” type treatment. Also reexamine the corner treatment at Hamilton Street/Johnson Street.
- Problem with the use of cement masonry units working as the main material of the building at the street; need something of finer texture, a scale/grade issue.
- Consider steps or stoops from the garden plaza area to the street to allow for more use by residents, in addition to moving underground bike parking closer to the entry to the ramp area.

**ACTION:**

Since this was an **INFORMATIONAL PRESENTATION**, no formal action was taken by the Commission.

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

**URBAN DESIGN COMMISSION PROJECT RATING FOR: 301-321 North Hamilton Street, 318-324 East Johnson Street,  
308-310 North Hancock Street**

	Site Plan	Architecture	Landscape Plan	Site Amenities, Lighting, Etc.	Signs	Circulation (Pedestrian, Vehicular)	Urban Context	Overall Rating
<b>Member Ratings</b>	5	5	-	-	-	-	7	5

General Comments:

- Good concept, in the right place.

Note to Commission

301 N. Hamilton Street, redevelopment of Block 258

The owner of the Christian Rinder Grocery Store, built in 1893, proposes to demolish the other six buildings on the block to erect a four-story apartment building. The Rinder Grocery Store would remain intact.

The owner's agent has submitted photographs and short histories of the buildings proposed to be demolished. The short histories are the same as those I prepared for the Landmarks Commission's information some time ago. It is my opinion that the integrity of all of the buildings slated for demolition has been compromised over the years. None have sufficient historic or architectural significance to meet the Landmarks Commission's criteria for landmark designation (see M.G.O. 33.01 (4)). None were identified as potential landmarks in the Downtown Historic Preservation Plan.

The Rinder Building, itself, was included in the Downtown Historic Preservation Plan as a potential landmark. To quote from the document:

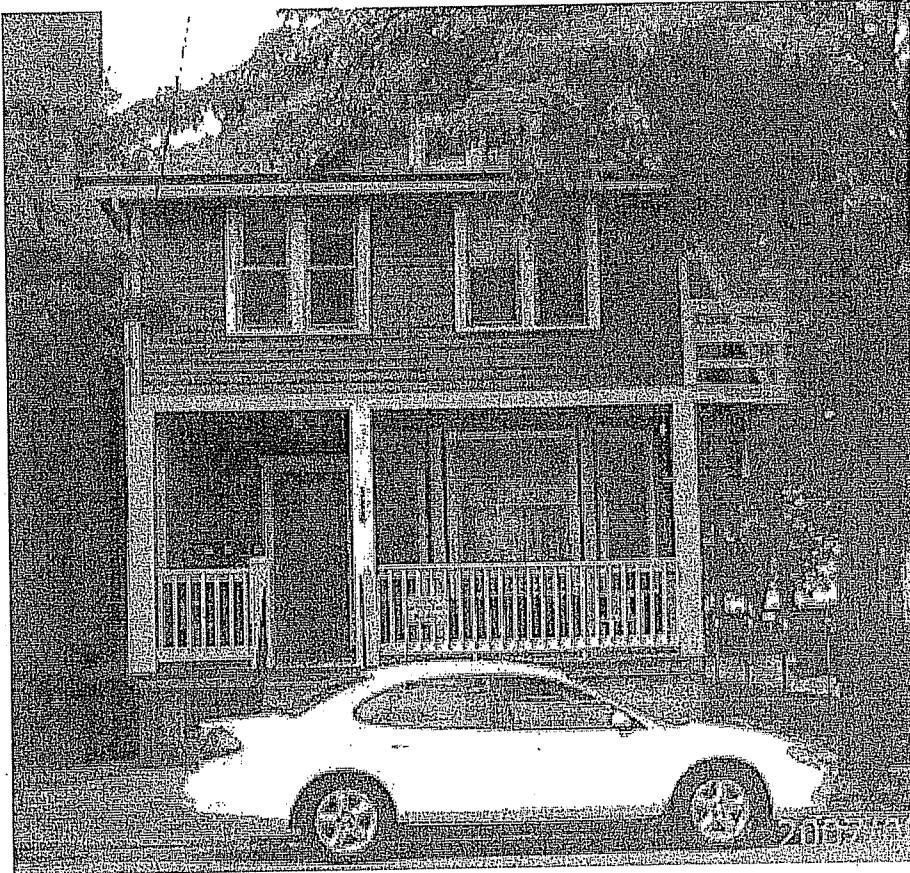
Before the advent of chain grocery stores in the 1920s, small neighborhood grocery stores dotted the isthmus. The Christian Rinder Grocery Store was built in 1893. This building has served as a grocery store for most of its life. In the 1920s it was a "Universal" store and in the 1930s a "Kroger" store. After a period of being used for other purposes, the building is once more a grocery. The Queen Anne style building is one of the more imposing architectural examples of the small corner grocery remaining in the city.

If it were designated as a landmark, Madison ordinances state that the Landmarks Commission would advise the Plan and Urban Design Commission on whether or not the proposed new development would be so large or visually intrusive as to detract from the character of the landmark property. The proposed development will be large, taking up the entire block. The parts of the building adjacent to the grocery store will be the same height as the grocery store. Another story above will be set back from all street sides a depth sufficient to minimize the apparent size of the building as seen from the street. On Hamilton Street, which the front of the grocery store essentially faces, will have setbacks of the new building every few feet, which will also diminish the apparent size of the building.

I recommend that the Landmarks Commission not object to the proposed redevelopment of the block.

K. H. Rankin  
10-31-07

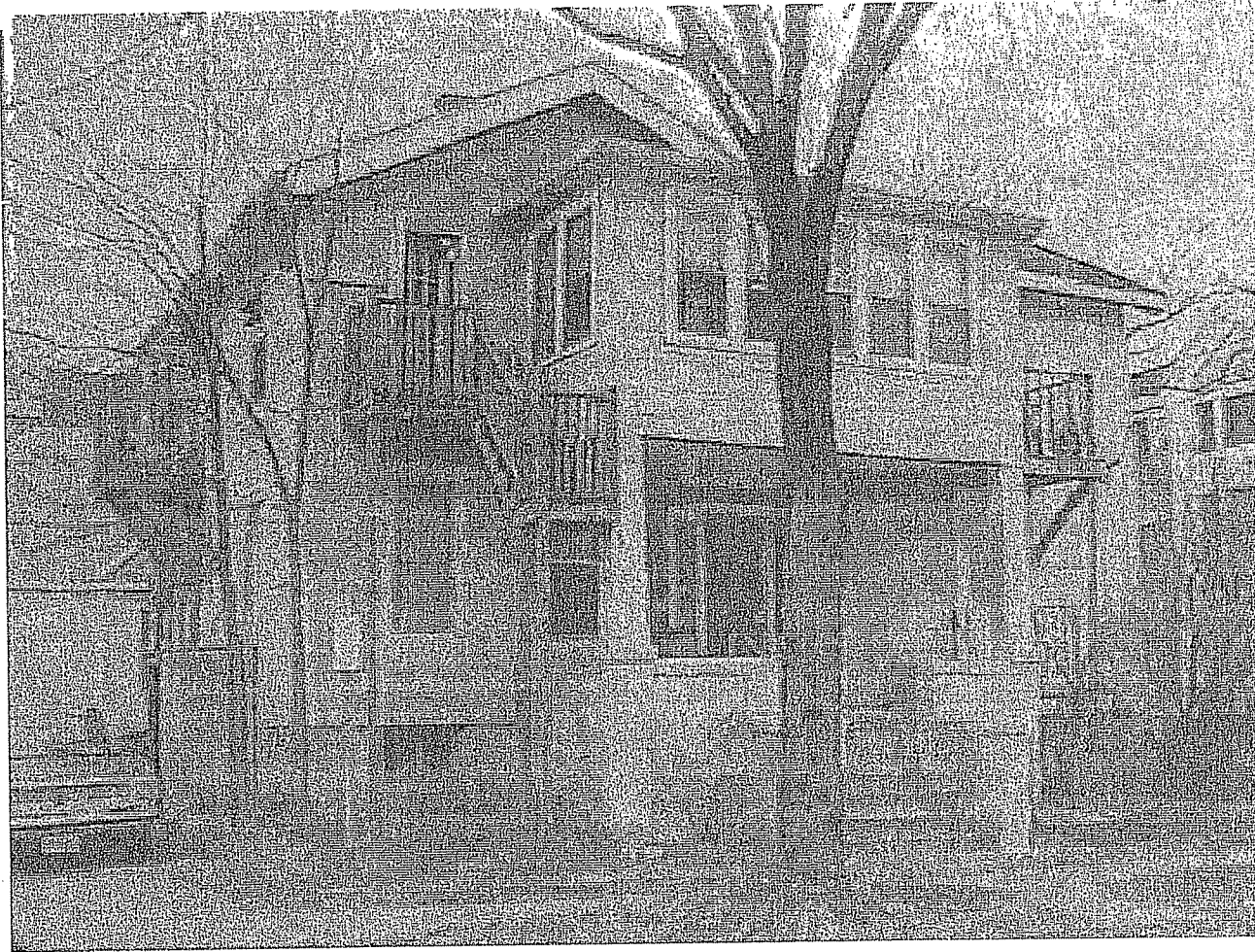
*Kitty Rankin*



318 E. Johnson Street  
Henry C. Adams House  
1893

Proposed for demolition for residential building

Altered, two-story, frame Queen Anne house, with later second story front addition, significantly compromising its historic integrity. This house was built as an investment property. the first owner-occupants moved into it ca. 1901. For many years, starting ca. 1905 and lasting until sometime after 1931, the house was owned and occupied by the owner of the corner grocery store, Christian. F. Rinder and his wife Anna.

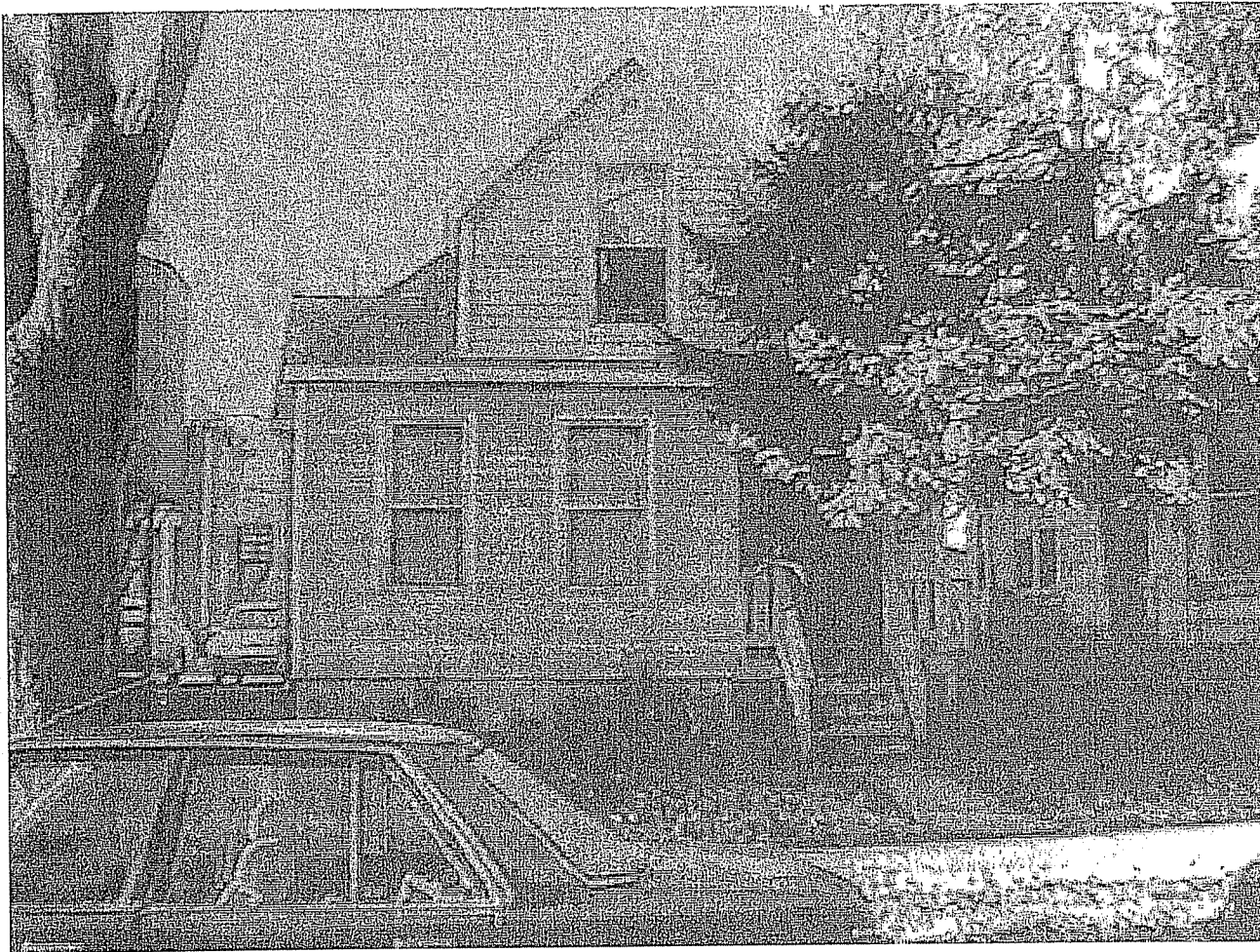


324 E. Johnson Street  
William Manning House  
probably 1867, addition in 1883

Proposed for demolition for residential building

Significantly altered, two-story vernacular house with front porch alterations and artificial siding. William Manning was a cattle dealer who lived in the house until 1880. The house has a Greek Revival doorway with sidelights and a top light, so it is possible it predates 1867. From 1880 until ca. 1904, the house was owned by carpenter John Cory and his wife, Anna.

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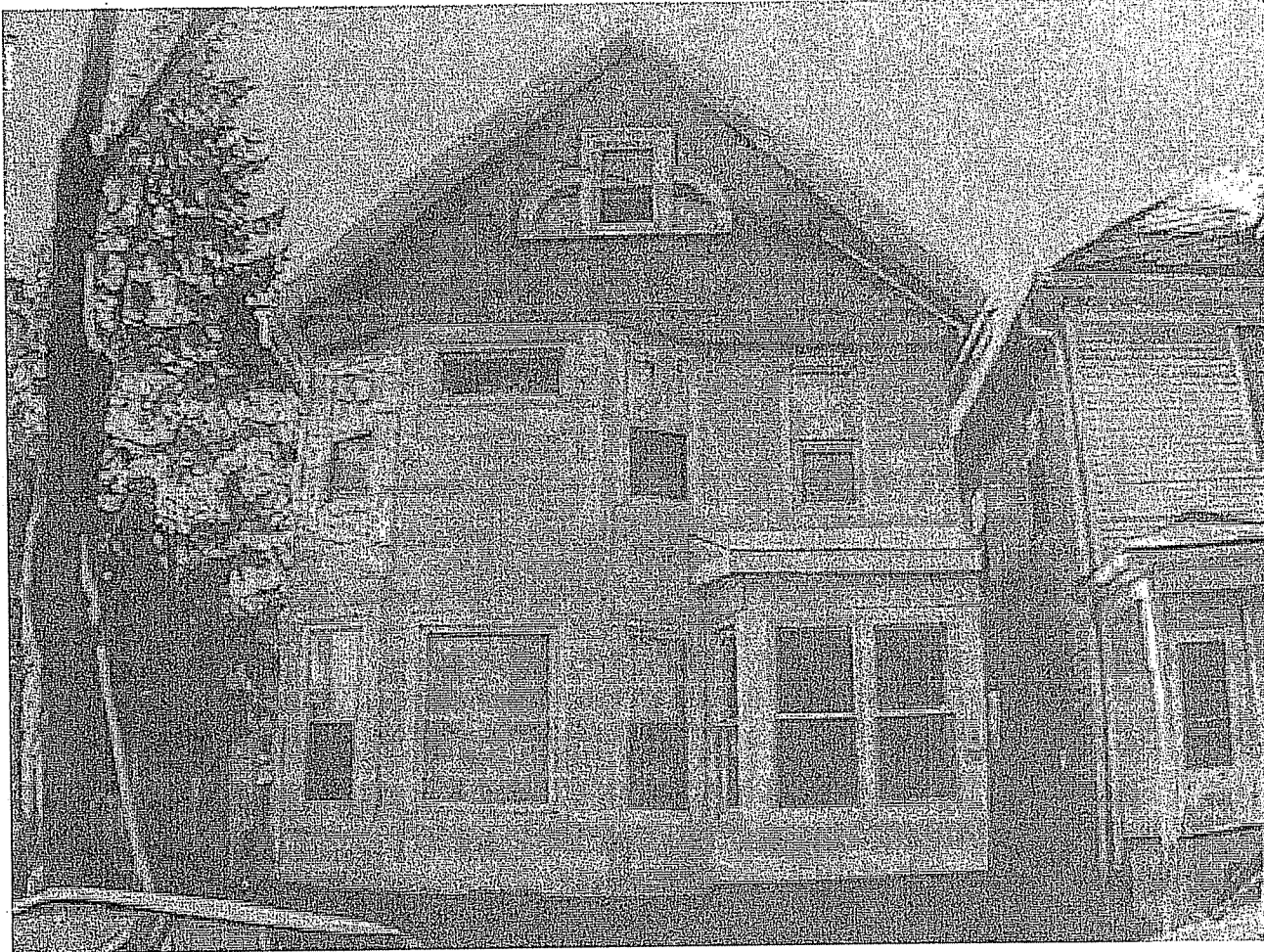
308 N. Hancock Street  
J. A. Steinle House  
1890

Proposed for demolition for residential building

Altered Queen Anne 1-1/2 frame house with artificial siding. Steinle was a saloon keeper who lived on Jenifer Street. This house was built as an investment property. The first owner-occupants, from 1897 to sometime after 1909, were Theodore Wiedenbeck and his wife, Emily. Weidenbeck was president of the Wiedenbeck and Dobelin wholesale hardware firm.

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310 N. Hancock Street  
Samuel Todd/Dr. Sarah Vernon House  
1897

Proposed for demolition for residential building

Altered, two-story, frame Queen Anne house with artificial siding. Todd was a book salesman. In 1899 the house was purchased by Mary Vernon, who lived there with her daughter, Dr. Sarah Vernon. Dr. Vernon was born in Middleton and graduated from Northwestern in the first class there to award degrees to women. She attended the UW also, and graduated from the Woman's Medical College in Chicago in 1896. She began her practice in Madison in 1898. She was known throughout western Wisconsin for her success in treating children's diseases and worked tirelessly in Madison to improve sanitary conditions. She practiced here for 30 years and was particularly known for her work in obstetrics. Her obituary stated that she had a "rare sympathy and understanding" and "wide experience and skill." Dr. Vernon was probably one of the two most important women doctors in Madison in the years before 1940.

This building served as her home and office from ca. 1899 until her death in 1940. It has lost a fair amount of exterior integrity.



321-323 N. Hamilton Street  
 Joseph A. Steinle Two-unit House  
 1895

Proposed for demolition for residential building

An unusual side-by-side duplex house that by its size indicates that it was built to house families of a higher income than the standard two-unit building. It has been somewhat altered by the infill of the front porch and artificial siding. Steinle, who was a saloon keeper and prominent in civic affairs, lived on Jenifer Street. For the first few years the house was rented to two families, but in 1900 it served as the second home of the Madison General Hospital, which was originally operated by city government and has now evolved into "Meriter Hospital." The first location for Madison General was called the Mary Hicks Hospital at 9 E. Doty St. (gone) from 1896-1900. From 1900 to 1904, Madison General was operated as the Emma Hicks Hospital in this house. Emma Hicks was the "matron" of the hospital and she and several nurses also lived here. The hospital could serve 12-18 patients at a time, with a maximum capacity of 20 beds. Each room was furnished by different individuals and societies. After its use as a hospital the house returned to a two-unit building.

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Department of Public Works  
**City Engineering Division**

608 266 4751

Larry D. Nelson, P.E.  
City Engineer

City-County Building, Room 115  
210 Martin Luther King, Jr. Boulevard  
Madison, Wisconsin 53703  
608 264 9275 FAX  
1 866 704 2315 Textnet

**Deputy City Engineer**  
Robert F. Phillips, P.E.

**Principal Engineers**  
Michael R. Dalley, P.E.  
Christina M. Bachmann, P.E.  
John S. Fahrney, P.E.  
Gregory T. Fries, P.E.

**Facilities & Sustainability**  
Jeanne E. Hoffman, Manager  
James C. Whitney, A.I.A.

**Operations Manager**  
Kathleen M. Cryan

**Hydrogeologist**  
Joseph L. DeMorett, P.G.

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

**Financial Officer**  
Steven B. Danner-Rivers

DATE: November 30, 2007  
TO: Plan Commission  
FROM: *for* Larry D. Nelson, P.E., City Engineer *Robert Phillips*  
SUBJECT: 301 North Hamilton Street Demolition and 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. Site plan lacks detail of proposed utilities and site grading or site elevations. Preliminary concern shall be flood protection for the underground parking and garage entrance. Additional detail is needed for subsurface conditions for proposed underground parking (soil conditions, groundwater, stabilization plan adjacent to right-of-way, etc.).
2. Removal of terrace trees must be approved by the City Forester.
3. Any damage to pavement on North Hamilton or North Hancock will require restoration in accordance with the City's Patching Criteria.
4. Apartment addresses must be coordinated with City Engineering Mapping and Land Records Program Specialist Lori Zenchenko prior to issuance of building permits. E-mail transmission of proposed floor plans in PDF format to [lzenchenko@cityofmadison.com](mailto:lzenchenko@cityofmadison.com) is preferred, or call Ms. Zenchenko at 266-5952 to coordinate.

**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: 301 North Hamilton Street Demolition and 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](mailto: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](mailto: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:

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- 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

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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) off of new paved surfaces
  - Control 80% TSS (5 micron particle) off of new paved surfaces
  - Provide infiltration in accordance with Chapter 37 of the Madison General Ordinances
  - Provide substantial thermal control.
  - Provide oil & grease control from the first 1/2" of runoff from parking areas.
  - Complete an erosion control plan and complete weekly self-inspection of the erosion control practices and post these inspections to the City of Madison website – as required by Chapter 37 of the Madison General Ordinances.

Stormwater management plans shall be submitted and approved by City Engineering prior to signoff.

- 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 [izenchenko@cityofmadison.com](mailto:izenchenko@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 dedicate 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

December 6, 2007

TO: Plan Commission

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

SUBJECT: **301 North Hamilton Street – Rezoning / Demolition – R6 & C1 to PUD (GDP) - Unit Apartment 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. A condition of approval shall be that no residential parking permits will be issued for 301 North Hamilton Street, this would be consistent with other projects in the area. In addition, the applicant shall inform all tenants in the apartment leases. The applicant shall submit for 301 North Hamilton Street a copy of the lease noting the above condition in the lease when submitting plans for City approval.
2. This size of apartment facility along with the commercial development proposed shall be required to provide a loading and unloading area on site. The applicant shall show the dumpster areas and how a trash truck will be able to service the area by not backing the right-of-way, blocking the public sidewalk or roadway. In this case, no trucks shall use East Johnson Street to ingress or egress by backing onto or off site. In addition, no loading or unloading areas shall occur on East Johnson Street, primary Arterial. The applicant shall relocate the dumpster to accommodate this condition to North Hancock Street or Hamilton Street. The applicant shall remove all proposed loading zones as proposed as shown on the plan sheets. Site plan approval does not include proposed loading zones or parking on the public street.
3. The attached Traffic Signal/Street Light declaration of conditions and covenants shall be executed and returned with site plans.
4. The developer shall work with the City to resolve construction-related issues prior to submitting final plans for approval. The site has limited areas on and off site for construction-related use. There shall no or very limited impact to Johnson St. or Gorham St.

### PEDESTRIAN AND BICYCLE TRANSPORTATION REVIEW COMMENTS



5. The applicant shall modify the bike parking area to be on the site not in the City right-of-way. Any encroachment onto the public right-of-way will need to be approved by City of Madison Real Estate Division prior to plans being submitted for approval.
6. The applicant shall indicate the type of bicycle racks to be installed both inside and outside.
7. The applicant should provide an area for visitor outside and inside tenant moped parking spaces and access. Moped standard parking spaces recommend 4 ft in width and 6 ft in length with a 6 ft access aisle.

## GENERAL OR STANDARD REVIEW COMMENTS

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

8. 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'.
9. The driveway from the public street to the underground parking lot shall be modified to provide for two-way operation at a minimum width of eighteen ft in width or that which is called for in greater in accordance to M.G.O. 10.08(6)(a) 4. The applicant shall dimensions for the driveway item "F" of 20 ft for vehicles to turning from the street to the underground parking. The applicant shall demonstrate vehicle ingressing and egressing to North Hamilton Street accommodating all turning right and left turning movements. The angle of approach of any driveway shall be not less than forty-five degrees to the public street. The proposed driveway is zero to the street and shall be modified to accommodate the M.G.O.
10. All existing driveway approaches on which are to be abandoned shall be removed and replaced with curb and gutter and noted on the plan.
11. A "Stop" sign shall be installed at a height of seven (7) feet at the driveway approach. 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.
12. The applicant shall design the underground parking areas for stalls and backing up according to Figures II of the ordinance using the 9' or wider stall for the commercial/retail area. The "One Size Fits All" stall shall be used for the residential parking area only, which is a stall 8'-9" in width by 17'-0" in length with a 23'-0" backup. Aisles, ramps, columns, offices or work areas are to be excluded from these rectangular areas, when designing underground parking areas.
13. The attached Traffic Signal/Street Light declaration of conditions and covenants shall be executed and returned with site plans. The development shall acknowledge on their proportionate share of traffic signal assessments. The development shall further agree in writing to not oppose their proportionate share of the traffic signal assessments as part of the City's Special Assessment districts for traffic signals.
14. 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.

15. 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: Thomas Miller  
Fax: 608-258-5599  
Email: [tcm@alexandercompany.com](mailto:tcm@alexandercompany.com)

DCD: DJM: dm



# CITY OF MADISON FIRE DEPARTMENT

## Fire Prevention Division

325 W. Johnson St., Madison, WI 53703-2295  
Phone: 608-266-4484 ♦ FAX: 608-267-1153

DATE: December 6, 2007  
TO: Plan Commission  
FROM: Edwin J. Ruckriegel, Fire Marshal  
SUBJECT: **301 N. Hamilton Street**

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.)

Future construction of 70-unit apartment buildings will have to comply with Comm. 62.0509 and MGO 34.

### **GENERAL OR STANDARD REVIEW COMMENTS**

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

No comments on demo and rezoning.

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

cc: Bill Sullivan

COMMENTS FROM  
NEIGHBORHOOD STEERING  
COMMITTEE

- SUBMITTED BY ERIK PAULSON  
12/11/2007

Block 258 – Steering Committee Sentiment Re: McBride Point

### Steering Committee Overview

The McBride Point/Block 258 Redevelopment project was convened after an initial neighborhood meeting in the late summer of 2007. The chair was Heather Gregoire, and the rest of the committee members were Tina Bolstad, Jesa Lutz, Chase Nicholson, and Erik Paulson. At most meeting, we were joined by Ed Freer of the Alexander Company, Phil Hees the developer, and Alder Konkell. We met approximately 6 times as a small group, with the occasional interested guest from the neighborhood. We also had a large meeting for the neighborhood to brief them specifically about the plans in the middle of October at the Gates of Heaven.

### General Statement

The Steering Committee is generally in agreement that re-development is likely during coming years. There are continuing concerns about gentrification and affordability of newer housing developments as compared to the current pricing schema. Despite these concerns, the Steering Committee is generally comfortable with the location of the proposed Pinkus McBride/Block 258 project, and believes that a project on that block is well situated in terms of a larger building within the greater neighborhood schema.

### Design

The incorporation of the existing Pinkus McBride structure is overwhelmingly positive in the minds of the Steering Committee. We believe this helps to incorporate the existing flavor of the neighborhood with new development, and Pinkus is a recognizable building within our neighborhood. However, there is serious concern about the planned contemporary nature of the design gelling well with the mortar/brick structure of the Pinkus building. To date, preliminary sketches of the project seem to indicate that the primary building materials will be glass and metal, which the Steering Committee has trouble visualizing in juxtaposition with the Pinkus building.

The Steering Committee believes that this block is an anchoring block between the Capitol Square and the adjoining neighborhood, and that all possible efforts should be made to integrate the new design with the existing historical style, rather than mirroring something like the Broom Street development project. Generally, the Steering Committee would like to see a heightened use of masonry rather than wood and metal to help mesh the design with the surrounding areas. Generally, the Steering Committee does not like the current design, though we understand that this is at the GDP level of planning.

The Steering Committee believes the proposed size and scale of the building to be consistent with the neighborhood goals of increasing density (as stated in the 1983 neighborhood plan) and maintaining current neighborhood character. The neighborhood also is in favor of the current design's use of the sidewalks and independent entranceways for some of the residences. The size and scale of the building seems consistent largely because of Nichols Station's close proximity to the proposed location, and the height of buildings on Hamilton Street. The location of James Madison park also alleviates some concern about preserving green space. Additionally, some members of the Steering Committee wonder if instead of having 3 full floors with a set-back, if four floors would be more appropriate, though the Steering Committee would like to see a full sketch of any increased height, and how it would integrate with the existing structure.

## **Parking**

The proposed amount of parking is probably the largest concern of the neighborhood. The current proposal has 70+ residents and approximately half that number of parking spaces. The proposed development would likely create 1-4 new street parking slots, but this will not be sufficient to accommodate the increased density created by the project. It should be noted that the developer has a variety of off-site parking lots available for rental and has given thoughtful consideration to how to manage the situation. That said, this is a continuing concern to residents of the neighborhood.

## **Green Space/Environmental Concerns**

The current proposal includes a green roof, which is environmentally conscious. The developer has stated he is concerned with recycling building materials, but is not enrolled in any type of green building pledge. The construction of this project would serve to abolish gravel parking lots, which is a plus, but there are concerns about the usability of the green roof. That said, with James Madison park just across the street, high-traffic green space is not a priority in this project.

## **Historical Concerns**

The largest concern with historical preservation lies with the duplex home located on Hamilton Street. This was one of Madison's first hospitals. (The yellow house, at the corner of Gorham/Hamilton/Hancock). The developer has offered to move the building in the event that a suitable location is located. It is stated that otherwise, the buildings have been severely altered and have little historical value. The Steering Committee at large is not concerned with this particular building being preserved, but is sensitive to larger neighborhood concerns about preservation.

## **General Summary**

The Steering Committee is in favor of the project going through, and looks forward to working with the developer on the specific planning stage, such that our major concerns with the aesthetics and design may be addressed in more detail.