

**PLANNING DIVISION REPORT
DEPARTMENT OF PLANNING AND COMMUNITY
AND ECONOMIC DEVELOPMENT
Of May 30, 2007**

RE: I.D. # 06129: Zoning Map Amendment I.D. 3268& 3269, Rezoning 530-610 Junction Road from PUD-SIP to Amended PUD-GDP-SIP

1. Requested Actions: Approval of a request to rezone 530-610 Junction Road from Planned Unit Development, Specific Implementation Plan (PUD-SIP) to Amended Planned Unit Development, General Development Plan, Specific Implementation Plan (PUD-GDP-SIP) to allow construction of two retail-office buildings totaling approximately 50,900 square feet.
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.
3. Report Prepared By: Timothy M. Parks, Planner.

GENERAL INFORMATION

1. Applicants: Matt Stamborski, Outlook Development Group, LLC; W124 59482 Prairie Meadows Drive; Muskego.

Agent: Mike Michalski, Pinnacle Construction of Wisconsin, Inc.; S76 W17605 Janesville Road; Muskego.

Property owner: Terrance Wall, City Center West, LLC; 2310 Crossroads Drive; Madison.
2. Development Schedule: The applicants wish to commence construction in spring 2008, with completion anticipated in late 2008.
3. Location: Approximately 2.8 acres generally located on the west side of Junction Road, approximately 650 feet south Old Sauk Road, Aldermanic District 9; Madison Metropolitan School District.
4. Existing Conditions: The site is undeveloped land currently used as temporary off-site parking for the Portofino Place shopping center located across Junction Road.
5. Proposed Land Use: The applicants propose to construct two retail-office buildings totaling approximately 50,900 square feet with 238 surface and underground parking stalls.

6. Surrounding Land Use and Zoning:
N/ W: Attic Angels senior housing complex, zoned PUD-SIP; City of Madison stormwater management facilities, zoned PUD-GDP;

South: Undeveloped lands identified for future office uses, zoned PUD-GDP;

East: City Center West office buildings and Portofino Place multi-tenant retail center, zoned PUD-SIP.
7. Adopted Land Use Plan: The Junction Neighborhood Development Plan designates the subject site for office/ commercial uses.
8. Environmental Corridor Status: The property is not located within a mapped environmental corridor, though corridor mapping does show an area of slope in excess of 12% along the western property line.
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 Planned Unit Development Districts.

PLAN REVIEW

The applicants are requesting approval of a major alteration to the previously approved general development plan and specific implementation plan for the City Center West commercial development located in the 500- and 600-blocks of Junction Road.

The overall City Center West planned unit development encompasses Lots 3 and 7-10 of the Sauk Junction commercial plat, which was approved and recorded in 1997. The plat is comprised of ten lots located along both sides Junction Road south of Old Sauk Road that have been developed to date with a variety of office, service and retail uses, including a Mobil gas station, credit union, two hotels, an auto repair facility and the Portofino Place multi-tenant shopping center (Biaggi's, Panera Bread, Nedrebo's, etc.).

The approved City Center West project included seven buildings totaling 551,748 square feet of primarily office space in buildings ranging in height from three to eight stories. Four of the seven buildings were approved as three-story office buildings to be built on the west side of Junction Road, while the remaining three buildings, including two eight-story office buildings, were

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approved on the east side of Junction Road. The project was approved with up to 20,000 square feet of first floor service-oriented commercial space primarily for office tenants. At present, the two eight-story office buildings and a two-story office-retail building have been constructed on the east side of Junction Road, as has an approximately 1,400-space multi-level parking structure located at the rear of the three office buildings along the eastern edge of the development. No buildings have been constructed to date on the west side of Junction Road. The site of the amendment is currently used as temporary off-site parking for the Portofino Place plaza across Junction Road.

The applicants are requesting to amend the planned unit development as it pertains to Lots 9 and 10, which are addressed as 530 and 610 Junction Road, respectively, to allow construction of 50,922 square feet of retail and office space in two two-story buildings to be located along the Junction Road frontage of the 2.8-acre site. The previous specific implementation plan called for a two-story building containing 24,389 square feet of gross floor area to be constructed at 530 Junction Road, while a two-story, 35,661 square-foot building was approved for the 610 Junction Road property. Both buildings, as well as two other two and three-story buildings located on Lots 7 and 8 to the south, were primarily intended for office buildings. Surface parking generally surrounds the four office buildings approved on the west side of Junction Road.

The northerly of the two buildings proposed (610) will contain 24,984 square feet of gross floor area with 33 spaces of basement parking, while the southerly building (530) will contain 25,938 square feet of gross floor area and basement parking for 32 vehicles. Access to the underground parking for both buildings will be provided by a single entrance located along the north wall of the northern building, with a pass-through to connect the two buildings. The plans submitted show that the first floors of both buildings are identified for retail use, with office uses shown on the second floors of each. Floorplans showing the interior layout of the retail and office spaces in both buildings were not provided with the application, though it is anticipated that both the retail and office areas will be divided among multiple tenants.

In addition to the 65 basement parking stalls proposed, which are specified for use by the tenants of the office spaces in both buildings, the developers propose 173 surface parking stalls that will be located at the rear of the buildings and will encompass most of the remainder of the site. The 238 total parking stalls proposed for the site results in approximately 4.7 parking stalls per 1,000 square feet of space. A new full-access driveway that will be located between the two proposed buildings will provide primary access to the site, with secondary access provided by an existing driveway located south of the southern building. The project will not have access to an existing driveway onto Junction Road located immediately north of the site, which serves the Attic Angels development to the west.

Both buildings will be located approximately ten feet from the Junction Road property line with a

plaza space shown between the buildings and the public sidewalk. Entrance doors to the first floor retail spaces will be provided along both the western and eastern elevations, though it is not clear which side will contain the primary entrances to those establishments. The setback of the building will provide opportunities for outdoor seating areas for the first floor spaces, though no such areas are identified on the site plans or listed in the zoning text. A detailed landscaping plan submitted with the specific implementation plan shows an adequate landscaping across the site, including boxwood and lilac shrub plantings along the Junction Road side of the buildings, the planting of nearly continuous rows of viburnum and arborvitae along the southern and western property lines and various shade and ornamental trees in the parking lot islands and along the northern property line. Parking lot islands will also be planted with a concentration of sumac and juniper.

The exterior of the two buildings proposed will be approximately 30 feet in height and in general, be mirror images of one another. Exterior materials will include precast stone along the base of the buildings and a combination of brick, precast panels, metal accent panels and EIFS above. A variety of architectural elements are proposed to provide articulation for the buildings, including varied parapet heights, wall projections and a rounded turret feature at the corner of each building adjacent to the center driveway. One notable difference between the two buildings is that the northeastern corner of the northern building will be rounded inwards, thereby reducing the square footage of the northern building by approximately 1,000 feet.

The Urban Design Commission reviewed the project on April 25, 2007 and recommended initial approval (see attached report).

ANALYSIS

The amendment proposed continues the evolution of the Junction Neighborhood Development Plan, which originally identified the Junction Road corridor for primarily office uses from Old Sauk Road south to what is now Blackwolf Drive when the plan was adopted in 1990. At the time that the neighborhood plan was approved, it employed an early traditional neighborhood concept that intended for increasingly dense residential neighborhoods in the western portion of the plan area to flow towards primarily work and shopping-oriented functions along and east of Junction Road in the eastern portion of the plan area. Mixed-use and community commercial uses were proposed generally south from Blackwolf to Mineral Point Road at the time the plan was devised, and to a large degree, the current development scheme on the southern portions of Junction Road reflects the plan recommendations.

However, the plan recommendation on the northern portion of Junction Road closer to Old Sauk has shown some considerable deviation from the plan recommendations to date. While a considerable portion of the City Center West project was approved for office development in

accordance with the Junction NDP, much of the rest of the Sauk Junction commercial plat has deviated from the office land uses recommended by the plan, particularly to the north of City Center West, where a limited amount of office space has been approved. Instead, projects such as Portofino Place, two extended-stay hotels, a gas station, credit union and auto repair facility have been developed. This area is now shown on the plan with a more general "commercial" land use designation.

At the time that City Center West was approved, the Planning Division placed an emphasis on the project serving as a major office center more in keeping with the neighborhood plan. The amount of service commercial and retail in the project was reduced at staff's recommendation from 50,000 square feet to 20,000 square feet, with no single non-office space to have more than 2,000 square feet of space. The 20,000 square feet that was ultimately approved was limited to the portion of the development located on the east side of Junction Road, while the four buildings approved on the west side of Junction were primarily intended for office space, though other uses such as daycares, banks and training centers were also identified in the zoning text.

The request before the Plan Commission and Common Council proposes a significant departure from the approved City Center West planned unit development through the reduction in approved office floor area and the introduction of 25,000 square feet of retail space. The request also represents additional deviation from the land use recommendations of the Junction NDP through the introduction of additional non-office space into the office corridor previously envisioned.

The buildings proposed, while not in strict concurrence with the recommended land use for the sites, do generally conform to the basic design concepts espoused in the Junction NDP, which calls for buildings to front onto Junction Road and for parking to be located behind or below. The buildings should provide sufficient visual interest and framing along Junction Road and are visually complimentary to other buildings located in this corridor, which generally features more urban-style building forms and high-quality building materials. Visibility of the rear parking area will be limited by the buildings and a sufficient amount of landscape screening. If approved, the two retail-office buildings should not have a detrimental impact on the implementation of the rest of the previously approved specific implementation plan, which proposes two office buildings on the two parcels next south of the subject site. The two buildings to the south would be the only undeveloped parcels left on Junction Road if the subject request is approved.

The elevations of the buildings show entrances along both the east walls facing Junction Road and the west walls facing the parking lot. It is paramount that the first floor commercial uses in both buildings be primarily oriented to Junction Road through the provision of active, usable entrances from the public sidewalk and architectural features that identify the street-side walls of the buildings as the "front" walls and doors of those buildings. While staff recognizes that many of the patrons of these first floor spaces will arrive by car and will park in the rear parking lot, the

first floor commercial spaces shall be designed to be as oriented to or more oriented to the adjacent streets than to the parking lot.

The zoning text submitted by the applicant proposes to follow the list of uses currently permitted in the City Center West project as well as a wide ranging supplemental list of "retail categories." As noted above, the approved plans for City Center West do not permit retail uses on the west side of Junction Road. Instead of the broad list of retail uses proposed, the Plan Commission may wish to consider paring the uses permitted for this site to a C1- or C2-like list of permitted uses should the amendment requested be approved. Staff recommends that any retail uses permitted mirror the permitted retail uses in the Portofino Place development across Junction Road from the subject site to provide consistency between the retail components of the two projects.

CONCLUSION

The applicants are requesting an amendment to the approved general development plan and specific implementation plan for the City Center West planned unit development to allow two retail-office buildings to be constructed with 50,922 square feet of floor area. The two buildings proposed with the amendment would supersede the 60,050 of office space previously approved for these two sites in the City Center West planned unit development. In addition, the buildings would contain 25,461 square feet of retail space where no retail space is now allowed. The plan represents additional deviation from the office uses generally identified for the northern portion of the Junction Road corridor as identified in the Junction Neighborhood Development Plan.

In determining whether or not to approve the request, the Plan Commission and Common Council should consider the standards for approving zoning map amendments and planned unit developments. The standards require due recognition of the master plan for the City, which in this case is the Junction Neighborhood Development Plan and the Comprehensive Plan. The Plan Commission shall consider how much the project deviates from the adopted plans given the other projects that have been approved elsewhere in the intended office corridor. The fundamental concern with the project is the introduction of 25,461 square feet of retail space. The planned unit development amendment could still be considered compatible with the physical nature of the area as is required in the planned unit development standards. The project proposed should also produce an "attractive environment of sustained aesthetic desirability" as is also required in part for a planned unit development.

RECOMMENDATION

Following the public hearing, the Plan Commission will need to determine if the requested amendment is appropriate and in conformance with the standards for zoning map amendments and planned unit developments. If it determines that the standards can be met, it should forward

Zoning Map Amendments 3268 & 3269, rezoning 530-610 Junction Road from Planned Unit Development, Specific Implementation Plan (PUD-SIP) to Amended Planned Unit Development, General Development Plan, Specific Implementation Plan (PUD-GDP-SIP), to the Common Council with a recommendation of **approval**, subject to input at the public hearing and the following conditions:

1. Comments from reviewing agencies.
2. That the zoning text for the planned unit development be amended per Planning Division approval as follows:
 - a.) That the list of permitted uses for the project be listed as follows below and on the next page.
 - b.) That the floor area ratio and building height be noted "As shown on the approved plans."
 - c.) That signage shall be limited to the maximum permitted in the C2 zoning district and as approved by the Urban Design Commission and Zoning Administrator.
3. That the zoning text and building elevations be revised to note that the primary entry into the first floor commercial spaces for both buildings will be oriented to Junction Road rather than to the rear parking lot through the provision of active, usable entrances from the public sidewalk and architectural features that identify the Junction Road elevations of the buildings as the front walls and doors.

If the Plan Commission supports the application, staff recommends that the zoning text be amended to only allow the following uses for the Amended PUD-GDP-SIP for 530-610 Junction Road:

1. Art and school supply stores.
2. Art galleries.
3. Barbershops and beauty parlors.
4. Bicycle sales, rental and repair establishments.
5. Book, magazine and stationery stores, excluding adult bookstores.
6. Camera and photographic supply stores.
7. Candy and ice cream stores.
8. Card and gift shops.
9. China and glassware stores.
10. Drugstores.
11. Dry cleaning and laundry establishments.
12. Electronic stores, including the sale and service of computer, audio, radio, telecommunications and television – video equipment and accessories.
13. Financial institutions, including automated teller machines, banks, savings banks and

credit unions. No drive-thru/ up windows shall be permitted.

14. Florist shops.
15. Food stores – grocery stores, meat stores, fish markets, bakeries, and delicatessens.
16. Hardware stores.
17. Hobby shops.
18. Jewelry and watch stores, including repair.
19. Leather goods and luggage stores.
20. Libraries, municipally owned and operated.
21. Liquor stores (packaged goods only).
22. Medical, dental hearing and optical clinics, including appliances and accessory laboratories.
23. Musical instrument sales and repair.
24. Offices, business and professional.
25. Paint and wallpaper store.
26. Pet stores.
27. Photography studios, including the development of films and pictures when conducted as part of the retail business on the premises.
28. Physical culture and health services and reducing salons.
29. Post offices, including private parcel business.
30. Printing and publishing establishments, including photocopying, letter and newspaper press, stationery and business card and other similar job printing services.
31. Record, compact disc and cassette stores.
32. Restaurants, including brewpubs and restaurant-taverns and excluding adult entertainment taverns.
33. Shoe and hat repair stores.
34. Sporting goods stores.
35. Tailor shops.
36. Tobacco shops.
37. Toy shops.
38. Travel bureau and transportation ticket offices.
39. Variety stores.
40. Veterinary clinics (outside kennels prohibited).
41. Video rental and sale establishments, excluding adult video stores.
42. Wearing apparel and shoe shops.
43. Any accessory uses related to the above permitted uses, including parking, site maintenance facilities and outdoor eating areas as shown on the approved plans.

AGENDA # 4

City of Madison, Wisconsin

REPORT OF: URBAN DESIGN COMMISSION

PRESENTED: April 25, 2007

TITLE: 530 & 610 Junction Road – PUD(GDP-SIP), Office/Commercial/Retail Center. 9th Ald. Dist. (05944)

REFERRED:

REREFERRED:

REPORTED BACK:

AUTHOR: Alan J. Martin, Secretary

ADOPTED:

POF:

DATED: April 25, 2007

ID NUMBER:

Members present were: Lou Host-Jablonski, Todd Barnett, Michael Barrett, Cathleen Feland, Richard Slayton, Robert March, Paul Wagner and Marsha Rummel.

SUMMARY:

At its meeting of April 25, 2007, the Urban Design Commission **GRANTED INITIAL APPROVAL** of a PUD(GDP-SIP) for an office/commercial/retail center located at 530 and 610 Junction Road. Appearing on behalf of the project were Matt Stamborski, Mike Michalski and Steve Esser. Prior to the presentation, staff noted to the Commission handouts which noted the project's inconsistency with the previous approved PUD(GDP-SIP) for City Center West not in support of the retail component of the project as proposed, as well as the adopted Junction Development Plan, which supports office development not retail as appropriate land uses within this site. In response to these issues, the applicants noted their rationale that retail within this area of the west side is under-supplied with the area currently underserved. Staff noted the extensive amount of retail within this area of the west side in support of its limitation within the previously approved PUD, as well as the neighborhood plan. The applicant then presented revisions to the proposed plans including the following:

- A break up in tree islands have been provided within the surface parking area to the rear of the buildings that front Junction Road at a 12-stall interval resulting in a loss of 12 surface parking stalls.
- The landscape plan has been modified to incorporate more deciduous trees.
- In order to provide for more on-site stormwater management, the applicant has proposed the use of pervious asphalt paving throughout the surface parking lot.
- The signage criteria indicated on the building elevations utilizing channel letters on a raceway combined with a monument sign constructed of the same materials as the retail commercial center.

Following the presentation, the Commission noted the following:

- Need to see a more detailed signage package, especially on the monument sign with limits on tenant signage requiring more specification.
- It was noted by the Commission that the extent of the surrounding office development within the area supports of the amount of retail as proposed as appropriate versus the recommendations of the neighborhood plan and original PUD for the site.
- It was further noted that the area is underserved with retail due to the extensive amount of office development.

- Feel it is a good project, simple, featuring the building on the street with parking in the back that dovetails well with existing development.
- Very positive reinterpretation of earlier planning efforts for the area. An excellent opportunity for a mix of office/commercial/retail development appropriate to the area.
- The new rendering is simplified and eliminates the issue with previous with too much going on.
- Encourage working with City on pervious paver use and provide for further infiltration with cuts in curbing and tree islands as well as the present tree islands.
- Investigate the possibility of a pedestrian connection to areas to the west over City owned lands in conjunction with the City Engineer.
- Want to see bike parking around the site in addition to the provision of a lighting and photometric plan with fixture cut sheets.

ACTION:

On a motion by March, seconded by Host-Jablonski, the Urban Design Commission **GRANTED INITIAL APPROVAL**. The motion was passed on a unanimous vote of (8-0). A requirement for the address of the above stated concerns, in addition to confirm and provide documentation that the extensive utilization of pervious asphalt paving within the surface parking lot as proposed is acceptable by Traffic Engineering, Engineering and Fire with any modifications to be presented with consideration of final approval of the project.

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

URBAN DESIGN COMMISSION PROJECT RATING FOR: 530 & 610 Junction Road

	Site Plan	Architecture	Landscape Plan	Site Amenities, Lighting, Etc.	Signs	Circulation (Pedestrian, Vehicular)	Urban Context	Overall Rating
Member Ratings	7	7	7	7	-	7	7	7
	7	8	9	-	-	8	8	8
	-	-	-	-	-	-	-	7
	6	7	6	-	7	6	6	6
	6	6	5	6	-	4	5	5
	6	6	6	6	5	6	6	6
	-	-	-	-	-	-	-	8
	6	7	6	-	-	6	7	7

General Comments:

- Nice project that fits with existing context. Mixed development is appropriate.
- Retail use appropriate.
- This retail with office is quite appropriate as a use for this area, and a suitable and desirable modification of the overall neighborhood plan. Architecturally appropriate, and good porous paving infiltration.
- Pursue grading easement with City along west property line to east slope and create a more gentle berm.
- True, it is not absolutely consistent with plan; but neither was Target – and that was a downgrade. This is an upgrade! That said, there is still a lot of parking. Pervious paving helps, but it should be integrated with curb cuts that empty into rain gardens in the tree islands. Create a ped connection to the neighborhood to rear.
- This is a fine project. Kudos! See departure from plan more than appropriate.



Department of Public Works
City Engineering Division

608 266 4751

Larry D. Nelson, P.E.
City Engineer

City-County Building, Room 115
210 Martin Luther King, Jr. Boulevard
Madison, Wisconsin 53703
608 264 9275 FAX
608 267 8677 TDD

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

Principal Engineers
Michael R. Dailey, P.E.
Christina M. Bachmann, P.E.
John S. Fahrney, P.E.
David L. Benzschawel, P.E.
Gregory T. Fries, P.E.

Operations Supervisor
Kathleen M. Cryan

Hydrogeologist
Joseph L. DeMorett, P.G.

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

DATE: May 2, 2007
TO: Plan Commission
FROM: Larry D. Nelson, P.E., City Engineer
SUBJECT: 530 & 610 Junction Road 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. Proposed storm outlot pipe crosses private property. Provide proof of easement from owner or revise design to avoid private property.
2. Revise parking lot grades to better protect garage entrance from storm overflow.
3. Provide details for the drainage design for the garage entrance providing protection from 100-year rain event and certified by a Professional Engineer.

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: 530 & 610 Junction Road 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.

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- 1.5 The site plan shall reflect a proper street address of the property as reflected by official City of Madison Assessor's and Engineering Division records.
- 1.6 Coordinate all necessary new interior addresses associated with this proposed development with City Engineering Program Specialist Lori Zenchenko lzenchenko@cityofmadison.com or (608) 266-5952
- 1.7 The site plan shall include a full and complete legal description of the site or property being subjected to this application.

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 Junction Road in order to facilitate ingress and egress to the development.**
- 3.9 The Applicant shall make improvements to _____. The improvements shall consist of _____.
- 3.10 The approval of this Conditional Use does not include the approval of the changes to roadways, sidewalks or utilities. The applicant shall obtain separate approval by the Board of Public Works and the Common Council for the restoration of the public right of way including any changes requested by developer. The City Engineer shall complete the final plans for the restoration with input from the developer. The curb location, grades, tree locations, tree species, lighting modifications and other items required to facilitate the development or restore the right of way shall be reviewed by the City Engineer, City Traffic Engineer, and City Forester.
- 3.11 The Applicant shall provide the City Engineer with a survey indicating the grade of the existing sidewalk and street.

The Applicant shall hire a Professional Engineer to set the grade of the building entrances adjacent to the public right of way. The Applicant shall provide the City Engineer the proposed grade of the building entrances. The City Engineer shall approve the grade of the entrances prior to signing off on this development.

- 3.12 The Applicant shall replace all sidewalk and curb and gutter which abuts the property which is damaged by the construction or any sidewalk and curb and gutter which the City Engineer determines needs to be replaced because it is not at a desirable grade regardless of whether the condition existed prior to beginning construction.
- 3.13 The Applicant shall obtain a privilege in streets agreement for any encroachments inside the public right of way. The approval of this development does not constitute or guarantee approval of the encroachments.
- 3.14 The Applicant shall provide the City Engineer with the proposed soil retention system to accommodate the restoration. The soil retention system must be stamped by a Professional Engineer. The City Engineer may reject or require modifications to the retention system.
- 3.15 The Applicant shall complete work on exposed aggregate sidewalk in accordance with specifications provided by the city. The stone used for the exposed aggregate shall be approved by the City. The Construction Engineer shall be notified prior to beginning construction. Any work that does not match the adjacent work or which the City Construction Engineer finds is unacceptable shall be removed and replaced.
- 3.16 All work in the public right-of-way shall be performed by a City licensed contractor.
- 3.17 Installation of "Private" street signage in accordance with 10.34 MGO is required.

Storm Water Management

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

Stormwater management plans shall be submitted and approved by City Engineering prior to 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 lzenchenko@cityofmadison.com . Include the site address in this transmittal.

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

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

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

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

- 4.14 The applicant shall submit, prior to plan sign-off, digital PDF files to the Engineering Division (Jeff Benedict or Tim Troester). The digital copies shall be to scale, and shall have a scale bar on the plan set.
- PDF submittals shall contain the following information:
- a) Building footprints.
 - b) Internal walkway areas.
 - c) Internal site parking areas.
 - d) Lot lines and right-of-way lines.
 - e) Street names.
 - f) Stormwater Management Facilities.
 - g) Detail drawings associated with Stormwater Management Facilities (including if applicable planting plans).

- 4.15 The Applicant shall submit prior to plan sign-off, electronic copies of any Stormwater Management Files including:
- a) SLAMM DAT files.
 - b) RECARGA files.
 - c) TR-55/HYDROCAD/Etc...
 - d) Sediment loading calculations

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

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

Utilities General

- 5.1 The Applicant shall obtain a Street Excavation permit for the installation of utilities required to serve this project. The Applicant shall pay the permit fee, inspection fee and street degradation fee as applicable and shall comply with all the conditions of the permit.
- 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.

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- 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 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

May 10, 2007

TO: Plan Commission

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

SUBJECT: **530 and 610 Junction Road – Rezoning – PUD (SIP) to Amended PUD (GDP-SIP) – 2 Retail / Office Buildings**

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

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

1. The applicant shall enter into a subdivision contract or developer's agreement to accommodate proposed street improvements to the median breaks to accommodate propose driveway approaches.
2. The applicant shall provide scaled drawing at 1" = 40' or larger on one contiguous plan sheet showing all the 510, 520, 530, and 610 Junction Road, PUD (GDP) facility's access, proposed buildings, existing layouts of parking lots, loading areas, trees, signs, semitrailer and vehicle movements, ingress/egress easements and approaches to Junction Road. The applicant shall note additional changes maybe required at the existing driveway approaches and conditions with existing parking lot.
3. The applicant shall modify the driveway approach for the exclusive left turn and median breaks to accommodate the propose access. In addition, the applicant shall modify the driveway approach and public crosswalk for Junction Road not to terminate in the proposed driveway approach in accordance to Madison General Ordinance Section 10.08(4)(d).
 - In addition, the northerly driveway throat shall be extended to the parking lot to accommodate egress queuing in turning lanes and ingressing vehicles.
 - If the most northerly driveway approach entrance on Junction Road is modified to a special design "Street Type Entrance" a maximum of forty (40) feet in width with a radius of twenty-five (25) feet at the right-of-way. The egress shall be two lanes with a fourteen (14) foot right turn lane separated by an eight (8) inch solid epoxy white line with a pavement arrow in the lane with sign and a twelve (12) foot left turn lane with a double yellow epoxy line dividing the fourteen (14) foot ingress lane. A six (6) inch epoxy white lines for the six (6) foot wide crosswalk and twenty-four (24) inch epoxy white stop bar five (5) feet behind the crosswalk shall be painted at the intersection of the street. The applicant shall provide detail drawing of the approach.

- The street type approach shall be reviewed and approved by the City Traffic Engineer. In addition, the applicant shall be responsible financially to maintain pavement marking as approved by the City Traffic Engineer. The applicant shall at all times maintain crosswalks, stop bars and lane lines, signage and included in the geometrically special design "Street Type Entrance." The applicant shall provide a detail 1" = 20' drawing of the "Street Type Entrance" from Junction Road to the first drive aisle to the easterly parking area as approved by the City Traffic. The applicant shall show, lane dimensions, lane line color and width according to the Federal Highway Administration "Manual On Uniform Traffic Devices." in epoxy for lane lines, 12" cross walks lines, 24" stop bars, double yellow, 8" white lane, White Pave Arrows, pavement markings details and signage for lane designation to as approved by the City Traffic Engineer. In addition, a note shall be shown on the plan, " ALL PAVEMENT MARKING SHALL BE INSTALLED IN EPOXY AND MAINTIAN BY THE PROPERTY OWNER."
- The driveway and median changes would be determined by the City Traffic Engineer and approved by the Board of Public Works. The applicant shall note on the site plan, "All work in the right-of-way shall be approved by the Board of Public Works."

PEDESTRIAN AND BICYCLE TRANSPORTATION REVIEW COMMENTS

4. The applicant shall show bicycle racks to be placed inside and outside the building. In addition, the applicant shall indicate the type of bicycle racks to be installed inside and outside the building.

GENERAL OR STANDARD REVIEW COMMENTS

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

5. 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'.
6. 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.
7. The applicant shall design the surface and underground parking areas for stalls and backing up according to Figures II of the ordinance using the 9' or wider stall. The applicant will need to show the dimensions for proposed and existing surface/existing parking stalls' items B, C, E, F, and degree angle parking width and backing up, according to Figures II "Medium and Large Vehicles" parking design standards in Section 10.08(6)(b) 2. The applicant may design the underground parking areas for stalls and backing up according to Figures II of the ordinance using the 9' or "One Size Fits All" stall maybe used for the only for the underground parking area only, which is a stall S = 8'-9" in width by L = 17'-0" in length with a E = 23'-0" backup. Stair cases, elevators shafts, aisles, ramps, columns, offices or work areas are to be excluded from these rectangular areas, when designing underground parking areas.

8. 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.
9. 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: Mike Michalski

Fax: 262-679-3626

Email: mike@lotlookdev.com

DCD: DJM: dm

**CITY OF MADISON
INTERDEPARTMENTAL
CORRESPONDENCE**

Date: May 10, 2007

To: Plan Commission
From: Kathy Voeck, Assistant Zoning Administrator
Subject: 530 & 610 Junction Rd

Present Zoning District: PUD(SIP)

Proposed Use: 2 Retail /office buildings (City Center West)

Requested Zoning District: Amended PUD(GDP-SIP)

MAJOR OR NON-STANDARD REVIEW COMMENTS (Comments which are special to the project and/or may require additional work beyond a standard, more routine project). **NONE.**

GENERAL OR STANDARD REVIEW COMMENTS

1. Meet all applicable State accessible requirements, including but not limited to:
 - a. Provide a minimum of **seven** accessible stalls striped per State requirements. (one in each parking garage and 5 in the surface parking lot). A minimum of one of the stalls shall be a van accessible stall 8' wide with an 8' striped out area adjacent.
 - b. Show signage at the head of the stalls. Accessible signs shall be a minimum of 60" between the bottom of the sign and the ground.
 - c. Show the accessible path from the stalls to the building. The stalls shall be as near the accessible entrance as possible. Show ramps, curbs, or wheel stops where required.
2. Provide one 10' x 35' loading area with 14' vertical clearance to be shown on the plan. The loading area shall be exclusive of drive aisle and maneuvering space. **If this loading area cannot be provided, request and obtain approval of the Plan Commission to specifically waive this requirement or it will need to be provided.**
3. Provide **twenty-one** bike parking stalls in a safe and convenient location on an impervious surface to be shown on the final plan. The lockable enclosed lockers or racks or equivalent structures in or upon which the bicycle may be locked by the user shall be securely anchored to the ground or building to prevent the lockers or racks from being removed from the location. NOTE: A bike-parking stall is two feet by six feet with a five-foot access area. Structures that require a user-supplied locking device shall be designed to accommodate U-shaped locking devices.

4. Parking lot plans with greater than twenty (20) stalls, landscape plans must be stamped by a registered landscape architect. Provide a landscape worksheet with the final plans that shows that the landscaping provided meets the point and required tree ordinances. In order to count toward required points, the landscaping shall be within 15' and 20' of the parking lot depending on the type of landscape element. (Note: The required trees do not count toward the landscape point total.) Planting islands shall consist of at least 75% vegetative cover, including trees, shrubs, ground cover, and/or grass. Up to 25% of the island surface may be brick pavers, mulch or other non-vegetative cover. All plant materials in islands shall be protected from vehicles by concrete curbs.
5. Lighting is not required. However, if it is provided, it must comply with City of Madison outdoor lighting standards. (See parking lot packet). Lighting will be limited to .10 watts per square foot.
6. The letter of intent, plans and zoning text shall be consistent.
7. The zoning text will need some revisions. Please set up a joint meeting with zoning (608) 266-5978 and planning (608) 261-9632 to discuss revisions.

ZONING CRITERIA

Bulk Requirements	Required	Proposed
Lot Area	6,000 sq. ft.	121,532 sq. ft.
Lot width	50'	adequate
Usable open space	n/a	n/a
Front yard	0'	11'
Side yards	0'	10' min.
Rear yard	30'	adequate
Floor area ratio	3.0	less than 1.0
Building height	---	2 stories

Site Design	Required	Proposed
Number parking stalls	170 (office/retail)	175 surface <u>65 garages</u> 240 total
Accessible stalls	7	(1)
Loading	1 (10' x 35') area	(2)
Number bike parking stalls	21	(3)
Landscaping	Yes	(4)
Lighting	No	(5)

Other Critical Zoning Items	
Urban Design	Yes
Historic District	No
Landmark building	No
Flood plain	No
Utility easements	None shown
Water front development	No
Adjacent to park	No
Barrier free (ILHR 69)	Yes

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

* Since this project is being rezoned to the **(PUD)** district, and there are no predetermined bulk requirements, we are reviewing it based on the criteria for the **C-2** district, because of the surrounding land uses.



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: May 22, 2007
TO: Plan Commission
FROM: Edwin J. Ruckriegel, Fire Marshal
SUBJECT: **530 & 610 Junction Road**

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. A dead-end fire lane that is longer than 150-feet shall terminate in a turnaround. Provide an approved turnaround (cul-de-sac, 45 degree wye, 90 degree tee) at the end of a fire lane that is more than 150-feet in length. If firelanes are located in parking lot, provide a way out or an approved turnaround.
 - b. Where there is a change in the direction of a fire lane, the minimum inside turning radius shall be at least 28-feet.

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 completed MFD "Fire Apparatus Access and Fire Hydrant Worksheet" with the site plan submittal.
 - c. 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.
3. All portions of the exterior walls of newly constructed public buildings and places of employment and open storage of combustible materials shall be within 500-feet of at least TWO fire hydrants. Distances are measured along the path **traveled by the fire truck as the hose lays off the truck**. See MGO 34.20 for additional information

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

cc: Scott Strassburg