

**PLANNING DIVISION REPORT
DEPARTMENT OF PLANNING AND COMMUNITY
AND ECONOMIC DEVELOPMENT
Of April 2, 2008**

RE: I.D. # 08819: Zoning Map Amendment LD. 3338 To Rezone 333 W. Washington Avenue from Amended PUD-GDP to Amended PUD-SIP

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

GENERAL INFORMATION

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

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

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

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

STANDARDS FOR REVIEW

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

PREVIOUS APPROVALS

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

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

On October 2, 2007, the Common Council approved a major alteration to the approved PUD-GDP for Capitol West to allow future construction of the 11-story, 151-room hotel on the 333 W. Washington Avenue parcel.

PLAN REVIEW

The applicants are requesting approval of a specific implementation plan to allow construction of an 11-story Hyatt Place Hotel on a 0.25-acre parcel located at 333 W. Washington Avenue in the Capitol West Planned Unit Development. The subject site was previously identified in the general development plan as the future site of a 13-story, 84-unit condominium building to be constructed in Phase III of the redevelopment, but the general development plan was recently amended to call for the hotel instead. Construction of the hotel will proceed this spring, with completion scheduled for the summer of 2009.

The proposed hotel will consist of 16 lodging rooms on each of the third through the eleventh floors, with the remaining 7 rooms located on the second floor. Three meeting rooms primarily intended for use by hotel guests will also be located on the second floor. The first floor of the hotel will consist of hotel guest services, including a café/ bar area, check-in counter, a small lounge and dining area, various seating areas, a fitness room and pool. A small outdoor patio is proposed at the northwestern corner of the building adjacent to the lounge area. The remainder of the first floor will be occupied by hotel management and housekeeping functions. Mechanical and trash rooms will be provided on a partially excavated lower level that will have exposure along the western wall.

The hotel will be constructed without dedicated parking. The developer instead will provide parking for hotel guests elsewhere throughout the Capitol West development, primarily using spaces located in the existing 514-stall parking garage located along W. Main Street in the southwestern portion of the planned unit development. Additional guest parking may be provided in the 191-stall garage located below the office building at 345 W. Washington Avenue currently leased to the State Department of Financial Institutions. The letter of intent states that peak parking demand for the hotel will be opposite the peak demand for the office uses on site, thereby offsetting the need for the hotel to have its own structured parking. A tunnel is proposed to connect the first floor of the hotel to the W. Main Street parking garage.

Surface parking and a small loading zone are shown along the eastern wall of the hotel along Washington Place, a two-way private street that will extend from W. Washington Avenue to W. Main Street when completed to provide access to the center of the development block. Washington Place was originally designed as a one-way street leading into the project from W. Washington but was converted to a two-way operation to address concerns about traffic circulation through and around the Capitol West project resulting from the proposed hotel. A second private drive, a one-way operation, will extend into the site from W. Washington Avenue along the western wall of the hotel to provide access to the W. Main Street parking garage and the drop-off lane access for the adjacent 345 W. Washington Avenue office building. Additional loading for the hotel will be provided along this one-way westerly drive.

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

The hotel will feature a guest drop-off area in the right of way of W. Washington Avenue that will be partially covered by a porte cochere, which will project from the northerly, front wall of the building. The drop-off lane, which will measure 18 feet in width, will occupy approximately half of the terrace located between the existing public sidewalk and the back of curb. Vehicles entering the drop-off area would turn in from the one-way driveway adjacent to the western wall of proposed hotel and continue along the front of the hotel to Washington Place before exiting onto Washington Place. No additional drive entrances onto W. Washington Avenue are proposed. A landscaping plan submitted with the specific implementation plan proposes installation of two canopy trees and a variety of perennials and groundcover in the remaining 10.5 feet of the W. Washington Avenue terrace between the drop-off area and back of street curb. Approval of the drop-off area and terrace improvements will require the approval of the Common Council following a recommendation of the Board of Public Works as well as an encroachment agreement. Additional landscaping for the hotel project will primarily consist of base plantings along the eastern and southern walls of the building, including terraced landscaping beds at the southwestern corner adjacent to the Capitol Mews stairway.

The Urban Design Commission (UDC) reviewed the specific implementation plan on March 12, 2008 and recommended initial approval (see attached reports). Final approval of the project was referred at the UDC meeting of March 26, 2008 due to concerns expressed by the Commission about the architecture of the front elevation. The Planning Division believes that the Plan Commission can recommend approval of the project to the Common Council with a condition requiring that the applicants receive final approval from the UDC prior to recording, with an appeal to the Plan Commission if necessary.

EVALUATION & CONCLUSION

The Planning Division finds the specific implementation plan for the proposed 151-room Hyatt Place Hotel at 333 W. Washington Avenue to be in significant conformance with the general

development plan amendment for the same approved in October 2007. Staff believes that a hotel is an appropriate use at the proposed location and in the downtown area in general. The architecture of the hotel suggests a modern style that should mesh well with other elements of the Capitol West project while filling out the street wall that is emerging along W. Washington Avenue east of Broom Street through the development of such projects as Metropolitan Place and the Thompson Commerce Building.

As a condition of approval of the earlier general development plan amendment to introduce the hotel use at this site in place of the previously approved 13-story, 84-unit condominium building, the applicant was required to provide a parking plan hotel to ensure that adequate parking is provided in the Capitol West development. The applicant has partially satisfied this condition by clarifying the location of the hotel parking within the 514-stall garage located along W. Main Street. However, while staff is confident that sufficient parking exists throughout the Capitol West planned unit development, staff requests as a condition of approval that an inventory of the parking available throughout the entire project be provided for posterity with the final hotel SIP along with a generalized description of how that parking is being allocated among the various uses.

The Planning Division has also reviewed the final plans for the hotel drop-off area within the W. Washington Avenue right of way and found them to be generally acceptable. At the time the general development plan was amended to include the hotel on the 333 parcel, staff requested that a 10-foot wide public sidewalk be maintained across the front of the hotel. Additionally, a 2-5 foot wide pedestrian safety zone was requested between the public sidewalk and the drop-off lane curb to provide a demarcation between the public sidewalk and the area where guests would be loading vehicles. The specific implementation plan proposes a continuous 9-foot, 5-inch wide sidewalk space as measured from the back of curb on the drop-off lane across the front of the entire hotel site, with an additional 3.25-foot space across most of the front wall of the hotel. The applicant proposes to place inset lighting in the sidewalk approximately a foot from the back of the drop-off lane as a decorative element intended to serve as the transition between the sidewalk and drop-off zone. The 9-foot, 5-inch wide sidewalk across the front of the hotel will consist of sandblasted concrete pavers, while 3.25-foot space across most of the front wall of the hotel will consist of 12-inch pavers.

Staff believes that the 12-foot, 8-inch space provided where hotel traffic and W. Washington Avenue pedestrian traffic is likely to be greatest represents an acceptable sidewalk space. The 3.25-foot sidewalk space adjacent to the front door of the hotel will be located outside the W. Washington Avenue right of way on private property, requiring that the developer dedicate a permanent sidewalk easement to the City for the additional sidewalk as a condition of approval of the specific implementation plan.

RECOMMENDATION

The Planning Division recommends that the Plan Commission forward Zoning Map Amendment 3338, approving the specific implementation plan for the Hyatt Place Hotel at Capitol West, 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 applicant receive final approval of the specific implementation plan from the Urban Design Commission prior to recording, with an appeal to the Plan Commission if necessary.
3. That the developer submit an inventory of the parking available throughout the entire Capitol West Planned Unit Development for approval by the Planning Division with the final hotel specific implementation plan along with a generalized description of how that parking is being allocated among the various uses.
4. That the developer receive all necessary approvals for the encroachment of the hotel drop-off area into the W. Washington Avenue terrace prior to the recording of this specific implementation plan. Final approval of any right of way encroachments shall be subject to Common Council approval.
5. The applicant shall dedicate a permanent public sidewalk easement to the City for the portion of 12-foot, 8-inch sidewalk located outside the W. Washington Avenue right of way.
6. That the new trees planted in the W. Washington Avenue right of way be canopy trees approved by the City Forester.
7. That a curb be provided between the sidewalk and hotel drop-off area as part of the Board of Public Works review of improvements in the right of way.
8. That the recording materials for the hotel specific implementation include a drawing depicting the revised phasing schedule approved with the general development plan.

AGENDA # 5

City of Madison, Wisconsin

REPORT OF: URBAN DESIGN COMMISSION	PRESENTED: March 26, 2008
TITLE: 333 West Washington Avenue – Amended PUD-SIP for a Hotel. 4 th Ald. Dist. (06876)	REFERRED: REREFERRED: REPORTED BACK:
AUTHOR: Alan J. Martin, Secretary	ADOPTED: POF:
DATED: March 26, 2008	ID NUMBER:

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

SUMMARY:

At its meeting of March 26, 2008, the Urban Design Commission **REFERRED** consideration of an Amended PUD-SIP for a hotel located at 333 West Washington Avenue. Appearing on behalf of the project were Bill White, representing Lodge Works; Natalie Boch, representing The Alexander Company; Rosemary Lee, Jonathan Cooper, representing the Bassett District Capitol West Steering Committee, and Peter Ostlind. Attorney Bill White appeared and presented details of the revised plans as follows:

- A review of the building elevations emphasized modifications to the front façade where corrugated metal has been wrapped around the corners of the center projection to provide framing.
- A review of samples of the concrete block material provides that it will be a mixture of 70% gray stone, 15% spice and 15% ash charcoal cement masonry units, with a dark gray mortar to add variety.
- Precast concrete at the base of the building will be sandblasted to expose its aggregate surface with enhanced jointing details.
- The incorporation of windows on the building's rear or south elevation will require redesign of rooms where views are indeterminate with no major sight lines due to the building's proximity to existing and proposed structures.

Following the presentation Jonathan Cooper noted his appreciation for the mix and block as the right direction, where Peter Ostlind, speaking for himself maintained the issue with the use of block as well as his desire that the project utilize a better material, something as an alternative to the masonry as proposed. He felt that the use of block had already been overdone with adjacent existing projects within the area, as well as downtown and need to see something different. Rosemary Lee spoke in favor; impressed with the latest version of the project. Following the presentation the Commission noted the following:

- Still a problem with the façade, know we can get better, although comments on fenestration, pattern and scale provided; nothing has changed enough, architecture not there yet.
- Agree architecture not substantially better, don't want to delay the project, team can do better job. Maybe project should be presented in context with other buildings in the project area.

- The “wrap” on the front façade is OK but needs something that goes beyond, being OK needs to be exciting.
- Windows don’t wrap above canopy level, details not thought out yet.
- Fenestration pattern and scale of window treatment seem plain, no depth and scale. Need to accentuate verticality of the building.
- No layers of details in window detailing and fenestration or detailing in patterning of brick, no details in railing or portico as well as lighting under portico with no level of detailing provided for functions at the street level.
- The continued use of spandrel panels still an issue.
- The front façade is under-detailed at the ground plane with upper elevational detailing needing more to work architecturally.
- OK with the rustification of concrete and patterning but front façade treatment is the issue.
- No problem with handling of west end front elevation but question as to why the east end of the front elevation is not handled in a similar appropriate manner.

ACTION:

On a motion by Barnett, seconded by Ferm, the Urban Design Commission **REFERRED** consideration of this item. The motion was passed on a vote of (6-1). With Slayton voting no. The motion to refer required address of the above stated requirements relevant to issues with the front elevation requiring address, especially the ground level view where the first two levels should have a higher level of scale than upper levels with appropriate context provided with levels of scale being more architecturally addressed on the front façade.

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 4.5, 5, 6, 6, 6 and 7.

URBAN DESIGN COMMISSION PROJECT RATING FOR: 333 West Washington Avenue

	Site Plan	Architecture	Landscape Plan	Site Amenities, Lighting, Etc.	Signs	Circulation (Pedestrian, Vehicular)	Urban Context	Overall Rating
Member Ratings	-	6	-	-	-	-	-	6
	-	-	-	-	-	-	-	5
	-	6	-	-	-	-	-	6
	-	6	-	-	-	-	-	6
	-	7	-	-	-	-	7	7
	-	3.5	-	-	-	-	5	4.5

General Comments:

- Little progress on façade. Because public granted right-of-way to project, it's incumbent to deliver a superior street experience of building.
- Needs to be very good or better for this important site.
- Not there yet.
- Nearly all issues have been solved. Front façade/windows still need work and thought.
- This design team can do better with the front of the building. Today's version shows too little change, too little improvement from the previous.

AGENDA # 3

City of Madison, Wisconsin

REPORT OF: URBAN DESIGN COMMISSION	PRESENTED: March 12, 2008
TITLE: 333 West Washington Avenue – Amended PUD-SIP for a Hotel. 4 th Ald. Dist. (06876)	REFERRED: REREFERRED: REPORTED BACK:
AUTHOR: Alan J. Martin, Secretary	ADOPTED: POF:
DATED: March 12, 2008	ID NUMBER:

Members present were: Lou Host-Jablonski, Marsha Rummel, Bonnie Cosgrove, Jay Ferm, Richard Slayton, Bruce Woods and Richard Wagner.

SUMMARY:

At its meeting of March 12, 2008, the Urban Design Commission **GRANTED INITIAL APPROVAL** of an Amended PUD-SIP for a hotel located at 333 West Washington Avenue. Appearing on behalf of the project was Att. Bill White, Nathan Novak and Denny Meikleham, all representing Lodge Works; Ed Freer and Adam Winkler, representing The Alexander Company; and Peter Ostlind and Jonathan Cooper of the Bassett Neighborhood Capitol West Steering Committee. Prior to the presentation staff noted extensive discussion on the traffic/circulation issues at a meeting following referral of the item at the Urban Design Commission's meeting of February 27, 2008. Staff reported the outcome of the meeting, provided for resolution of many of the vehicular/pedestrian traffic and circulation issues noted with the development of the project on its site as well as adjoining properties. Novak and Freer provided detailed review of both vehicular and pedestrian traffic circulation issues, noting modifications to the plans such as the provision for two-way traffic on Washington Place, the reorientation of the vehicular circulation pattern at the adjacent "345 Building," the removal of left turn out provisions at the through drive/drop-off for the hotel, as well as the redirection of traffic circulation at the adjacent 345 Building moving driveway access away from the already busy corner of Broom Street and West Washington Avenue. Novak further provided a review of the hotel drop-off circulation and signing. Following a discussion on the pedestrian/vehicular circulation issues, Novak provided a detailed review of modified building elevations including the provision of front projecting windows on both the east and west elevations abutting the property's West Washington Avenue frontage to provide more light and views to the Capitol and down the West Washington Avenue corridor. He further noted the provision of large windows adjacent to the stair on the south elevation, in addition to a projecting copper bay element. Following the presentation Ostlind, representing the Bassett Neighborhood Capitol West Steering Committee raised issue with the use of gray concrete block creating a blank and bland quality to the building with materials similar to that used on the adjacent 309 building and Broom Street Lofts; this material needed more variation. Jonathan Cooper, also representing the steering committee noted satisfaction with modifications to the traffic flow plan and the addition of large windows on east and west elevations abutting the property's West Washington Avenue frontage. Novak emphasized the bumping up of bike parking to 12 stalls, signage to refer to the structured parking, additional bike parking within the ramp. Following the presentation the Commission noted the following:

- Reluctantly accept the bicycle stall arrangement and signing but not a good long-term solution should be up front in adequate quantity at the main entry to the building on West Washington Avenue.
- Project has come a long way concern about the amount of concrete, variety of window patterns the project does not reflect the variety as in other adjacent buildings within the Capitol West development, don't think that the architecture is done yet.

ACTION:

On a substitute motion by Ferm, seconded by Rummel, the Urban Design Commission **GRANTED INITIAL APPROVAL** with instructions to come back with better options for the south elevation façade and enhancement of architecture along West Washington Avenue. The substitute motion found support as the main motion on a vote of (5-3) with Barnett, Rummel, Cosgrove, Ferm and Host-Jablonski in favor, and with Slayton, Woods and Wagner voting no. The subsequent vote to grant initial approval was passed unanimously on a vote of (8-0). The motion for initial approval also provided more specificity regarding architectural issues yet to be resolved as follows:

- Examine providing a stronger base and top treatment to the building.
- Windows are a bit static, need more fenestration.
- The side façades and rear are generally OK, but front façade lacks rhythm; something not quite right about the center of the front façade appears tacked-on, windows appear flat, dead.
- Consider modifying the corrugated center of the West Washington Avenue façade; curved with windows emphasized.
- Examine projecting the center piece, lacks level of scale.
- Provide details on the depth of scoring from shadow lines. Shadow lines in concrete should be pronounced. Consideration for including form lines and texture.
- Consider making copper projections on the front façade to be part of the room; something more substantial.
- Use a more diverse range of windows.
- From the rear elevation, come back with a mix of materials.
- Provide scoring samples and details including a matrix of colors and mortar for the concrete block areas.

A previous motion by Slayton, seconded by Wagner for final approval was replaced with adoption of the substitute motion.

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, 6, 6, 6, 6.5 and 7.

URBAN DESIGN COMMISSION PROJECT RATING FOR: 333 West Washington Avenue

	Site Plan	Architecture	Landscape Plan	Site Amenities, Lighting, Etc.	Signs	Circulation (Pedestrian, Vehicular)	Urban Context	Overall Rating
Member Ratings	6	5	6	-	-	6	6	6
	6	7	6	-	-	6	6	6
	-	5	-	-	-	8	9	6
	6	5	6	6	-	6.5	7	6.5
	-	5.5	-	-	-	7	6	6
	-	-	-	-	-	-	-	6
	-	5.5	-	-	-	7	-	5
	8	6	7	6	7	7	7	7

General Comments:

- Circulation revisions work functionally and intuitively.
- Quality of architecture needs to match (or surpass) prominence of site.
- The traffic pattern is a great step forward. The front façade of the building needs additional work. Consider using more variation in the windows, or other design elements.
- Real improvements to site circulation. Kudos to applicants in their efforts to educate Traffic Engineering staff. Now the architecture needs some improvement.
- The circulation is improved, now please wow us with a building that will justify taking public right-of-way.
- Site much improved.



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. Dailey, 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: February 1, 2008
TO: Plan Commission
FROM: Larry D. Nelson, P.E., City Engineer
SUBJECT: *for* 333 West Washington Avenue Rezoning

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

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

1. If the Applicant proposes to relocate the public sidewalk onto private property. The Applicant shall dedicate a sidewalk easement as required by the City Engineer and shall pay all applicable fees associated with the dedication.
2. The Applicant proposes to construct a drop off area in public right of way. A privilege in streets agreement is required for this construction.
3. The Applicant proposes to change the longitudinal grade of the mainline sidewalk to improve the cross slope on the proposed drop off area. Current ADA standards do not allow a longitudinal sidewalk grade in excess of 5% on a street with a longitudinal grade under 5%. The applicant shall revise the plan accordingly
4. The Applicant proposes special paving and scoring in the terrace. The Applicant shall obtain a Privilege in Streets Permit to secure the maintenance of these items
5. An additional storm inlet shall be provided at the south entrance to West Washington Avenue on the south curb to more fully collect storm runoff.
6. More information shall be provided on the "scupper" and "trench" drains on the east side of the building showing where these drains go and the pipes serving them, including all pumping within the lot or on adjacent lots.
7. Inlets shall have oil and grease treatment systems shown and detailed.
8. A Maintenance Agreement for the treatment systems shall be recorded after approval of City Engineering.
9. Proposed development shares private storm sewer with adjacent lots. Provide evidence of an agreement for joint ownership, use, and maintenance of this private storm sewer system.
10. Existing sanitary sewer mains on West Washington Avenue are not shown. Revise plans to show the 15-inch main on the north side of street and the 6-inch main on the south side of the street.

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GENERAL OR STANDARD REVIEW COMMENTS

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

Engineering Division Review of Planned Community Developments, Planned Unit Developments and Conditional Use Applications.

Name: 333 West Washington Avenue Rezoning

General

- 1.1 The construction of this building will require removal and replacement of sidewalk, curb and gutter and possibly other parts of the City's infrastructure. The applicant shall enter into a City / Developer agreement for the improvements required for this development. The applicant shall be required to provide deposits to cover City labor and materials and surety to cover the cost of construction. The applicant shall meet with the City Engineer to schedule the development of the plans and the agreement. The City Engineer will not sign off on this project without the agreement executed by the developer. The developer shall sign the Developer's Acknowledgement prior to the City Engineer signing off on this project.
- 1.2 The site plan shall identify lot and block numbers of recorded Certified Survey Map or Plat.
- 1.3 The site plan shall include all lot/ownership lines, existing building locations, proposed building additions, demolitions, parking stalls, driveways, sidewalks (public and/or private), existing and proposed signage, existing and proposed utility locations and landscaping.
- 1.4 The site plan shall identify the difference between existing and proposed impervious areas.
- 1.5 The site plan shall reflect a proper street address of the property as reflected by official City of Madison Assessor's and Engineering Division records.
- 1.6 Coordinate all necessary new interior addresses associated with this proposed development with City Engineering Program Specialist Lori Zenchenko lzenchenko@cityofmadison.com or (608) 266-5952
- 1.7 The site plan shall include a full and complete legal description of the site or property being subjected to this application.
- 1.8 The Developer is required to pay Impact Fees for the _____ Impact Fee District for Lot(s) _____ of the _____ Plat/CSM. The current rate is \$ _____ /1000SF for a total of \$ _____. The Developer shall select one of the following two options for payment of these fees:
- 1) Impact Fees shall be paid in full prior to Engineering sign-off of the plat/csm.
 - 2) The Developer has elected to defer the payments until such time as the building permits are applied for, in which case the owner(s) shall have fourteen (14) days after receiving the invoices to pay the outstanding impact fees. The following shall be required prior to plat sign off;
 - a) The Developer shall supply an Excel spreadsheet with lot numbers, lot areas, and number of dwelling units per lot. The Developer shall supply a CADD file of the proposed FINAL plat, in a format compatible with Microstation J. This information shall be required to calculate the Impact Fees, which will then be recorded at the Register of Deeds against each lot in the subdivision..
 - b) All information shall transmitted to Janet Dailey by e-mail at jdailey@cityofmadison.com, or on a CD to:

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

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

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

Right of Way / Easements

- 2.1 The Applicant shall Dedicate a _____ foot wide strip of Right of Way along _____.
- 2.2 The Applicant shall Dedicate a _____ foot wide strip of Right of Way along _____.
- 2.3 The Applicant shall Dedicate a Permanent Limited Easement for grading and sloping _____ feet wide along _____.
- 2.4 The City Engineer has reviewed the need for pedestrian and bicycle connections through the development and finds that no connections are required.
- 2.5 The Applicant shall Dedicate a Permanent Limited Easement for a pedestrian / bicycle easement _____ feet wide from _____ to _____.
- 2.6 The Developer shall provide a private easement for public pedestrian and bicycle use through the property running from _____ to _____.
- 2.7 The developer shall be responsible for the ongoing construction and maintenance of a path within the easement. The maintenance responsibilities shall include, but not be limited to, paving, repaving, repairing, marking and plowing. The developer shall work with the City of Madison Real Estate Staff to administer this easement. Applicable fees shall apply.
- 2.8 The Public Sanitary Sewer Easement(s) dedicated to the City of Madison ("City") on the face of this Certified Survey Map or Subdivision Plat is/are subject to the following conditions:
- a. The property owner reserves the right to use and occupy the Public Sanitary Sewer Easement Area(s) in a manner consistent with the rights herein conveyed, provided that such use and occupancy shall not interfere with or disturb the installation, operation, maintenance, repair, replacement and/or modification of the public sanitary sewer facilities.
 - b. No above-ground improvements shall be located in the Public Sanitary Sewer Easement Area(s) by the City or the property owner, with the exception that grates, sewer access structure (SAS) covers, and other access points to the public sanitary sewer facilities shall be permitted at grade level. (Optional: and with the exception that pavement and/or concrete for driveway purposes shall be permitted.)
 - c. Plantings and landscaping within the Public Sanitary Sewer Easement Area(s) shall not obstruct routine maintenance by the City. In the event of repair or reconstruction, plantings and landscaping may be removed by the City without replacement or compensation to the property owner.
 - d. The property owner shall not change the grade of the Public Sanitary Sewer Easement Area(s) without the prior written approval of the City's Engineering Division.
 - e. The Public Sanitary Sewer Easement(s) may not be amended, modified, terminated, or released without the written consent of all the parties hereto, or their respective successors-in-interest.
- 2.9 The Public Sidewalk Easement(s) dedicated to the City of Madison ("City") on the face of this Certified Survey Map or Subdivision Plat is/are subject to the following conditions:
- a. The property owner reserves the right to use and occupy the Public Sidewalk Easement Area(s) in a manner consistent with the rights herein conveyed, provided that such use and occupancy shall not interfere with or disturb the installation, operation, maintenance, repair, replacement and/or modification of the public sidewalk improvements.
 - b. No above-ground improvements will be allowed in the Public Sidewalk Easement Area(s) by the property owner. (Optional: with the exception that pavement and/or concrete for driveway purposes shall be permitted.)
 - c. Plantings and landscaping within the Public Sidewalk Easement Area(s) shall not obstruct routine maintenance by the City. In the event of repair or reconstruction, plantings and landscaping may be removed by the City without replacement or compensation to the property owner.
 - d. The property owner shall not change the grade of the Public Sidewalk Easement Area(s) without the prior written approval of the City's Engineering Division.
 - e. The Public Sidewalk Easement(s) may not be amended, modified, terminated, or released without the written consent of all the parties hereto, or their respective successors-in-interest.
- 2.10 The Public Storm Sewer Easement(s) dedicated to the City of Madison ("City") on the face of this Certified Survey Map or Subdivision Plat is/are subject to the following conditions:
- a. The property owner reserves the right to use and occupy the Public Storm Sewer Easement Area(s) in a manner consistent with the rights herein conveyed, provided that such use and occupancy shall not interfere with or disturb the installation, operation, maintenance, repair, replacement and/or modification of the public storm sewer facilities.
 - b. No above-ground improvements shall be located in the Public Storm Sewer Easement Area(s) by the City or the property owner, with the exception that grates, sewer access structure (SAS) covers, and other access points to the public storm sewer facilities shall be permitted at grade level. (Optional: and with the exception that pavement and/or concrete for driveway purposes shall be permitted.)
 - c. Plantings and landscaping within the Public Storm Sewer Easement Area(s) shall not obstruct routine maintenance by the City. In the event of repair or reconstruction, plantings and landscaping may be removed by the City without replacement or compensation to the property owner.
 - d. The property owner shall not change the grade of the Public Storm Sewer Easement Area(s) without the prior written approval of the City's Engineering Division.
The Public Storm Sewer Easement(s) may not be amended, modified, terminated, or released without the written consent of all the parties hereto, or their respective successors-in-interest.
- 2.11 The Public Water Main Easement(s) dedicated to the City of Madison ("City") on the face of this Certified Survey

Map or Subdivision Plat is/are subject to the following conditions:

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

Streets and Sidewalks

- 3.1 The Applicant shall execute a waiver of notice and hearing on the assessments for the improvement of [roadway] _____ in accordance with Section 66.0703(7)(b) Wisconsin Statutes and Section 4.09 of the MGO.
- 3.2 **Value of sidewalk installation over \$5000.** The Applicant shall Construct Sidewalk to a plan approved by the City Engineer along _____.
- 3.3 **Value of sidewalk installation under \$5000.** The Applicant shall install public sidewalk along _____. The Applicant shall obtain a Street Excavation Permit for the sidewalk work, which is available from the City Engineering Division. The applicant shall pay all fees associated with the permit including inspection fees. All work must be completed within six months or the succeeding June 1, whichever is later. This permit application is available on line at <http://www.cityofmadison.com/engineering/permits.cfm>.
- 3.4 The Applicant shall execute a waiver of their right to notice and hearings on the assessments for the installation of sidewalk along [roadway] _____ in accordance with Section 66.0703(7)(b) Wisconsin Statutes and Section 4.09 of the MGO.
- 3.5 The Applicant shall grade the property line along ____ to a grade established by the City Engineer. The grading shall be suitable to allow the installation of sidewalk in the future without the need to grade beyond the property line. The Applicant shall obtain a Street Excavation permit prior to the City Engineer signing off on this development. This permit application is available on line at <http://www.cityofmadison.com/engineering/permits.cfm>.
- 3.6 The Applicant shall close all abandoned driveways by replacing the curb in front of the driveways and restoring the terrace with grass.
- 3.7 **Value of the restoration work less than \$5,000. When computing the value, do not include a cost for driveways. Do not include the restoration required to facilitate a utility lateral installation.** The Applicant's project requires the minor restoration of the street and sidewalk. The Applicant shall obtain a Street Excavation Permit for the street restoration work, which is available from the City Engineering Division. The applicant shall pay all fees associated with the permit including inspection fees. This permit application is available on line at <http://www.cityofmadison.com/engineering/permits.cfm>.
- 3.8 The Applicant shall make improvements to _____ in order to facilitate ingress and egress to the development. The improvement shall include a (Describe what the work involves or strike this part of the comment.) _____.
- 3.9 The Applicant shall make improvements to _____. The improvements shall consist of _____.
- 3.10 The approval of this Conditional Use does not include the approval of the changes to roadways, sidewalks or utilities. The applicant shall obtain separate approval by the Board of Public Works and the Common Council for the restoration of the public right of way including any changes requested by developer. The City Engineer shall complete the final plans for the restoration with input from the developer. The curb location, grades, tree locations, tree species, lighting modifications and other items required to facilitate the development or restore the right of way shall be reviewed by the City Engineer, City Traffic Engineer, and City Forester.
- 3.11 The Applicant shall provide the City Engineer with a survey indicating the grade of the existing sidewalk and street. The Applicant shall hire a Professional Engineer to set the grade of the building entrances adjacent to the public right of way. The Applicant shall provide the City Engineer the proposed grade of the building entrances. The City Engineer shall approve the grade of the entrances prior to signing off on this development.
- 3.12 The Applicant shall replace all sidewalk and curb and gutter which abuts the property which is damaged by the construction or any sidewalk and curb and gutter which the City Engineer determines needs to be replaced because it is not at a desirable grade regardless of whether the condition existed prior to beginning construction.
- 3.13 The Applicant shall obtain a privilege in streets agreement for any encroachments inside the public right of way.

The approval of this development does not constitute or guarantee approval of the encroachments.

- 3.14 The Applicant shall provide the City Engineer with the proposed soil retention system to accommodate the restoration. The soil retention system must be stamped by a Professional Engineer. The City Engineer may reject or require modifications to the retention system.
- 3.15 The Applicant shall complete work on exposed aggregate sidewalk in accordance with specifications provided by the city. The stone used for the exposed aggregate shall be approved by the City. The Construction Engineer shall be notified prior to beginning construction. Any work that does not match the adjacent work or which the City Construction Engineer finds is unacceptable shall be removed and replaced.
- 3.16 All work in the public right-of-way shall be performed by a City licensed contractor.
- 3.17 Installation of "Private" street signage in accordance with 10.34 MGO is required.
- 3.18. All street tree locations and tree species within the right of way shall be reviewed and approved by City Forestry. Please submit a tree planting plan (in PDF format) to Dean Kahl, of the City Parks Department - dkahl@cityofmadison.com or 266-4816.

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 lzenchenko@cityofmadison.com . Include the site address in this transmittal.

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

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

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

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

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

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

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

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

Utilities General

- 5.1 The Applicant shall obtain a Street Excavation permit for the installation of utilities required to serve this project. The Applicant shall pay the permit fee, inspection fee and street degradation fee as applicable and shall comply with all the conditions of the permit. This permit application is available on line at <http://www.cityofmadison.com/engineering/permits.cfm>.
- 5.2 The applicant shall obtain all necessary sewer connection permits and sewer plugging permits prior to any utility work. This permit application is available on line at <http://www.cityofmadison.com/engineering/permits.cfm>.
- 5.3 All proposed and existing utilities including gas, electric, phone, steam, chilled water, etc shall be shown on the

plan.

- 5.4 The applicant's utility contractor shall obtain a connection permit and excavation permit prior to commencing the storm sewer construction. This permit application is available on line at <http://www.cityofmadison.com/engineering/permits.cfm>.
- 5.5 The site plans shall be revised to show the location of existing utilities, including depth, type, and size in the adjacent right-of-way.
- 5.6 The developer shall provide information on how the Department of Commerce's requirements regarding treatment of storm water runoff, from parking structures, shall be satisfied prior to discharge to the public sewer system. Additionally, information shall be provided on which system (storm or sanitary) the pipe shall be connected to.

Sanitary Sewer

- 6.1 Prior to approval of the conditional use application, the owner shall obtain a permit to plug each existing sanitary sewer lateral that serves a building that is proposed for demolition. For each lateral to be plugged the owner shall deposit \$1,000 with the City Engineer in two separate checks in the following amounts: (1). \$100 non-refundable deposit for the cost of inspection of the plugging by City staff; and (2). \$900 for the cost of City crews to perform the plugging. If the owner elects to complete the plugging of a lateral by private contractor and the plugging is inspected and approved by the City Engineer, the \$900 fee shall be refunded to the owner. This permit application is available on line at <http://www.cityofmadison.com/engineering/permits.cfm>.
- 6.2 All outstanding Madison Metropolitan Sewerage District (MMSD) and City of Madison sanitary sewer connection charges are due and payable prior Engineering sign-off, unless otherwise collected with a Developer's / Subdivision Contract. Contact Janet Dailey (608-261-9688) to obtain the final MMSD billing a minimum of two (2) working days prior to requesting City Engineering signoff.
- 6.3 Each unit of a duplex building shall be served by a separate and independent sanitary sewer lateral.
- 6.4 The site plan shall be revised to show all existing public sanitary sewer facilities in the project area as well as the size, invert elevation, and alignment of the proposed service.



Traffic Engineering and Parking Divisions

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

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

January 31, 2008

TO: Plan Commission

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

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

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

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

1. The applicant shall not improve the terrace as proposed unless City of Madison Real Estate Division approves encroachment prior to plans being submitted for approval.
2. The developer shall contact City Traffic Engineering, Kevin Fahey (266-4761) prior to submitting plans for final approval to arrange for relocation of the existing streetlight, and wiring. All cost related to this relocation shall be the responsibility of the developer.
3. The attached St. Light declaration of conditions and covenants shall be executed and returned to City Traffic Engineering.
4. City of Madison radio systems are microwave directional line of sight to remote towers citywide. The building elevation will need to be review by Traffic Engineer to accommodate the microwave sight and building. The applicant shall submit grade and elevations plans if the building exceeds four stories prior to sign-off to be reviewed and approved by Keith Lippert, (266-4767) Traffic Engineering Shop, 1120 Sayle Street. The applicant shall return one signed approved building elevation copy to the City of Madison Traffic Engineering office with final plans for sign off.

PEDESTRIAN AND BICYCLE TRANSPORTATION REVIEW COMMENTS

5. The applicant shall indicate the type of bicycle racks to be installed.

GENERAL OR STANDARD REVIEW COMMENTS

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

6. When the applicant submits final plans for approval, the applicant shall show the following: items in the terrace as existing (e.g., signs and street light poles), type of surfaces, existing property lines, addresses, one contiguous plan (showing all easements, all pavement markings, building placement, and stalls), adjacent driveway approaches to lots on either side, signage, percent of slope, vehicle routes, dimensions of radii, aisles, driveways, stalls including the two (2) feet overhang, and a scaled drawing at 1" = 20'.
7. All directional/regulatory signage and pavement markings on the site shall be shown and noted on the plan. The applicant shall secure one-way operations and show signage for the parking ramp and drop-off to be approved by Traffic Engineering.
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: Nathan Novak
Fax: 608-251-6147
Email: nate.novak@jjr_us.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: February 4, 2008
TO: Plan Commission
FROM: Edwin J. Ruckriegel, Fire Marshal
SUBJECT: **333 W. Washington Ave.**

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

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

1. None

GENERAL OR STANDARD REVIEW COMMENTS

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

2. All portions of the exterior walls of newly constructed one- and two-family dwellings shall be within 500-feet of at least one fire hydrant. 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.
3. 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 an aerial apparatus access fire lane that is at least 26-feet wide, with the near edge of the fire lane within 30-feet of the structure, and parallel to one entire side of the structure, if any part of the building is over 30 feet in height.
 - c. Fire lanes shall be unobstructed; there are obstructions shown on the fire lane, remove all obstructions. Examples of obstructions: including but not limited to; parking stalls, loading zones, changes in elevation, power poles, trees, bushes, fences or posts.
 - d. Fire lanes shall be constructed of concrete or asphalt only, and designed to support a minimum load of 80,000 lbs.
 - e. Provide a completed MFD "Fire Apparatus Access and Fire Hydrant Worksheet" with the site plan submittal.
 - f. Per IFC 503.3 Show approved "fire lane, no parking" signs posted on the site plan. A max of 150- feet on center. Signs must be visual and easily read from any location on the fire lane. Fire lanes 20-27 feet wide will be posted as fire lane on both sides, 28-35 feet wide shall be posted fire lane on the appropriate side only.
 - g. Where mountable sidewalk/curbs are used as part of the fire lane those sidewalk/curbs shall be constructed of concrete or asphalt only, and designed to support a minimum load of 80,000 lbs. Provide a cross section detail of the proposed mountable sidewalk/curbs. Clearly identify the locations of all proposed mountable sidewalk/curbs. Confirm existing rollable curb and show on fire lane plan.

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

cc: Bill Sullivan



Madison Metro Transit System

1101 East Washington Avenue
Madison, Wisconsin, 53703
Administrative Office: 608 266 4904
Fax: 608 267 8778



January 25, 2008

TO: Plan Commission

FROM: Timothy Sobota, Transit Planner, Metro Transit

SUBJECT: **333 West Washington Avenue – Hyatt Place Hotel**

Metro Transit 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. In order to fulfill the attached approval conditions (related to the overall Block 51 development process), given the change in proposed land uses on the block since the date of this letter, the developer shall either:
 - Install and maintain the passenger waiting shelter with bench seating and a trash receptacle at the Broom Street bus stop as noted in the attachment, as part of the approval and implementation process of the current SIP project; or
 - Submit a revised transit trip generation report demonstrating that the previously approved and currently proposed SIP project(s) will not generate transit trips greater than the standard as defined in the attachment. If the revised transit trip generation report does show that the transit trips generated by this SIP project, added to those generated in previously approved SIP projects, does surpass the standard – the developer shall be required to install the bus stop amenities prior to Metro Transit approving the current SIP project, as noted in the conditions of the attachment.

GENERAL OR STANDARD REVIEW COMMENTS

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

2. Metro Transit requests to sign and review final documents submitted for this project.

Please contact Tim Sobota, Metro Transit at 608-261-4289
or by email at <tsobota@cityofmadison.com>
if you have questions regarding the above items.



Digitally signed
by Tim Sobota
Date: 2008.01.25
11:51:53 -06'00'

CC: Project contact person, Nate Novak: nate.novak@jir-us.com

- Atch.
- Metro Transit review letter re: 33 South Broom St. [3 May 2006]
 - Metro Transit review letter re: 309 West Washington Ave. [15 Oct. 2004]
 - Metro Transit review letter re: 33 South Broom St. [15 Dec. 2005]
 - Schreiber/Anderson Associates Memo re: Transit Trip analysis [4 Apr. 2006]



Madison Metro Transit System

1101 East Washington Avenue
Madison, Wisconsin, 53703
Administrative Office: 608 266 4904
Fax: 608 267 8778



May 3, 2006

TO: Plan Commission
FROM: Timothy Sobota, Transit Planner, Metro Transit
SUBJECT: **33 South Broom Street – Bus stop amenity analysis: Revised**

During the meeting of January 9th, 2006 – The Madison Plan Commission approved the rezoning of property at 33 South Broom Street. This approval modified the requests submitted by Metro Transit related to the installation of passenger amenities adjacent the project at the existing bus stop location along South Broom Street.

The Plan Commission noted the following modification in its approval of the rezoning:

*Approval recommended subject to the comments and conditions contained in the Plan Commission materials, the comments of the Urban Design Commission and the following condition:
-That the bus shelter requested by Madison Metro along Broom Street be provided only if it meets the established standards for determining the need for bus shelters; a bench and trash receptacle are acceptable otherwise.*

The standard for bus passenger shelters is cited in the language of Metro Transit's Service Evaluation and Performance Measurement Program. This document is formally adopted as an appendix of the Transit Development Plan, published every four years by the Metropolitan Planning Organization. The current plan document spans the years 2004-2008, and cites the following standard for bus passenger shelters on page 5 of Appendix C:

***Shelter Location** - Shelters are a passenger amenity and are placed where they will have the greatest benefit:*

- 1. A minimum of 50 boarding passengers (average weekday);*
- 2. Proximity to housing for elderly and/or disabled persons;*
- 3. At major generators served by multiple routes.*

Metro Transit relates the applicability of this standard of 50 passengers to its review of development proposals strictly on the basis of new ridership estimated to be generated by the proposed land uses. In this sense, current ridership totals at a bus stop are ignored when reviewing development proposals.

Subsequent to the action of the Plan Commission meeting of January 9th, 2006, Metro Transit requested that the developer amend their Traffic Impact Study for the Capitol West project, dated March 2005, to include estimated transit trip generation rates for the components of project on a daily basis.

Metro Transit has now received this amended information and finds that the 74 additional daily transit trips estimated to be generated by the project meets the standard established for a bus shelter.

It should be noted that the first phase of the Capitol West project is estimated to generate only 26 of these 74 daily transit trips, with the remaining 48 trips were generated by future phases of the project. Metro Transit believes that this bus shelter amenity should be installed as part of the initial phase of development, similar to other landscape amenities such as trees, lighting, or pedestrian walkways. Installation of the bus shelter in the initial phase of development would encourage the initial occupants of this project to take greater advantage of the available transit service and reduce the number of vehicle trips, in addition to other transit-related measures cited in the Preliminary Transportation Demand Management Plan submitted by the developer in October of 2004:

May 3, 2006

Page 2

Alexander Company, in partnership with the City, intends to upgrade the two bus shelters on West Washington Ave. and enhance the bus stop on South Broom St. Additional signage may be added to further increase the visibility of the bus stops.

We recommend the placement of a kiosk or vending cart in a central location that offers bus pass sales, transportation information and maps.

Bus passes could be provided to Capitol West occupants. These could be either monthly "all you can ride" passes or packets of tickets for a discrete number of trips.

It should further be noted that the total daily transit trips generated by the project were assumed to divide equally between the bus stop on Broom Street and the current bus shelters on West Washington Avenue, with the conclusion that 37 daily transit trips would be result on either street upon completion of the project. Metro Transit believes that the shelter standard should be analyzed from the perspective of total trips generated, regardless of the number of bus stops adjacent a project site. If the standard for a bus shelter is met – Metro Transit believes it should be able to identify the most appropriate bus stop for this amenity based upon ridership patterns and the routes serving the stops affected by a project. At the corner of Broom and West Washington adjacent this project, current ridership patterns show a split of roughly 75% of passengers using the bus stop location on Broom Street, with the remainder boarding buses that travel along West Washington Avenue. With the concurrent growth of both the Bassett Neighborhood adjacent the Broom Street corridor and the University of Wisconsin – the frequency of routes serving the bus stop on Broom Street and operating west out the University Avenue corridor continues to expand.

Based upon the transit trip analysis conducted in response the Plan Commission's approval, **and subsequent conversation with the developer**, Metro Transit recommends the following actions:

- *The developer shall resubmit site plans for the project at 33 South Broom Street to show the following bus stop amenities:*
 1. *The applicant shall install and maintain a concrete passenger boarding pad on the east side of South Broom Street, approximately five feet south of the sidewalk and curb ramp on West Washington Avenue (#0965). The concrete pad shall occupy the full distance of the terrace, measure a minimum of 6 feet in width parallel to the street, and lie flush between the sidewalk and the top of curb.*
 2. *The applicant shall **show** a passenger waiting shelter with bench seating and a trash receptacle on top of a concrete pad or other suitable surface on the east side of Broom Street south of West Washington Avenue, in an area adjacent the concrete passenger boarding pad described above. If installed on City right-of-way between the curb and sidewalk, the amenities may not obstruct a six-foot zone of concrete pad between the curb and sidewalk on the north end, nearest the crosswalk. **Plans shall show exact design specifications of these items.***
 3. ***The applicant shall complete the installation and begin maintenance of the amenities listed in item 2 above prior to submitting the future SIP phase for Metro approval that would create an overall passenger demand of greater than 50 passengers per day.***
- *The developer shall revise their privilege in streets application to the City Real Estate office to permit the installation and maintenance of the above amenities on City right-of-way.*

Please contact Tim Sobota, Metro Transit at 261-4289
or by email at <tsobota@cityofmadison.com>
if you have questions regarding the above items.

CC: Project contact person, Thomas Miller: <tcml@alexandercompany.com> (email);
City Real Estate, Jerry Lund: <jlund@cityofmadison.com> (email);
City Engineering, Eric Pederson <epederson@cityofmadison.com> (email)

Atchs. Metro Transit review letter re: 309 West Washinton Ave. [15 Oct. 2004]
Metro Transit review letter re: 33 South Broom St. [15 Dec. 2005]
Schreiber/Anderson Associates Memo re: Transit Trip analysis [4 Apr. 2006]



Madison Metro Transit System



1101 East Washington Avenue
Madison, Wisconsin 53703
Administrative Office: 608 266 4904
Fax: 608 267 8778

October 15, 2004

TO: Plan Commission

FROM: Timothy Sobota, Transit Planner, Metro Transit

SUBJECT: **309 West Washington Avenue – Rezoning – Capitol West (Block 51)**

Metro Transit 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 install a concrete passenger boarding pad on the east side of South Broom Street, approximately five feet south of the sidewalk and curb ramp on West Washington Avenue (#0965). The concrete pad shall occupy the full distance of the terrace, measure a minimum of 6 feet in width parallel to the street, and lie flush between the sidewalk and the top of curb.
2. The applicant shall install and maintain a passenger waiting shelter with bench seating and a trash receptacle on top of a concrete pad or other suitable surface on the east side of Broom Street south of West Washington Avenue, in an area adjacent the concrete passenger boarding pad described above. Metro Transit initiated this comment during a pre-submission meeting with the applicant. The landscape plan submitted by the applicant shows a passenger waiting shelter on City right-of-way between the curb and sidewalk. Placement of privately installed and maintained property on public right-of-way would require separate review and approval of additional City agencies, including City Real Estate and City Engineering. Such passenger amenity requests are typically fulfilled with the applicant installing the items on private property behind the sidewalk. It is Metro Transit's recommendation that the applicant further review the potential of placing this shelter and trash receptacle on private property. Wherever ultimately approved and sited, the passenger shelter shall meet minimum Americans with Disability Act requirements for size and access. If installed on City right-of-way between the curb and sidewalk, the trash receptacle and passenger shelter may not obstruct a six-foot zone of concrete pad between the curb and sidewalk on the north end, nearest the crosswalk.
3. The developer shall include this concrete passenger boarding pad, shelter with bench, and trash receptacle on the final documents filed with their permit application so that Metro Transit may review and approve the design.

GENERAL OR STANDARD REVIEW COMMENTS

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

4. Metro Transit operates transit service along West Washington Avenue and Broom Street seven days a week. Metro bus stop #0965 is on the east side of Broom Street, south of West Washington Avenue. There are two bus stops on the south side of West Washington Avenue, east of Broom Street (#0989) and west of Henry Street (#0235). Both stops on West Washington Avenue have

October 15, 2004

Page 2

passenger waiting shelters currently.

5. The proposed cut-out on the south side of West Washington Avenue, west of Henry Street at the ten story building, may conflict with the bus loading zone. The developer may need to coordinate the relocation of the passenger waiting shelter to the east, closer to the corner, to mitigate this conflict. Relocation of the shelter would also require the installation of a new concrete slab and passenger boarding pad area.

Please contact Tim Sobota, Metro Transit at 261-4289
or by email at <tsobota@cityodmadison.com>
if you have questions regarding the above items.

CC: Project contact person, Thomas Miller: <tcml@alexandercompany.com> (email)



Madison Metro Transit System



1101 East Washington Avenue
Madison, Wisconsin 53703
Administrative Office: 608 266 4904
Fax: 608 267 8778

December 15, 2005

TO: Plan Commission
FROM: Timothy Sobota, Transit Planner, Metro Transit
SUBJECT: **33 South Broom Street – Rezoning – Broom Street Lofts**

Metro Transit 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 install and maintain a concrete passenger boarding pad on the east side of South Broom Street, approximately five feet south of the sidewalk and curb ramp on West Washington Avenue (#0965). The concrete pad shall occupy the full distance of the terrace, measure a minimum of 6 feet in width parallel to the street, and lie flush between the sidewalk and the top of curb.
2. The applicant shall install and maintain a passenger waiting shelter with bench seating and a trash receptacle on top of a concrete pad or other suitable surface on the east side of Broom Street south of West Washington Avenue, in an area adjacent the concrete passenger boarding pad described above. If installed on City right-of-way between the curb and sidewalk, the amenities may not obstruct a six-foot zone of concrete pad between the curb and sidewalk on the north end, nearest the crosswalk.
Metro Transit initiated this comment during a pre-submission meeting with the applicant, and presented this condition as part of the application for the rezoning of 309 West Washington Avenue. The current landscape plan submitted by the applicant shows just a bench with trash receptacle on City right-of-way between the curb and sidewalk. The current landscape plan further shows the bench and trash receptacle blocking the access zone requirement.
3. Such passenger amenity requests are typically fulfilled with the applicant installing the items on private property behind the sidewalk. It is Metro Transit's recommendation that the applicant continue to review the potential of placing the amenities outlined above on private property.
Placement of privately installed and maintained property on City right-of-way will require the review and approval of additional City agencies, including City Real Estate and City Engineering, prior to Metro Transit giving final approval to the plans.
4. The developer shall include this concrete passenger boarding pad, shelter with bench, and trash receptacle on the final documents filed with their permit application so that Metro Transit may review and approve the design.

GENERAL OR STANDARD REVIEW COMMENTS

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

5. Metro Transit operates transit service along West Washington Avenue and Broom Street seven days a week. Metro bus stop #0965 is on the east side of Broom Street, south of West Washington Avenue.

December 15, 2005

Page 2

6. The PUD/SIP submitted with this rezoning, and dated October 26 2005, does show the placement of a "new bus shelter" at the bus stop identified above. However, it does point to placing it in the City right-of-way.

Please contact Tim Sobota, Metro Transit at 261-4289
or by email at <tsobota@cityofmadison.com>
if you have questions regarding the above items.

CC: Project contact person, Thomas Miller: <tcml@alexandercompany.com> (email)
City Real Estate, Jerry Lund: <jlund@cityofmadison.com> (email)
City Engineering, Eric Pederson <epederson@cityofmadison.com> (email)

Atch. Portion of submission page C 102 "Layout Plan" [10/26/2005]

345 W WASHINGTON AVE.

STAIRS CONNECTING UPPER PARKING DECK TO BUILDING LOBBY
STAIRS CONNECTING UPPER PARKING DECK TO MECHANICAL ROOM
LANDSCAPE BED
GRATED AIR WAY
PRIVATE PATIO

GRATED AIR WAY
PRIVATE PATIO

PRIVATE PATIO

PRIVATE PATIO

MAIN BUILDING ENTRY/LOBBY

PRIVATE WALK

PRIVATE WALK

PRIVATE WALK

PRIVATE WALK

LANDSCAPE BED

LANDSCAPE BED

LANDSCAPE BED

LANDSCAPE BED

LANDSCAPE BED

LANDSCAPE BE

NEW CONCRETE WALK

LANDSCAPE FEATURE

BUS STOP WITH BENCH AND TRASH RECEPTACLE, BY DEVELOPER

BOLLARD LIGHT, TYP.

LOADING/UNLOADING ZONE, SIGNED WITH NO PARKING SIGNS AND STRIPPED PER CITY OF MADISON STANDARDS

CITY ST ACCOR

BROOM ST.

W. WASHINGTON AVE

FILE: P:\24-309\0000\CAD\sheet\19109-01-10\Red_Topplan.dwg US:tk:im:avk DATE: Oct, 25 2009 TIME: 03:49 pm

NOTE:

1. ALL ENTRANCE WALKS AND PRIVATE PATIOS SHALL BE CONCRETE PAVEMENT.
2. NOTE: ALL PRIVATE PATIO SPACES ALONG THE REAR OF BUILDING WILL BE FENCED AND GATED
3. SEE EXISTING CONDITIONS SHEETS FOR ALL EXISTING FEATURES INCLUDING SIGNAGE, STREET LIGHTING AND UTILITIES.
4. SEE CAPITOL WEST PHASE 1 SIP PACKAGE FOR ADJACENT DEVELOPMENT INFORMATION.

N



MEMORANDUM

Date: April 4, 2006

Landscape Architecture

Urban Design

To: Tim Sobota
Transit Planner
Metro Transit
Madison, Wisconsin

From: John Lichtenheld, P.E.
Project: Capitol West
SAA #: 2017.02

Community Planning

Civil Engineering

Re: Response to comments for Capitol West development

The following memorandum is a response by Schreiber/Anderson Associates (SAA) to comments raised by the Metro Transit pertaining to the proposed Capitol West development located in Madison, Wisconsin. The comments, dated February 9, 2006, will be addressed on a point-by-point basis:

For points 1 through 3, the following tables were created to distinguish the breakdown of daily inbound and outbound traffic based on the proposed land uses for the site. Furthermore, the tables distinguish Phase I development of the site from its total buildout. Phase 1 includes 163 residential units. Phase 2 includes a total of 400 residential units plus the 18,000 square feet of retail space. The daily traffic volumes were based on trip rates published in the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 7th Edition*. From the March 2005 traffic impact study for the project, a twenty percent reduction in traffic to the retail portion of the site was applied to account for its urban location. Therefore, a twenty percent reduction to daily traffic of the retail land use was also applied. In addition, to account for public transportation and non-vehicular transportation to and from the site, a five percent reduction was applied to all land uses. This reduction was based on criteria cited in the *ITE Trip Generation Handbook*. It should be noted that due to the proximity of the site to downtown employment centers, it is likely that residents may utilize non-vehicular transportation rather than public transportation; therefore, the five percent applied to the site to account for public transportation is conservative, in nature.

TRIP GENERATION SUMMARY FOR PHASE I OF CAPITOL WEST DEVELOPMENT

Land Use	Daily Inbound Trips	Daily Outbound Trips
Broom Street Townhomes (23 units)	92	92
Other Townhomes & Condominiums (140 units)	427	427
Total Trips to/from Site	519	519
MINUS 5% Reduction for Public Transportation ²	26	26
TOTAL NEW VEHICULAR TRIPS TO/FROM SITE	493	493
1 Based on previous traffic impact study for site		
2 Based on ITE <i>Trip Generation Handbook</i>		

TRIP GENERATION SUMMARY FOR FULL BUILDOUT OF CAPITOL WEST DEVELOPMENT

Land Use	Daily Inbound Trips	Daily Outbound Trips
Broom Street Townhomes (23 units)	92	92
Other Townhomes & Condominiums (376 units)	989	989
18,000 sf Retail	399	399
Total Trips to/from Site	1480	1480
MINUS 20% Reduction to Retail Land Use ¹	80	80
MINUS 5% Reduction for Public Transportation ²	<u>74</u>	<u>74</u>
TOTAL NEW VEHICULAR TRIPS TO/FROM SITE	1326	1326
¹ Based on previous traffic impact study for site ² Based on ITE <i>Trip Generation Handbook</i>		

The first phase will generate a maximum of 26 additional potential boarding transit trips on a daily basis. There are currently 3 bus stops on the development block (one on Broom Street and two on West Washington Street. Assuming that the ridership is split between these stops with a maximum 50% loading for one bus stop location, then it is estimated that the maximum usage at any one stop would be an additional 13 boarding transit trips daily.

The second phase (complete buildout) will result in 74 additional daily transit trips. Using the same logic as the first phase distribution, this would result in an additional 37 additional daily trips at any one transit stop.