

**PLANNING DIVISION REPORT
DEPARTMENT OF PLANNING AND COMMUNITY
AND ECONOMIC DEVELOPMENT
of October 15, 2007**

RE: LD. # 07471: Zoning Map Amendment LD. 3299, Demolition and Rezoning of 1301 University Avenue from R6 and C2 to PUD-GDP

1. Requested Actions: Approval of a request to demolish seven buildings and rezone 1301 University Avenue from R6 (General Residence District) and C2 (General Commercial District) to Planned Unit Development, General Development Plan, (PUD-GDP) to allow development of two interconnected research facilities.
2. Applicable Regulations: Section 28.04 (22) provides the guidelines and regulations for the approval of demolition permits; 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: Kevin Firchow, AICP, Planner.

GENERAL INFORMATION

1. Owner: The Board of Regents of the University of Wisconsin System; c/o Alan Fish; Associate Vice Chancellor for Facilities Planning and Management; 9th Floor WARF Building; 610 N. Walnut Street; Madison, WI 53705

Applicant and Contact: George E. Austin; Wisconsin Alumni Research Foundation; 614 Walnut Street Room 1265 C; Madison, WI; 53726
2. Development Schedule: Demolition is scheduled to begin in December 2007 with total project completion estimated for October 2010.
3. Location: An area of approximately 1.9 acres on the University of Wisconsin campus consisting of the 1300 block of University Avenue. The subject block is bounded by North Randall Avenue on the west, North Orchard Street on the east, University Avenue on the north and Campus Drive on the south. Aldermanic District 8; Madison Metropolitan School District.
4. Existing Conditions: The site is currently occupied by seven commercial buildings and two parking lots. Structures include the Rennebohm Building, which was recently considered for designation as a historic landmark. The Landmarks Commission ultimately did not recommend Landmark status for the building. The buildings currently house academic and administrative functions of the University.

5. Proposed Land Use: The University proposes to construct two interconnected research facilities. One facility will be owned by the Wisconsin Alumni Research Foundation and include the Morgridge Institute for Research (MIR). The other parcel will be owned by the University and contain the Wisconsin Institute for Discovery (WID). Combined, the building will feature approximately 300,000 gross square feet for research facilities and other University uses.
6. Surrounding Land Use and Zoning:

North: UW Medical Sciences Center, zoned PUDSIP, R5;

South: UW Union South, zoned R6;

East: UW Service Buildings, zoned C2, R6; and

West: Mixed Use- Commercial and Apartments, zoned C2.
7. Adopted Land Use Plan: The Comprehensive Plan recommends this site for "C"- Campus uses. Specific recommended uses include educational facilities, research and employment centers, and student-oriented retail, service, and dining.
8. Environmental Corridor Status: The property is not located within a mapped environmental corridor.
9. Public Utilities & Services: The property is served by a full range of urban services.

STANDARDS FOR REVIEW

This application is subject to the standards for demolitions, zoning map amendments, and planned unit development districts.

PLAN REVIEW

Existing Conditions and Surrounding Context

The subject site is located on the University of Wisconsin campus, bounded by University Avenue, Campus Drive, Orchard Street, and Randall Avenue. Current uses include commercial buildings housing academic and administrative functions of the University. The site also contains two surface University parking lots, containing an estimated 128 stalls. University buildings, including Union South and the Medical Sciences Center, surround much of the subject site. Small non-university commercial and mixed-use buildings are located close to the site, across from North Randall Avenue.

Demolition Request

The applicant requests permission to demolish seven primary structures and two surface parking lots. The buildings and parking lots are owned by the University and currently utilized for academic and administrative functions.

The following is a summary of the existing structures to be demolished.

- **317 N. Randall Avenue** The building is a two-story brick neo-classical commercial structure, constructed in 1929 for the Rennebohm family to serve as the campus branch of the U. S. Post Office. Local architect Philip Homer designed the structure.
- **329-333 N. Randall Avenue** This three-story brick and stone commercial building was constructed in 1925 for Oscar Rennebohm as Rennebohm's Drug Store. The pharmacy was operated at this site for over 60 years. J. Glaetli, Jr. of Madison was the architect. This building has recently been considered for City Landmark status. Although the Landmarks Commission ultimately did not vote to provide landmark designation, the building is of historic interest. The building is designed in the Mediterranean Revival Style and includes features such as round-arched entrances and stone quoins marking the building corners. The building has a footprint of 5,059 square feet and a total area of roughly 15,000 square feet.
- **1301-1303 University Avenue** The structure is a two-story Craftsman-style commercial building faced with glazed brick and was constructed in 1922. The building was used for many years as a clothing store operated in part by Max Kaplan, with a dentist office upstairs.
- **1305-1307 University Avenue** The building is a two-story Craftsman-style brick commercial building constructed in 1921 for Abe and Jacob Mintz and served, in part, as their tailor shop.
- **1313-1317 University Avenue** This large two-story brick building was built in 1909 for A. T. Rogers and features a Romanesque Revival cornice. The first occupants were a meat market and a grocery store. The building was used for many years as a restaurant.
- **1319-1325 University Avenue** This building is a large two-story Craftsman-style commercial building built in 1921-1923 for R. T. Royston, who had his plumbing and heating firm here. The 1325 address was used as a hardware store in its early years.

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- **1327-1333 University Avenue** This one-story commercial building is faced in terra cotta in a neo-classical design. The structure was built in 1914 for Fred Schlingen Monuments. This is the only building remaining in relatively intact condition connected with monument manufacturers in Madison.

The applicant has provided pictures of the interior and exterior of each building to be demolished. The structures appear to be in at least average condition for buildings of their age. Staff have not conducted an inspection of the interiors of the structures and do not have any information indicating that the buildings are not structurally sound or capable of being rehabilitated or repaired. However, considering the programming and unique space needs of the proposed research facility, it may not be economically feasible for the applicants to modernize and expand the existing buildings to serve the proposed use. The City Recycling Coordinator has reviewed and approved the applicant's reuse and recycling plan.

The City of Madison Landmarks Commission considered this demolition request on September 19, 2007 and recommended approval. The applicant states that the University will take efforts to document and display elements of the Rennebohm building, subject to the approval of the City Landmarks Commission.

The proposed future use of the site is described in the following section.

Zoning Map Amendment Request

The applicant's second request is to rezone the property from R6-General Residence District and C2-General Commercial District to PUD-GDP- Planned Unit Development, General Development Plan. This rezoning is requested to allow the development of two interconnected research facilities. The applicant intends to utilize a two-step PUD zoning process. With the initial request, the applicant looks to establish the basic right of use, general bulk, and massing standards for the project. If successful, the applicant will utilize the Specific Implementation Plan (SIP) phase to address more detailed site and building design issues.

The applicant has submitted a detailed project description, conceptual drawings, and a zoning text with this application.

The proposed project includes the construction of approximately 300,000 gross square feet for the two research institutes. The institutes will be interconnected, but divided into two parcels. The applicant anticipates submitting a certified survey map to complete this land division at the Specific Implementation Plan phase. One of the parcels will be owned by the Wisconsin Alumni Research Foundation and include the Morgridge Institute for Research (MIR). The other parcel will be owned by the University and contain the Wisconsin Institute for Discovery (WID).

The facility would house approximately 425 full time or equivalent employees, primarily comprised of researchers and their support staff. It is expected that researchers and other employees will have access to the site and their facilities at all times. Public spaces would have operating hours consistent with those of similar campus-area facilities.

Proposed uses for the WID/MIR facilities include scientific research, education and outreach, retail (including outdoor eating and drinking areas), building support functions, rooftop communications equipment, food service, limited manufacturing, office, and other uses ancillary to these. The precise square footage devoted to each of these uses will be determined during the SIP approval process.

In addition to the project description, the applicant has provided conceptual building plans that generally depict the layout of the proposed structure. The ground floor of the building will house education and outreach activities including a 200-seat forum and several smaller breakout-meeting rooms. The floor also includes an indoor garden area and a proposed coffee bar. The plans show outdoor seating and eating areas along all sides of the building. The second, third, and fourth floors include a mix of laboratory, meeting, and teaching facilities. The lower level of the facility includes specialty laboratories, seminar rooms, and mechanical and network facilities. The roof plan shows a penthouse to conceal mechanical equipment and other areas that will comprise the building's partial fifth floor. A future "bridge" from the upper floors would cross North Orchard Street and connect to future construction, east of the project site.

The applicant has also provided conceptual massing studies depicting the bulk and placement of the proposed building in relationship to the surrounding structures. The structure's height is generally consistent with the heights of surrounding University buildings and taller than the commercial buildings just west of the property. The massing studies show the building is pulled close to the sidewalk and will generally provide a consistent four-story mass along most of the perimeter of the subject block, with some variation in height and setback as shown. The specific impact of this mass cannot be fully determined until building materials are specified and further facade detail is provided at the SIP phase.

The east elevation, along Orchard Street, is largely four stories. This elevation includes a five-story projection framing the main entrance. The west elevation is found on the narrowest portion of the property and is set back from Randall Street. This portion of the building varies between four and five stories. The longer, north elevation along University Avenue will be four stories in height with a stepped back "penthouse" housing mechanicals above the fourth floor. The south, Campus Drive elevation shows similar massing. This elevation includes a projection on floors two and three that would create a covered seating area adjacent the Campus Drive sidewalk. Current plans do not show this projection encroaching upon City right-of-way.

The applicant has provided a general site plan and description of landscape improvements. As the proposed building covers much of the site, landscaping and related site amenities are limited

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to the perimeter of the site, between the proposed structure and the surrounding streets. Many of the proposed improvements relate to proposed changes in pedestrian and vehicular circulation in and around the subject property.

Changes along University Avenue include new landscaping and modification of the existing "contra-flow" bicycle lane. The applicant's concept elevates the existing bike lane to the level of the pedestrian walk. The initial plans show a double row of street trees and other intermittent plantings placed to separate the bike lane from the sidewalk and terrace. The applicant has also included a plan showing a development concept without the proposed bike lane modification. The City will require that the applicant submit a cross section detailing the applicant's preferred concept at the SIP phase. The applicant also proposes to eliminate the existing curb cut openings currently providing parking lot access from University Avenue.

The submitted plans show two grouping of street trees and plantings are planned for Campus Drive near Randall Avenue and Orchard Street. The plantings are intended to frame the covered outdoor seating area, framed by the projection described above.

The applicant proposes to convert North Orchard Street into a one-way street with an expanded sidewalk and pedestrian area. The cul-de-sac that currently separates Orchard Street from Campus Drive would be replaced by a driveway-type opening allowing egress at Campus Drive, primarily for emergency and delivery traffic. This street is planned primarily as a pedestrian connection between the traditional campus to the north and the urban campus to the south. Several landscape and site amenities are proposed to further emphasize the pedestrian character of this street. A raised platform between the pedestrian walkway and the internal food venue will be installed as a gathering space. A building canopy, extending the length of the facade, will provide a sheltered pedestrian walkway. A continuous row of trees will also be planted.

The Randall Avenue side of the building also features a wide pedestrian zone. The applicant proposes to dedicate an eight-foot right-of-way strip to the City. In preliminary meetings with the applicant, City Engineering staff indicated that a larger dedication might be necessary. These specifics would be addressed during the SIP phase. Street trees are shown along the street frontage.

No parking will be provided on site. The loading area for the building would be located east of Orchard Street and consolidated with an existing at-grade loading zone operated by the University. Access to the loading zone would come via an existing service tunnel under Orchard Street, below the proposed building's first level.

Finally, a detailed zoning text was submitted with the general development plan, which includes the list of permitted uses and other applicable standards to implement the project described above.

ANALYSIS

Planning Division staff believe that the proposed demolition and rezoning are consistent with the Madison Comprehensive Plan's recommendations for use, design, and circulation.

The Comprehensive Plan recommends "Campus" uses for the subject site. Specific recommended uses include educational facilities, research and employment centers, and student-oriented retail, service, and dining. Planning staff believe that the proposed uses are consistent with those recommended in the Plan. Considering the programming and unique space needs of the proposed research facility, staff also believe demolition would be necessary to facilitate such development. Staff believe it may not be economically feasible for the applicants to modernize and expand the existing buildings to serve the proposed use.

In reviewing the proposed zoning text, staff recommend that further clarification be provided on the types of retail that may be permitted. If retail uses other than the indoor/outdoor restaurants are desired, Planning Division staff recommend that these be restricted to those permitted in the C1- Limited Commercial District zoning district.

The Comprehensive Plan further states "campus" development "should be compatible with surrounding uses and their design characteristics, and mitigate potential negative impacts on adjacent areas." The Urban Design Commission reviewed the General Development Plan and granted final approval at its meeting of October 3, 2007.

The applicant is not required to provide detailed building, site or landscaping plans as part of this GDP submittal and the specific impact of the building cannot be fully determined until building materials and further facade detail is provided at the SIP phase. At that time, staff will be especially interested in how the building and site design engage each of the adjoining streets. Features such as ground-level transparency and functional entryways are desirable components of all sides of the proposed building.

Based on the conceptual materials submitted, Planning Division staff believe that the building's general height and mass would be consistent with the surrounding University buildings. And while the proposed building is two stories taller than the non-university commercial buildings on North Randall Avenue, the WID/MIR facility is pulled back from the property edge with over 100 feet between these structures. Staff believe that the difference in height would not have a negative impact on the existing buildings.

Finally, the Comprehensive Plan recommends "vehicle access and the location and amount of parking should be designed to minimize congestion and potential negative impacts both within the campus and in the surrounding neighborhoods." The existing University surface parking lots will be removed, eliminating an estimated 128 stalls. The applicant indicates that there will be no

on-site parking on the project site and parking for the project will be provided in accordance with the overall University Campus Parking Plan.

The primary changes to vehicular circulation include the elimination of three mid-block curb cuts and the conversion of Orchard Street to a one-way street. The proposed Orchard Street conversion allows for new vehicular egress onto Campus Drive and the addition of new traffic signals at both University Avenue and Campus Drive. The applicant has met several times with Planning, Engineering and Traffic Engineering staff, and staff support these proposed changes in concept, however, additional detail will be required during the SIP approval process and future design work.

CONCLUSION

The Planning Division believes that the proposed project can meet the standards for demolitions, zoning map amendments, and planned unit development districts. The general development plan has been submitted as part of a two-phase rezoning submittal and the Planning Division supports the conceptual plans submitted during this phase, with the conditions noted below. The City Landmarks and Urban Design Commissions have also approved the applicant's requests. Staff believe that the project is consistent with adopted City plans.

RECOMMENDATION

The Planning Division recommends that the Plan Commission find that the demolition standards are met and **approve** a demolition permit for the existing seven structures. The Division further recommends that the Plan Commission find that the standards for planned unit developments met and forward Zoning Map Amendment 3296, rezoning 1301 University Avenue from R6 (General Residence District) and C2 (General Commercial District) to PUD-GDP (Planned Unit Development, General Development Plan), 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 revises the zoning text to clarify the allowable retail uses, addressing the concerns noted in this report. Uses should be clarified to only allow only restaurants with indoor and outdoor seating or in the alternate; allow only retail uses permitted in the C1 zoning district.

AGENDA # 1

City of Madison, Wisconsin

REPORT OF: URBAN DESIGN COMMISSION

PRESENTED: October 3, 2007

TITLE: 1300 Block of University Avenue –
PUD(GDP), Wisconsin Institute for
Discovery. 8th Ald. Dist. (06763)

REFERRED:

REREFERRED:

REPORTED BACK:

AUTHOR: Alan J. Martin, Secretary

ADOPTED:

POF:

DATED: October 3, 2007

ID NUMBER:

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

SUMMARY:

At its meeting of October 3, 2007, the Urban Design Commission **GRANTED FINAL APPROVAL** of a PUD(GDP) located in the 1300 Block of University Avenue. Appearing on behalf of the project were Pete Heaslett, UW-Madison; Steven Wittry, WARF; George E. Austin, WARF; and Ald. Eli Judge. Introducing the project was George E. Austin, who noted that the approval of the overall PUD-GDP includes the allowance for the deconstruction of existing facilities in the block anticipated as part of Phase I with a PUD-SIP anticipated to be submitted for approval prior to the end of the calendar year. Austin further noted that development within the adjacent lot to the east as part of Phases II and III were not part of the scope of the project except for the location of loading and service facilities across the North Orchard Street right-of-way, in combination with a below grade service tunnel into the new facilities. Austin also noted that North Orchard Street will be developed primarily as a pedestrian domain, accommodating ingress and egress with a driveway opening from Campus Drive to allow for the anticipated loading facilities; the driveway open would be reopened to one-way traffic only on the south and incorporate drop-off facilities for accessibility purposes. A detailed review of the plans featured the following:

- A town center at grade level, a focal point.
- A built-in context as a 100-year building, a focus on sustainable design in order to achieve a LEED certification.
- The loading facilities across the North Orchard Street right-of-way within the adjacent block to the east at the rear of the existing Physical Plant building connected by a below grade tunnel.
- The 300,000+ square foot building features a masonry and glass palette with three building pods as the focal point of the structure.

Following the presentation the Commission noted the following:

- Provide consideration for a green roof. It was noted the roof would be white, along with looking at opportunities for a green roof, in combination for the potential for storage of water for reuse, stormwater and other water reuse strategies, including the use of waste water.
- Relevant to rooftop and stormwater, provide a computation of existing hard pavement versus the concept of development and how stormwater will be handled.

- Like the public space making proposed at the ground level of the project.
- Provide some way to exhibit with panels or kiosks around the outside of the perimeter of the building as clue to internal activities and functions.
- Provide more details as to how the south terrace is either opened or secluded and its relations with Campus Drive, privacy/landscaping; raised grade at street, provide an inside/outside relationship, in combination with the overhang of offices above.
- Deal with signage to optimize its visibility as an integrated element of the building's architecture.
- There is a built-in conflict between pedestrians with the bike lane and the crossing of Campus Drive. Make Randall Street more pedestrian-friendly.
- Support use of an extensive roof (green roof).
- Trees at Campus Drive need attention to do well. Provide more space, consider more trees for a greater canopy.
- Concern with Campus Drive crossing to Union South, as well as awareness of bike/pedestrian conflicts around the entire site.
- Like public spaces at grade.
- At University Avenue, be aware of the counter-flow bike lane, concern with pedestrian crossing and management of issues.
- Provide more bike parking stalls than typically for a lab building. More people coming and going to other offices on campus.
- Provide protection for outdoor areas along Campus Drive.
- Provide opportunities for teaching moments; support use of green roof, use of roof for lab space.

ACTION:

On a motion by Slayton, seconded by Barnett, the Urban Design Commission **GRANTED FINAL APPROVAL**. The motion was passed on a unanimous vote of (9-0). The motion required that as part of any future PUD-SIP for the facility, the above stated comments require further address.

After the Commission acts on an application, individual Commissioners rate the overall design on a scale of 1 to 10, including any changes required by the Commission. The ratings are for information only. They are not used to decide whether the project should be approved. The scale is 1 = complete failure; 2 = critically bad; 3 = very poor; 4 = poor; 5 = fair; 6 = good; 7 = very good; 8 = excellent; 9 = superior; and 10 = outstanding. The overall ratings for this project are 6, 6, 7, 7, 7.5, 8, 9 and 9.

URBAN DESIGN COMMISSION PROJECT RATING FOR: 1300 Block of University Avenue

	Site Plan	Architecture	Landscape Plan	Site Amenities, Lighting, Etc.	Signs	Circulation (Pedestrian, Vehicular)	Urban Context	Overall Rating
Member Ratings	6.5	6.5	-	-	-	7	7	7
	7	-	-	-	-	6	7	7
	9	8	-	10	-	8	9	-
	7	8	-	-	-	6	8	7.5
	6	6	-	-	-	5	6	6
	6	-	-	-	-	7	6	6
	8	9	-	-	-	8	9	9
	9	9	-	8	-	9	9	9
	8	9	6	8	-	6	9	8

General Comments:

- Project presents exciting opportunities. The increased flow of pedestrians into the building is a positive – the space is inviting. Green roof/stormwater options would be an improvement.
- Concept looks great. Look forward to seeing the details develop.
- Potentially awesome building! Be bold to create architecture that will be notable for 100 years. Don't nod too much to surrounding buildings.
- For next phase/SIP, address stormwater management, green roof, recycling grey water. Consider use of roof as lab space. Address connectivity issues with new Union South. Work toward gold LEEDS certification. Architecture is very interesting and building addresses the street in a very exciting way.
- Pedestrians safety is critical with activity generated.
- Pretty good start.
- Great urban building for UW.
- Great; look at "performance" of south patio.
- Vibrant, excellent site program to design. Pedestrians, vehicles and bike conflicts need study.



Department of Public Works
City Engineering Division

608 266 4751

Larry D. Nelson, P.E.
City Engineer

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

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

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

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

Operations Manager
Kathleen M. Cryan

Hydrogeologist
Joseph L. DeMorett, P.G.

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

Financial Officer
Steven B. Danner-Rivers

DATE: October 1, 2007
TO: Plan Commission
FROM: Larry D. Nelson, P.E., City Engineer
SUBJECT: 1301 University Avenue Demolition & Rezoning

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

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

1. This approval does not constitute approval of any changes to the public right of way including those changes proposed for Orchard Street and University Avenue. Changes to the public right of way shall be completed in accordance with a separate plan set issued by the City Engineer with the approval of the Common Council. The Developer is encouraged to meet with the City Engineer and the City Traffic Engineer to discuss potential changes in the public right of way.
2. The Developer shall make improvements to North Randall Avenue, University Avenue, and North Orchard Street as required by the City Engineer. The City Engineer may agree to defer a portion of the work if the work better fits into a larger project, a subsequent project by others, or a future project associated with another redevelopment proposal in the area. It is recommended that the Developer meet with the City Engineer and City Traffic Engineer to discuss the improvements.
3. Developer shall dedicate a 17 foot wide strip of right of way along North Randall Street. The right of way will provide for the addition of bike lanes on North Randall Street. The existing lane configuration is 4 vehicular lanes, (8 feet, 10 feet, 10 feet, 8 feet). The proposed cross section will utilize 3 of the 4 existing lanes thereby preserving most of the existing pavement that was reconstructed in 2003. (8 foot bike lane on west side, four 10 foot vehicular lanes, 5 foot bike lanes on east side) In addition 14 feet is proposed between the face of curb and the property line on the east side to provide for a standard tree terrace.
4. The Developer shall dedicate a sidewalk easement 7 feet wide along Campus Drive. This easement will allow space for a tree terrace along Campus Drive and is consistent with the proposed development plan provided to the City.

NOTE: Required dedications may be accomplished more efficiently and effectively by the submittal, approval and recording of a Certified Survey Map rather than being administered by independent City of Madison Real Estate projects and the required \$500 processing fee associated with such. A Certified Survey Map would also be a tremendous benefit to the owner in compilation of ownership and title.

5. The Development requires extensive work within the Public Right of Way. The orderly reconstruction of the right of way is best accomplished through a Development Agreement with the City. The City shall not sign off on this development, permit the connection of utilities, or permit any work within the right of way without an agreement in place. The Developer is encouraged to meet with the City Engineer to determine how best to secure an agreement.

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6. The sanitary sewer, and possibly other utilities shall need to be replaced with the reconstruction of Orchard Street if the reconstruction is approved. The Developer shall coordinate the reconstruction with the City Utility Replacement.
7. All proposed wastewater discharges shall be in conformance with MMSD's Industrial Wastewater Discharge Requirements.
8. The proposed service tunnel on Orchard Street may conflict with numerous utilities. The tunnel will require a Privilege in Streets Permit.
9. Coordinate new addresses for this development with Lori Zenchenko lzenchenko@cityofmadison.com or 266-5952.

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: 1301 University Avenue Demolition & Rezoning

General

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

Janet Dailey
City of Madison Engineering Division
210 Martin Luther King Jr. Blvd
Room 115
Madison, WI 53703

- c) A minimum of three (3) weeks shall be required for staff to calculate the Impact Fees and record the documents prior to plat sign-off.

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

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

Right of Way / Easements

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

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

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

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

Streets and Sidewalks

- 3.1 The Applicant shall execute a waiver of notice and hearing on the assessments for the improvement of [roadway] _____ in accordance with Section 66.0703(7)(b) Wisconsin Statutes and Section 4.09 of the MGO.
- 3.2 **Value of sidewalk installation over \$5000.** The Applicant shall Construct Sidewalk to a plan approved by the City Engineer along _____.
- 3.3 **Value of sidewalk installation under \$5000.** The Applicant shall install public sidewalk along _____. The Applicant shall obtain a Street Excavation Permit for the sidewalk work, which is available from the City Engineering Division. The applicant shall pay all fees associated with the permit including inspection fees. All work must be completed within six months or the succeeding June 1, whichever is later. This permit application is available on line at <http://www.cityofmadison.com/engineering/permits.cfm>.
- 3.4 The Applicant shall execute a waiver of their right to notice and hearings on the assessments for the installation of sidewalk along [roadway] _____ in accordance with Section 66.0703(7)(b) Wisconsin Statutes and Section 4.09 of the MGO.
- 3.5 The Applicant shall grade the property line along ____ to a grade established by the City Engineer. The grading shall be suitable to allow the installation of sidewalk in the future without the need to grade beyond the property line. The Applicant shall obtain a Street Excavation permit prior to the City Engineer signing off on this development. This permit application is available on line at <http://www.cityofmadison.com/engineering/permits.cfm>.
- 3.6 The Applicant shall close all abandoned driveways by replacing the curb in front of the driveways and restoring the terrace with grass.
- 3.7 **Value of the restoration work less than \$5,000. When computing the value, do not include a cost for driveways. Do not include the restoration required to facilitate a utility lateral installation.** The Applicant's project requires the minor restoration of the street and sidewalk. The Applicant shall obtain a Street Excavation Permit for the street restoration work, which is available from the City Engineering Division. The applicant shall pay all fees associated with the permit including inspection fees. This permit application is available on line at <http://www.cityofmadison.com/engineering/permits.cfm>.
- 3.8 The Applicant shall make improvements to _____ in order to facilitate ingress and egress to the development. The improvement shall include a (Describe what the work involves or strike this part of the comment.) _____
- 3.9 The Applicant shall make improvements to _____. The improvements shall consist of _____

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

Storm Water Management

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

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

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

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

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

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

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

- 4.14 The applicant shall submit, prior to plan sign-off, digital PDF files to the Engineering Division (Jeff Benedict or Tim Troester). The digital copies shall be to scale, and shall have a scale bar on the plan set.

PDF submittals shall contain the following information:

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

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

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

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

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

Utilities General

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

October 8, 2007

TO: Plan Commission

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

SUBJECT: **1301 University Avenue – Rezoning / Demolition – R6 & C2 to PUD (GDP) –The Wisconsin Institutes for Discovery**

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 final design and/or improvements to Randall Ave, Orchard St., University Ave. & Johnson St. shall be reviewed and approved by the City Traffic Engineer and City Engineer. The applicant shall need to obtain separate approval by the Board of Public Works and Common Council for the restoration and/or reconstruction of the public right-of-way including any changes requested by the developer. The applicant shall note on the site plan, " All work proposed in the right-of-way is not being approved as part of the PUD (GDP/SIP). All work in the right-of-way is approved separately by the Board of Public Works, City of Madison."
2. The applicant shall enter into a subdivision contract or developer's agreement for the reconstruction of the streets and sidewalk adjacent to the development, including Randall Ave. The reconstruction of the streets and sidewalk shall be subject to the plans and specifications of the City Traffic Engineer and City Engineer.
3. The applicant shall post a deposit or letter of credit and reimburse the City for all costs associated with any modifications to traffic signals, street lighting, signing and pavement marking, and conduit and hand holes, including labor, engineering and materials for both temporary and permanent installations. This will include the costs for installation, operation, and maintenance of a any new traffic signals.
4. The site and GDP shall clearly denote a minimum of eight (8) feet of new right of way dedication along Randall Ave for bike lanes and pedestrian needs.
5. The site and GDP shall clearly denote a minimum of 5-8 feet wide direct and unobstructed public pedestrian sidewalk on Orchard Street from Johnson St to University Ave.
6. The applicant shall submit a construction staging and traffic control plan prior to approval of the GDP and SIP. A condition of these plans is that the development construction cannot

impact the University Ave sidewalk and contra flow bike lane. The site has limited areas on and off site for construction-related use. In addition, there shall be no or very limited impact to Johnson St. On-site security/police to secure the operations and proper use by pedestrians, bicycles, and motor vehicles may be required at the developer's cost. The applicant shall post a deposit or letter of credit and reimburse the City for all costs associated with any modifications to Traffic Signals, Street Lighting, Signing and Pavement Marking, and conduit and hand holes, including labor, engineering and materials for both temporary and permanent installations.

7. 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

8. The final locations and number of bicycle parking shall be reviewed and approved by the Traffic Engineer.

GENERAL OR STANDARD REVIEW COMMENTS

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

9. 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'.
10. 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.
11. The intersection shall be so designed so as not to violate the City's sight-triangle preservations requirement which states that on a corner lot no structure, screening, or embankment of any kind shall be erected, placed, maintained or grown between the heights of 30 inches and 10 feet above the curb level or its equivalent within the triangle space formed by the two intersecting street lines or their projections and a line joining points on such street lines located a minimum of 25 feet from the street intersection in order to provide adequate vehicular vision clearance.
12. The applicant shall design the surface 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 degree parking stalls' items A, B, C, E, F, H 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.

13. The Developer shall post a deposit and reimburse the City for all costs associated with any modifications to Traffic Signals, Street Lighting, Signing and Pavement Marking, and conduit and handholes, including labor, engineering and materials for both temporary and permanent installations.
14. Public signing and marking related to the development may be required by the City Traffic Engineer for which the developer shall be financially responsible.

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

Contact Person: George E. Austin

Fax:

Email: gaustin@overturefoundation.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: October 5, 2007
TO: Plan Commission
FROM: Edwin J. Ruckriegel, Fire Marshal
SUBJECT: **1301 University Avenue**

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.)

None.

GENERAL OR STANDARD REVIEW COMMENTS

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

1. Provide fire apparatus access as required by Comm 62.0509 and MGO 34.19, as follows: **(commercial structures only)**
 - a. The site plans shall clearly identify the location of all fire lanes.
 - b. Provide an aerial apparatus access fire lane that is at least 26-feet wide, with the near edge of the fire lane within 30-feet of the structure, and parallel to one entire side of the structure, if any part of the building is over 30 feet in height.
 - c. Provide a fire lane that extends to within 150-feet of all exterior portions of the structure, or it can be extended to within 250-feet if the building is fully sprinklered.
 - d. Provide a completed MFD "Fire Apparatus Access and Fire Hydrant Worksheet" with the site plan submittal.

2. All portions of the exterior walls of newly constructed public buildings and places of employment and open storage of combustible materials shall be within 500-feet of at least TWO fire hydrants. Distances are measured along the path traveled by the fire truck as the hose lays off the truck. See MGO 34.20 for additional information. Please contact Scott Strassburg, New Construction Inspector at 608-261-9843 if you have questions regarding the above items.

cc: Bill Sullivan