

**PLANNING DIVISION REPORT
DEPARTMENT OF PLANNING AND COMMUNITY
AND ECONOMIC DEVELOPMENT
Of May 2, 2007**

RE: I.D. # 06312, Conditional Use Application – 149 Waubesa Street

1. Requested Action: Approval of a conditional use for a parking reduction to serve a future community center in a converted factory located at 149 Waubesa Street.
2. Applicable Regulations: Section 28.11 (2)(c) identifies parking reductions in excess of 20 stalls that are greater than 25% of the amount of parking required as conditional uses. Section 28.12 (11) provides the guidelines and regulations for the approval of conditional uses.
3. Report Prepared By: Timothy M. Parks, Planner

GENERAL INFORMATION

1. Applicant: Becky Steinhoff, Goodman Atwood Community Center; 2425 Atwood Avenue; Madison.

Agent: Cliff Goodhart, Eppstein Architects; 222 W. Washington Avenue, Suite 658; Madison.

Property Owner: Kupfer Center, LLC; 211 S Paterson Street #160; Madison.
2. Development Schedule: The applicants wish to proceed as soon as all necessary approvals have been granted, with completion of the first phases of the project anticipated in September 2008.
3. Location: Approximately 2.5-acres generally located on the east side of Waubesa Street, midway between Milwaukee Street and Atwood Avenue; Aldermanic District 6; Madison Metropolitan School District.
4. Existing Conditions: A one-story, approximately 36,000 square-foot former manufacturing building, three detached accessory buildings and a cellular phone tower and base equipment, all zoned M1 (Limited Manufacturing District).
5. Proposed Land Use: The 36,000 square-foot manufacturing building will be converted into the new home of the Atwood Community Center. The three existing accessory buildings will be removed and a new 11,500 square-foot gymnasium for the center will be constructed adjacent to the eastern wall of the main building adjacent to the north property line.
6. Surrounding Land Use and Zoning:

North: Union Pacific Railroad; Wirth Court Park, zoned R4 (General Residence District);

South: Isthmus Bike Path; Madison Kipp Corporation, zoned M1 (Limited Manufacturing District);

East: One and two-family homes located on S. Marquette Street, zoned R4; AT&T facility, zoned M1;

West: Warehousing, zoned M1; one and two-family residences, zoned R4, M1 and PUD-SIP.

7. Adopted Land Use Plan: The Comprehensive Plan identifies the subject site for medium-density residential redevelopment. The site is also located within the limits of the Schenk-Atwood-Starkweather-Worthington Park Neighborhood Plan (2000), though no specific land use recommendations are made for this site.
8. Environmental Corridor Status: The subject site is not located in 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 conditional use standards of Section 28.12 (11).

ANALYSIS, EVALUATION & CONCLUSION

The applicant, Goodman Atwood Community Center, is requesting approval of a conditional use for a parking reduction to aid in the conversion of the former Kupfer Iron Works located at 149 Waubesa Street from a manufacturing facility to the new home of the Center. The proposal calls for the interior of the vacant one-story brick 36,000 square-foot manufacturing facility that spans the Waubesa Street frontage of the property to be renovated into various spaces for Center activities, including daycare, after school activities, senior programs and various other community events. Plans call for an 11,500 square-foot gymnasium addition to be constructed off the eastern wall of the main building adjacent to the northern property line and Union Pacific Railroad right of way as well as the construction of a secure play area and common space south of the gymnasium wing. The community center and gymnasium uses are permitted in the existing M1 manufacturing zoning district. The Center is pursuing a designation of the 36,000 square-foot manufacturing building on the National Register of Historic Places as well as state and federal historic tax credits to offset the cost of the renovations to that building.

Three smaller industrial buildings located near the center of the 2.5-acre site will be demolished to accommodate the redevelopment of the property for the center. The Zoning Administrator has determined that the three buildings are accessory structures and that Plan Commission approval of a demolition permit prior to their razing is not required. A cellular telephone facility located at the eastern tip of the triangularly shaped site will not be affected by the proposed community center development.

Parking for the community center will be provided in 43 surface stalls located south and east of the proposed improvements. Access to the parking area from Waubesa Street will be provided by a driveway connection that will parallel the southern wall of the original building (shown on the plans as Waubesa Court). The driveway will cross a City right of way that parallels the southerly property line and includes a section of the Isthmus Bike Path, which will require the separate approval of the City Engineer and the Board of Public Works. The Zoning Administrator has determined that 121 parking stalls are required by the Zoning Ordinance to serve the proposed community center, including 98 for the Center itself, 21 for the gymnasium and 2 for the daycare.

As a result, the project requires a parking reduction in the amount of 78 stalls in order to proceed. The 43 stalls equal 35% of the required parking. The Zoning Ordinance identifies parking reductions in excess of 20 stalls that are greater than 25% of the amount of parking required as conditional uses. In considering whether or not to grant a parking reduction, the Zoning Ordinance includes the following factors:

- availability and accessibility of alternative parking;
- impact on adjacent residential neighborhoods;
- existing or potential shared parking arrangements;
- number of residential parking permits issued for the area;
- proximity to transit routes and/or bicycle paths and provision of bicycle racks;
- the proportion of the total parking required that is represented by the requested reduction;
- the proportion of the total parking required that is decreased by Sec. 28.11(2)3.;
- the characteristics of the use, including hours of operation and peak parking demand times;
- design and maintenance of off-street parking that will be provided;
- whether the proposed use is new or a small addition to an existing use;
- and for reductions in excess of five parking spaces, no reduction may be granted without a recommendation from the Parking Utility Manager and the Traffic Engineer.

The letter of intent for this request indicates that the Center is in discussions with Madison Kipp Corporation and St. Bernard's Church regarding overflow and event parking to offset the lack of parking available onsite, though no formal agreements have been submitted for the Commission to consider. The Traffic Engineer states in a memo dated April 26, 2007 (attached) that the parking reduction would be acceptable if an off-site parking agreement can be reached between the Center and one or both parties prior to final approval of the overall project. Both Madison

Kipp and St. Bernard's are relatively close to the site, with the former located to the south across the bike path and the latter located southwest of the site along the bike path at the corner of Corry Street and Atwood Avenue.

The Planning Division has reviewed the requested parking reduction and believes that it can meet the standards for approval of a conditional use and many of the criteria required for a parking reduction. The subject site is located in a densely developed area of the City along a major bike path linking the east side of the City to the Downtown. The site is within a quarter-mile of daily bus service on Atwood Avenue and Milwaukee Street, though Madison Metro has commented that the extension of bus service directly to the site along Waubesa Street is unlikely (see attached memo). Unlike destinations such as retail centers, offices or entertainment venues, the community center will likely cater to many users who will use alternative forms of transportation, who do not have automobiles and/ or who will arrive at the site at different hours depending on the services they wish to patronize, therefore lessening the concentration of demand for the 43 parking spaces somewhat. However, on those occasions when the community center hosts a special event, Planning staff concurs with Traffic Engineering staff that off-site overflow parking would reduce the Center's impact on the surrounding neighborhoods.

Note: The Plan Commission is being asked to approve a parking reduction with this application. Specific details regarding the appearance (landscaping, building architecture, etc.) of the community center do not fall under the purview of this application. With the exception of the Traffic Engineering Division comments, the comments and conditions from reviewing agencies have been provided relative to the overall project.

RECOMMENDATION

The Planning Division recommends that the Plan Commission find the conditional use standards are met to allow a 59-space parking reduction to serve the Goodman Atwood Community Center located at 149 Waubesa Street, subject to input at the public hearing and comments from reviewing agencies.



Department of Public Works
City Engineering Division

608 266 4751

Larry D. Nelson, P.E.
City Engineer

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

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

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

Operations Supervisor
Kathleen M. Cryan

Hydrogeologist
Joseph L. DeMorett, P.G.

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

DATE: April 25, 2007

TO: Plan Commission

FROM: Larry D. Nelson, P.E., City Engineer

SUBJECT: 149 Waubesa Street Conditional Use

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. A development agreement is required for this project due to the work required in the public right-of-way. The City Engineer may allow the use of a permit for the required work if the City Engineer determines that the City requirements can be met.
2. The submitted site plan is extremely lacking in detail. As details become available, City Engineer shall have more comments. City Engineer advises another submittal for review purposes when details are available. Site plan must be consistent with Certified Survey Map ownership boundaries.
3. This site is prone to periodic flooding. The City has a proposed project that shall lessen the flooding occurrences. Said project has not received final approval and a construction schedule is undetermined. Applicant agrees and understands the interim and long term risks of this site and shall design accordingly.
4. The gymnasium requires a separate street address, which will be determined after resubmittal.
5. Previously submitted Certified Survey Map conditions must be satisfied and CSM recorded. Waubesa Court right-of-way dedication and designation is required.

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: 149 Waubesa Street Conditional Use

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

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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 The site plan shall include a full and complete legal description of the site or property being subjected to this application.

Right of Way / Easements

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

Streets and Sidewalks

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

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

Storm Water Management

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

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- Provide oil & grease control from the first 1/2" of runoff from parking areas.

Stormwater management plans shall be submitted and approved by City Engineering prior to 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 new entrances shall be 2-feet above the adjacent sidewalk elevation or 1-foot above the 100-year regional flood elevation (whichever is greater). This includes garage entrances.

Utilities General

- 5.1 The Applicant shall obtain a Street Excavation permit for the installation of utilities required to serve this project.

The Applicant shall pay the permit fee, inspection fee and street degradation fee as applicable and shall comply with all the conditions of the permit.

- 5.2 The applicant shall obtain all necessary sewer connection permits and sewer plugging permits prior to any utility work.
- 5.3 All proposed and existing utilities including gas, electric, phone, steam, chilled water, etc shall be shown on the plan.
- 5.4 The applicant's utility contractor shall obtain a connection permit and excavation permit prior to commencing the storm sewer construction.
- 5.5 The site plans shall be revised to show the location of existing utilities, including depth, type, and size in the adjacent right-of-way.
- 5.6 The developer shall provide information on how the Department of Commerce's requirements regarding treatment of storm water runoff, from parking structures, shall be satisfied prior to discharge to the public sewer system. Additionally, information shall be provided on which system (storm or sanitary) the pipe shall be connected to.

Sanitary Sewer

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

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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

April 26, 2007

TO: Plan Commission

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

SUBJECT: **149 Waubesa Street –Conditional Use – Parking Reduction of 59 Parking Spaces – Goodman Atwood Community Center**

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 subject parking reduction appears acceptable provided the applicant pursues and secures the following items.
2. Due to a deficiency of off-street parking to accommodate the land use, Traffic Engineering staff supports the proposed shared parking discussions with Madison Kipp and St. Bernard's Parish for overflow parking and event parking. The applicant shall secure the agreement with one or both for shared parking prior to approval. In addition, the applicant shall submit a copy of the shared parking agreements to Traffic Engineering. If shared parking agreement is not reached the adjacent residential area will need to accommodate all the overflow parking on-street and this will be a problem.
3. The applicant shall accommodate a passenger pick-up/drop-off use area on-site. Any Waubesa Street passenger pick-up/drop-off would not be recommended with the limited vision, curve and narrow street. There is a "No Parking Restriction" along the east side of the street and parking is permitted on the west side of Waubesa Street to accommodate residential, vision and traffic volume using the street in this area.

PEDESTRIAN AND BICYCLE TRANSPORTATION REVIEW COMMENTS

4. The applicant shall provide as many bicycle parking stalls as possible, and show bicycle racks and mopeds to be placed outside the building by the entrance of the building on-site. In addition, 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:

5. The applicant shall note all items in the terrace area. The applicant has proposed to relocate the driveway approach that may require a costly Large Utility Pole to be relocated. The driveway approach should be located 10 or more ft from st. light poles or utility pole to accommodate turning vehicles ingressing and egressing the site.
6. The applicant shall dimension all driveway approaches on Waubesa Street frontage of the property. In addition, the applicant shall dimension the most southerly approach, distance to the bike path and ramp opening onto Waubesa St. The applicant shall modify the driveway approach and bike ramp that it shall be at least ten (10) ft. apart and in no case less than the sum of the approach flares.
7. 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'.
8. When site plans are submitted for approval, the developer shall provide recorded copies of the joint driveway ingress/egress, agreements and easements from the railroad and City of Madison.
9. The applicant shall prevent encroachment onto adjacent land railroad and bike path areas and sidewalk by barriers of some type, which shall be noted on the face of the revised plans.
10. All existing driveway approaches on which are to be abandoned shall be removed and replaced with curb and gutter and noted on the plan. The applicant shall show all vehicle ingress/egress access overhead doors and driveway approaches to the building and driveways or drive aisles inside the building accommodate the vehicles. If no access to accommodate a vehicle parking space or drive through the existing driveway approaches shall be abandoned, removed, and noted on the site plan.
11. A "Stop" sign shall be installed at a height of seven (7) feet at all driveway approaches. All signs at the approaches shall be installed behind the property line. All directional/regulatory signage and pavement markings on the site shall be shown and noted on the plan.
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, and H for 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 applicant shall modify any gravel areas to bituminous, or Portland Cement concrete in accordance with City of Madison standards and specifications. All off-street facilities shall be paved in accordance to City of Madison General Ordinance Section 10.08(6)(a) 10. The applicant shall note types of surfaces.
14. The applicant shall show any Zoning required "Truck Loading Areas" and show truck movements ingressing/egressing the loading areas/

15. 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.
16. The applicant shall install a barrier along the bike path and driveway to prevent vehicles from encroachment onto the bike path and ramp.
17. 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: Cliff Goodhart
Fax: 608-442-6680
Email: cliff@eua.com

DCD: DJM: dm



Madison Metro Transit System

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



February 20, 2007

TO: Plan Commission
FROM: Timothy Sobota, Transit Planner, Metro Transit
SUBJECT: **149 Waubesa Street – Conditional Use – “Goodman Atwood Community Center”**

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 response to the language contained in the letter of intent, dated March 23rd 2007, Metro Transit has determined that it is not feasible to operate bus service along Waubesa Street.

GENERAL OR STANDARD REVIEW COMMENTS

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

2. Metro Transit operates frequent transit service along both the Atwood Avenue and Milwaukee Street corridors, located at the south and north ends of Waubesa Street. Bus stops along these transit corridors are within a quarter-mile walking radius of the proposed Community Center facility.
3. The neighborhood’s election to have the City of Madison install traffic calming devices (speed bumps) along Waubesa Street represents the primary reason why operating bus service past the Community Center location is not feasible. Lack of traffic control (i.e. stop signs, traffic signals) at each end of Waubesa Street, to aid egress onto Milwaukee Street and Atwood Avenue, also plays a role in making a route deviation into the neighborhood not feasible.

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

Digitally signed
by Tim Sobota
Date: 2007.04.19
15:22:23 -06'00'

CC: Project contact person, Cliff Goodhart: <cliffg@eua.com>

**CITY OF MADISON
INTERDEPARTMENTAL
CORRESPONDENCE**

Date: April 26, 2007

To: Plan Commission
From: Kathy Voeck, Assistant Zoning Administrator
Subject: 149 Waubesa Street

Present Zoning District: M-1

Proposed Use: 78 stall parking reduction for Community Center/gym/nursery school

Conditional Use: 28.11(2)(c)3 Parking reductions in excess of 20 stalls and more than 25% of the required parking stalls is a conditional use.

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

GENERAL OR STANDARD REVIEW COMMENTS

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

4. Parking lot plans with greater than twenty (20) stalls, landscape plans must be stamped by a registered landscape architect. Provide a landscape worksheet with the final plans that shows that the landscaping provided meets the point and required tree ordinances. In order to count toward required points, the landscaping shall be within 15' and 20' of the parking lot depending on the type of landscape element. (Note: The required trees do not count toward the landscape point total.) **Planting islands shall consist of at least 75% vegetative cover, including trees, shrubs, ground cover, and/or grass. Up to 25% of the island surface may be brick pavers, mulch or other non-vegetative cover.** All plant materials in islands shall be protected from vehicles by concrete curbs.
5. Lighting is not required. However, if it is provided, it must comply with City of Madison outdoor lighting standards. (See parking lot packet). Lighting will be limited to .08 watts per square foot.
6. Note: The project is on a bike path, easily accessed by bike.
7. The site plans shall include dimensions of the lot, buildings, setbacks, stalls and drive aisles.

ZONING CRITERIA

Bulk Requirements	Required	Proposed
Lot Area	6,000 sq. ft.	111,287 sq. ft.
Lot width	50'	465'
Usable open space	n/a	n/a
Front yard	0'	0'
Side yards	0'	0'
Rear yard	30'	adequate
Floor area ratio	2.0	less than 1.0
Building height	---	2 stories

Site Design	Required	Proposed
Number parking stalls	21 Gym (Capacity 215) 98 Community Center (977) <u>2 Nursery School (4 empl.)</u> 121 Total	43 (78 stall parking reduction)
Accessible stalls	2	(1)
Loading	1 (10' x 35') area	(2)
Number bike parking stalls	42	(3)
Landscaping	Yes	(4)
Lighting	No	(5)

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

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



CITY OF MADISON FIRE DEPARTMENT

Fire Prevention Division

325 W. Johnson St., Madison, WI 53703-2295

Phone: 608-266-4484 ♦ FAX: 608-267-1153

DATE: April 13, 2007
TO: Plan Commission
FROM: Edwin J. Ruckriegel, Fire Marshal
SUBJECT: **149 Waubesa St.**

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

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

1. None.

GENERAL OR STANDARD REVIEW COMMENTS

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

2. No comments on parking reduction, review does not include any review of any fire access at this time.

Please contact Scott Strassburg, Fire Code Enforcement Officer at 608-261-9843 if you have questions regarding the above items.