

**PLANNING UNIT REPORT
DEPARTMENT OF PLANNING AND DEVELOPMENT
of April 24, 2006**

RE: I.D. # 02453: Zoning Map Amendment I.D. 3154, rezoning 8102 Watts Road from A to PUD-GDP

1. Requested Actions: Approval of a request to rezone 8102 Watts Road from A (Agriculture District) to Planned Unit Development, General Development Plan (PUD-GDP) to allow future development of two hotels and 17,000 square feet of retail and restaurant space.
2. Applicable Regulations: Section 28.12 (9) provides the process for zoning map amendments; Section 28.07 (6) of the Zoning Ordinance provides the requirements and framework for Planned Unit Developments.
3. Report Prepared By: Timothy M. Parks, Planner.

GENERAL INFORMATION

1. Applicant: Barry Perkel, Raymond Management Company; 7700 Mineral Point Road, Suite 100; Madison.

Agent: Gary Brink, Gary Brink & Associates; 8401 Excelsior Drive; Madison.

Property Owner: Hillpoint Properties, LLC, c/o Roger Bowden; 2885 Jonathon Circle; Madison.

2. Development Schedule: The developer anticipates development of the first phase beginning in fall 2006, with completion of that phase in late fall or early winter 2007.
3. Location: Approximately 10.2 acres generally located at the northeast corner of Watts Road and Commerce Drive; Aldermanic District 9; Madison Metropolitan School District.
4. Existing Conditions: The subject site is undeveloped with the exception of a private driveway between the adjacent fitness center and Commerce Drive and a bike path.
5. Proposed Land Use: The applicant proposes to develop two hotels on the northern half of the parcel and approximately 17,000 square feet of commercial space along Watts Road.
6. Surrounding Land Use and Zoning:
North: Point Self-Stor in the Town of Middleton;
South: All Saints residential campus, zoned PUD-SIP;

East: Princeton Club, zoned PUD-SIP; Beltline Highway (US 12 & 14);

West: Cortland Commons mixed retail/ residential development (Brennan's; Tires Plus), zoned PUD-SIP.

7. Adopted Land Use Plan: The Comprehensive Plan identifies the site and surrounding area north of Watts Road for "General Commercial uses."
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 zoning map amendments and the standards for Planned Unit Development Districts.

PREVIOUS APPROVAL

On September 3, 2002, the Common Council approved rezoning a 113-acre tract owned by the Roman Catholic Diocese of Madison generally located in the 3500-block of S. High Point Road from Temporary A (Agriculture) to A, R1 (Single-Family Residence District) and R4 (General Residence District) and approved the preliminary plat of Ganser Heights with two commercial lots, four institutional lots and one residential lot. The final plat of Ganser Heights was recorded December 12, 2002. Since the earlier zoning approval, one of the residential lots and one of the commercial lots have been zoned PUD-SIP to accommodate the All Saints residential campus and Princeton Club, respectively. The subject site represents the remaining commercial lot (Lot 5) of that subdivision.

PLAN REVIEW

The applicants propose to rezone Lot 5 of the Ganser Heights subdivision from A (Agriculture) to PUD-GDP to facilitate future development of two hotels and approximately 17,000 square feet of commercial space on the 10.2-acre parcel located at the northeast corner of Watts Road and Commerce Drive. The site is undeveloped with the exception of a 30-foot wide driveway to Commerce Drive from the adjacent Princeton Club fitness center adjacent to the east and a bike path that extends between Commerce Drive and S. High Point Road along the northern and eastern property lines that was secured as part of the Ganser Heights development. The site is

characterized by a considerable slope generally from southeast to northwest, with approximately 40 feet of fall across the lot, and is devoid of any structures or any significant vegetation.

The general development plan presented by the applicant proposes development of two separate hotels containing a total of 248 hotel rooms to be located north of the driveway from the Princeton Club across the site, which will remain as part of this project. The western of the two proposed hotels will be a 120-room facility to be sited approximately 15 feet from both the private driveway and Commerce Drive. Parking for 117 automobiles will be provided in a surface parking lot to be located east of the hotel. The second hotel will be a 128-room facility to be located east of the western parking lot with its own 123-space parking lot to be located along its east wall between the second hotel and the Princeton Club. Access to both hotel sites will be provided by individual driveways into those properties from the 30-foot wide Princeton Club driveway. Final construction details of both hotels will be brought forth at the specific implementation plan stage, though the applicant has indicated that both hotels will be multi-story structures with east-facing entrances and individual pools to serve their patrons.

The development of the two proposed hotels will not encroach onto the bike path easement or the 42-foot highway setback shown on that plat.

The development of the approximately 17,000 square feet of commercial space south of the Princeton Club driveway is shown in two buildings fronting Watts Road. The western of the two buildings will be a L-shaped 10,500 structure (shown on the plans in two areas of 5,700 and 4,800 square feet with a corner element) located at the southwest corner of the site adjacent to the corner of Commerce Drive and Watts Road. The second building is shown as a future restaurant to be located in the southeastern corner of the site. Parking for the western building will be provided in a 62-stall surface parking lot to be located generally east of that building will access provided from the Princeton Club driveway and from a north-south private drive extending between the east-west driveway and Watts Road. The eastern building will be served by a 78-space parking lot located generally north of that building, with access provide from a single driveway from the north-south private drive.

Detention for the 10.2-acre site will be provided in detention ponds located north of the western hotel and along the south side of the Princeton Club driveway between the two parking lots for the southern building. The site is currently in the process of being divided into four lots by administratively approved Certified Survey Map.

ANALYSIS & CONCLUSION

The proposed development concept for the 10.2-acre site comports to the "general commercial" recommendation found in the adopted Comprehensive Plan for the lands generally north of Watts

Road between CTH M and S. High Point Road and including the subject site. More particularly, this development proposal conforms to the generalized land uses envisioned for this site at the time the Diocesan property that comprised the Ganser Heights plat, which this site is part of, was first proposed. In September 2001, an amendment to the former Land Use Plan was adopted to include land use recommendations for the site, which was not previously covered under the 1988 version of the plan. The amendment adopted called for the lands north of Watts Road between Commerce and S. High Point Road to be developed under the former "community commercial" classification of the Land Use Plan, with office uses and the Princeton Club proposed on the eastern half of that frontage. The western half of that frontage comprising the subject 10.2-acre site was to be developed with hotel and office uses and selected service uses with limited traffic impacts. The service uses anticipated included sit-down restaurants, banks, day cares, dry cleaners and the like. Mixed commercial-residential buildings of more than one story were encouraged. More automobile dependent land uses like drive-thru restaurants or auto sales and service establishments were not permitted.

The Planning Unit believes that the development concept put forth on this general development plan is largely in conformance with the land uses approved for the site on the 2001 amendment to the former Land Use Plan. The zoning text submitted with the concept plan identifies hotels and "other commercial uses that compliment the hotel uses and existing nearby uses including restaurants, light retail or other uses that support hotel uses." Staff would recommend a further refinement of the permitted uses for this planned unit development that better reflects the uses envisioned for the site during the 2001 amendment. The zoning text shall be amended to identify retail uses up to 5,000 square feet, sit-down restaurants with no drive-up service, offices, hotels and second-floor residences and should reflect the zoning text for the Cortland Commons project across Commerce Drive from the site.

The Planning Unit believes that the site plan concept represents an acceptable utilization of the property despite all of the proposed parking being conceptually provided in surface parking lots. Staff feels most of this parking will have limited visibility from Watts Road and Commerce Drive due to the proposed location of buildings and the significant topography of the site, which requires the use of retaining walls particularly on the east side of the project to navigate the grade as it falls from east to west.

The placement of the multi-story 120-room hotel and western commercial building along Commerce Drive should reinforce the street wall created in the Cortland Commons development, which features two-story mixed commercial-residential buildings within 15 feet of the property line. The corner commercial building in conjunction with the proposed restaurant along Watts Road should act to extend the street wall around from Commerce Drive, which in combination with building placements on the south side of Watts Road, should create a well-framed urban intersection at the center of a mixed-use, medium-density node on the west side. To that end, the

Planning Unit will be particularly interested in the specific implementation plan for the corner building on this site, which staff believes should be a full two-story building to match the scale and intensity of use present on the northwestern quadrant of the Watts-Commerce intersection. The site appear capable of supporting under-building parking that would facilitate additional floor area that could be used for second-story residences and/or limited commercial uses above a commercial first floor. Staff would encourage a two-story concept for the other building along the Watts Road frontage, although it acknowledges the limited ability to intensify the use of that lot based on limited opportunities for under-building parking and the demand in the private market for surface parking for a potential restaurant use.

The Urban Design Commission reviewed this general development plan on March 8, 2006 and recommended initial approval (see attached report).

The Planning Unit is also requesting a condition of approval certifying that the proposed building will be built to limit interior noise levels caused by Beltline traffic to 52 decibels as required by City ordinance for transient lodging such as the two hotels proposed.

RECOMMENDATION

The Planning Unit recommends that the Plan Commission forward Zoning Map Amendment 3154, rezoning 8102 Watts Road from Agriculture to PUD-GDP-SIP to the Common Council with a recommendation of **approval**, subject to input at the public hearing and the following conditions:

1. Comments from reviewing agencies.
2. That the PUD-GDP zoning text be amended as follows:
 - a.) modify the building height section of the text to identify that significant portions of the building located at the northeast corner of Watts Road and Commerce Drive shall be a full two-stories;
 - b.) identify the following permitted uses for this project: retail uses up to 5,000 square feet; sit-down restaurants with no drive-up service; offices; hotels and residential units on the second-floor of either building fronting Watts Road;
 - c.) a note indicating that an Inclusionary Dwelling Unit Plan will be submitted for the two future commercial buildings along Watts Road should ten or more residential units be developed.
3. That a note be placed on the building plans and in the zoning text stating that the proposed hotels will be designed so that traffic-induced interior noise levels will not exceed 52 decibels.

AGENDA #


Copy Mailed to Alderperson

City of Madison, Wisconsin

PRESENTED April 3, 2001
REFERRED Plan Commission, Pedestrian/
Bicycle/Motor Vehicle Commission
RREFERRED July 17, 2001

REPORTED BACK **SEP 25 2001**

ADOPTED ~~POF~~
RULES SUSPENDED
PUBLIC HEARING

APPROVAL OF FISCAL NOTE IS NEEDED
BY THE COMPTROLLER'S OFFICE
Approved By

Comptroller's Office

RESOLUTION NUMBER **58738**
ID NUMBER **29301**

A RESOLUTION

Amending the Madison Land Use Plan, an element of the City of Madison Master Plan, to revise the land use recommendations for certain lands located west of South High Point Road, southwest of the West Beltline Highway, and north of Watts Road extended between Plaza Drive and South High Point Road.

Drafted By: Bill Roberts, Planner IV;
Dan McCormick, TE Division

Date: March 29, 2001; Rev. Sept 19, 2001

Fiscal Note: Future Operating and Capital Budgets will need to be increased for City costs associated with the development and provision of urban services to serve the proposed development. The approval of this amendment to the Plan will allow the development of land uses which will generate higher volumes of traffic than would otherwise be generated by the existing land use plan recommendations. While the proposed development and other surrounding developments will be paying a significant, proportional share of infrastructure improvements needed to serve development, a City share is also required. It is estimated that approximately \$1,725,000 of transportation infrastructure work (including Watts Road extended, new traffic signals and intersection changes at High Point Rd/Watts Rd; at Commerce Dr/Watts Rd; and at High Point Rd/Mineral Point Rd) is required to accommodate the subject development, of which \$125,000 is the City share. Presently, funding for this project is not included in the 2002 Executive Capital Budget.

Sponsors: Aids. Linda Bellman, Judy Compton,
Ken Golden and Steve Holtzman
(request of the Plan Commission)

WHEREAS, on September 18, 1990 the City of Madison Land Use Plan was amended to include the then-unplatted portion of the Menards property and the Catholic Diocese property, located generally north of the Holy Name Seminary between Junction Road and South High Point Road, with a designation of Medium-Density Residential; and

WHEREAS, on February 5, 1996 the Land Use Plan was amended to change the land use recommendation for a portion of the Menards property located north of Watts Road from Medium-Density Residential to Community Commercial and also to adopt the Concept Plan for the Commerce Square Neighborhood covering all the Menards properties as a part of the City of Madison Master Plan; and

WHEREAS, the potential purchaser of portions of the Catholic Diocese property has proposed an amendment to the City of Madison Land Use Plan to change the land use recommendation for that portion of the Catholic Diocese property located north of the proposed extension of the Watts Road between Commerce Drive and South High Point Road from Medium-Density Residential to Community Commercial in order to accommodate the proposed future development of these lands with commercial uses; and

WHEREAS, City staff have reviewed the information on the proposed commercial development provided by the prospective developer and have prepared an analysis of the proposed development and the corresponding Land Use Plan amendment; and

WHEREAS, the current adopted City of Madison Land Use Plan does not include land use recommendations for the lands between the Catholic Diocese property and the northern boundary of the High Point-Raymond Neighborhood Development Plan which are now developed with institutional and residential uses; and

WHEREAS, the current adopted Madison Land Use Plan designates certain lands located south of Mineral Point Road and east of the West Beltline Highway as Neighborhood Design which are now developed with commercial and residential uses; and

WHEREAS, the City of Madison Plan Commission has an established procedure for amending the Madison Land Use Plan; and

WHEREAS, to provide for the transportation infrastructure needs for this developing area, the subject development itself will be constructing the extension of Watts Road from Highpoint Road to Plaza Drive at a cost of approximately \$1 million. The subject development will also be responsible for its proportionate and reasonable share of traffic signals and associated intersection improvements at Highpoint and Watts as part of a City special assessment district, where the estimated total cost is approximately \$500,000. The subject development will be responsible for approximately 60% of this total project cost or approximately \$290,000, with the City share at approximately 20% or \$100,000, and the remainder covered by surrounding development to the east; and

WHEREAS, there is also a need for the City to modify parts of the intersection of Highpoint and Mineral Point Roads for both existing and future traffic needs. The first change needed is to reconfigure the northbound left-turn lane on Highpoint with a signing and marking package of approximately \$25,000. In the future, there may be a need for a project to provide additional turn lanes at Highpoint and Mineral Point Road which would require additional right-of-way and street reconstruction (such as, on the M&I Bank site). The need for this is dependent on changes in traffic patterns that may result from the new Watts Road extension and other transportation and land use changes in the area; and

WHEREAS, in the future (2003 or later) it is anticipated that the subject development will be responsible for its proportional share of traffic signal and intersection improvements at the Watts Road and Commerce Drive intersection as part of a City special assessment district, which was

anticipated years ago with the Menard's 1996 Land Use Amendment. It is expected that the subject development and existing Menard's et al development would fund 100% of the Watts Road/Commerce Drive traffic signalization costs (approximately \$200,000) as it is in the center of the commercial district for these uses; and

WHEREAS, Planning and Traffic Engineering staff have recommended that any land use approvals based on this Land Use Plan amendment require the developers to commit to cover their proportional share of these future off-site road improvements, when they become necessary prematurely, partially as a result of this development.

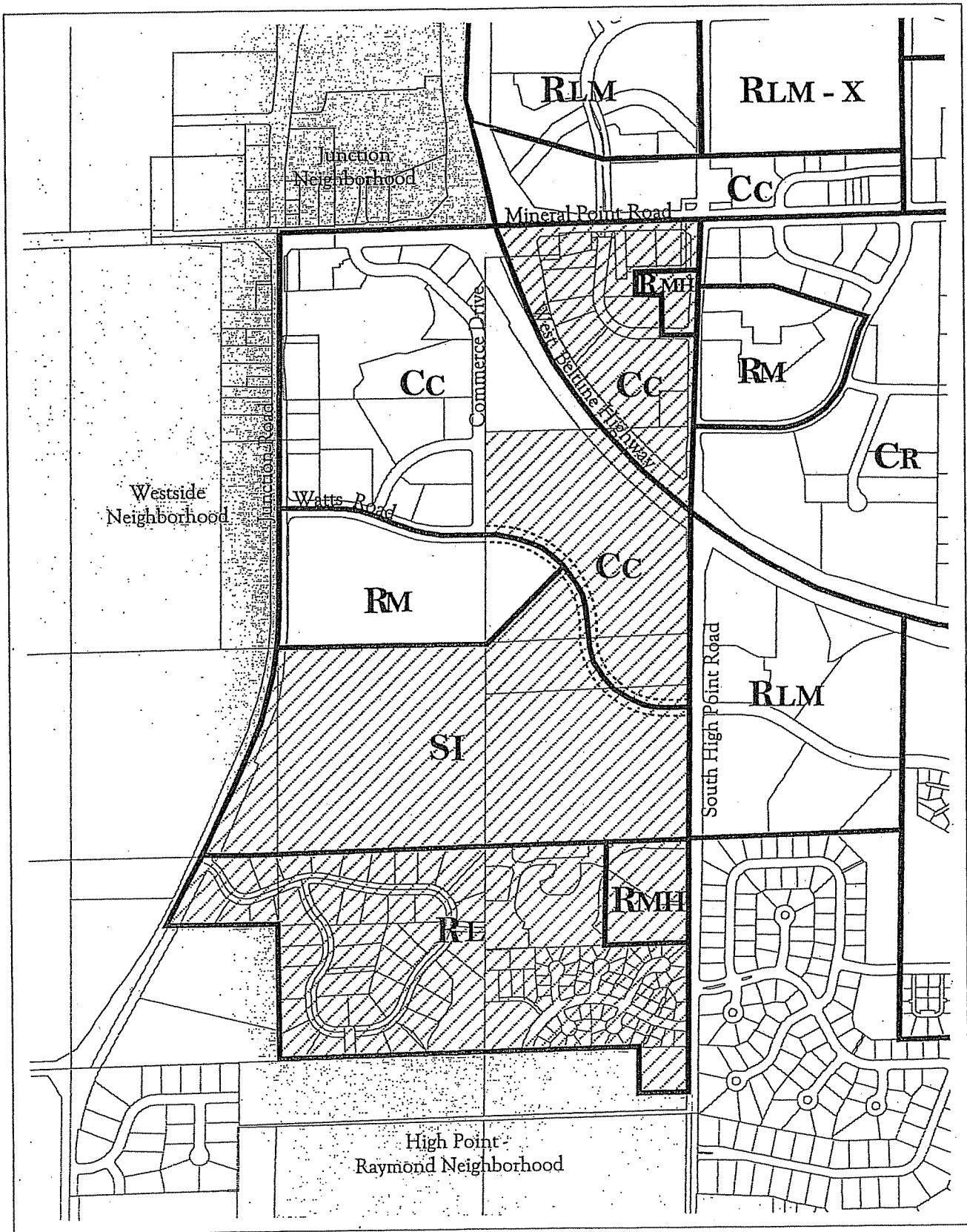
NOW THEREFORE BE IT RESOLVED that the attached amendment to the Madison Land Use Plan is hereby adopted as an element of the City of Madison Master Plan to be used as a guide for community planning and development.

BE IT FURTHER RESOLVED that this Land Use Plan amendment is approved with certain types of uses and magnitude of development with a certain amount of trip generation. The Plan Commission shall review individual development projects within the context of this overall mix of uses and overall trip generation, the individual projects, and impact on traffic congestion, with the individual project paying for its proportionate share of costs needed to reasonably and adequately accommodate the impacts, needs and services of the development. The types of development may be limited accordingly.

Amendment to the City of Madison Land Use Plan

Adopted September 25, 2001

 Amendment Area



This amendment to the City of Madison Land Use Plan is adopted to revise the land use recommendations for certain undeveloped lands located west of South High Point Road, southwest of the West Beltline Highway and north of Watts Road extended, and to reflect existing developments on portions of the adjacent area.

Amend the Land Use Plan Map for the following areas:

1. Revise the land use recommendation for lands on the Catholic Diocese property located north of the proposed extension of Watts Road between Commerce Drive and South High Point Road from Medium Density residential to Community Commercial Mixed Use District.

Add the following note to the Land Use Plan Map for the amendment area north of Watts Road:

“In order to address concerns about the traffic impacts of many Community Commercial land uses, this Community Commercial development site shall contain the following specific components:

- Approximately 7 acres of lands for office uses located at the corner of High Point Road and Watts Road.
 - Approximately 12 acres of land for office use or a health club or similar facility located midway between High Point Road and Commerce Drive.
 - Approximately 10 acres of land east of Commerce Drive for hotel or office uses, selected service uses with limited traffic impacts (including sit down restaurants with no “drive-up service”, business service uses such as banks, day care centers, dry cleaners, etc.), and limited retail uses in mixed-use buildings of more than one story provided that single retail uses do not exceed 5,000 square feet of floor area.”
 - No stand-alone retail or auto sales or service related uses.
 - Housing shall be permitted on the second story of any proposed commercial uses.
2. Add the Bishop O’Connor Catholic Pastoral Center (formerly the Holy Name Seminary) property, including the proposed “Great Lawn” area, to the Land Use Plan Map with a land use recommendation of Special Institutional.
 3. Add the lands between the Bishop O’Connor Catholic Pastoral Center property and the northern boundary of the High Point-Raymond Neighborhood to the Land Use Plan Map with land use recommendations of Low Density Residential and Medium-High Density Residential.
 4. Revise the land use recommendation for lands located south of Mineral Point Road and east of the West Beltline Highway from Neighborhood Design to Community Commercial and Medium-High Density Residential.

AGENDA # 4

City of Madison, Wisconsin

REPORT OF: URBAN DESIGN COMMISSION	PRESENTED: March 8, 2006
TITLE: 8102 Watts Road - PUD-GDP, Two Hotel Developments 9th Ald. Dist.	REFERRED:
	REREFERRED:
	REPORTED BACK:
AUTHOR: Alan J. Martin, Secretary	ADOPTED:
	POF:
DATED: March 8, 2006	ID NUMBER:

Members present were: Paul Wagner, Chair; Ald. Noel Radomski, Lou Host-Jablonski, Todd Barnett, Lisa Geer, Robert March and Michael Barrett.

SUMMARY:

At its meeting of March 8, 2006, the Urban Design Commission **GRANTED INITIAL APPROVAL** of two hotel developments located at 8102 Watts Road. Appearing on behalf of the project were Att. Tripp Widder, Gary Brink and Ald. Paul Skidmore. Registered neither in support nor opposition was David Gerry. Staff noted to the Commission that the proposal under consideration was a reexamination of its previous initial approval of a site plan option granted at its meeting of December 21, 2005. Based on input from the owner of the adjacent developed property, "The Princeton Club," as well as the current owner of the property to be developed (The Archdiocese of Madison) the applicant was compelled to make additional alterations to the conceptual site plan as previously approved. At issue was the previously approved location of Hotel "A" immediately abutting the easterly property line of the Princeton Club and its potential to create negative impacts on an existing daycare operation and play area located on the adjoining westerly end elevation of the Princeton Club. In response, the modified site plan under consideration relocates Hotel "A" towards the center of the combined hotel sites, divides and separates a previously proposed large parking field at the center of the site in favor of creating a more substantial setback from the end elevation of the daycare operation at the Princeton Club, combined with the repositioning of surface parking to create a more substantive buffer between Hotel "A" and the daycare facility. It was noted by staff and the applicant that this arrangement would act to decrease potential negative impacts on the daycare operation, eliminate issues with "noise abatement" for outdoor use areas for the hotel, such as the pool, as well as maintain the required landscape setback from the adjacent U.S. Highway 12 and 18. Outside of the relocation of Hotel "A," the overall site plan for the remaining development proposed within the overall PUD-GDP remains as previously proposed, with the remaining hotel as well as other proposed commercial retail development relating to their perspective street frontages as previously approved. Although massing studies and preliminary elevations were presented, they were noted as an indicator of the direction the general architectural treatment of the buildings were evolving to with specific building design approval considerations yet to come.

ACTION:

On a motion by March, seconded by Ald. Radomski, the Urban Design Commission **GRANTED INITIAL APPROVAL** of the amended conceptual site plan. The motion was passed on a vote of (5-2) with Barrett and Barnett voting no; and Ald. Radomski, Host-Jablonski, Wagner, Geer and March voting yes.

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 2, 5, 5, 5.5, 6 and 6.

URBAN DESIGN COMMISSION PROJECT RATING FOR: 8102 Watts Road

	Site Plan	Architecture	Landscape Plan	Site Amenities, Lighting, Etc.	Signs	Circulation (Pedestrian, Vehicular)	Urban Context	Overall Rating
Member Ratings	2	4	-	-	-	-	5	2
	5	-	-	-	-	6	6	6
	-	-	-	-	-	-	-	5.5
	6	4	-	-	-	5	6	6
	5	-	-	-	-	-	5	5
	5	-	-	-	-	5	-	5

General Comments:

- Site plan very disappointing.
- Understandable compromise with adjacent building owner and potential for shared parking seen in new proposal.
- This site layout is slightly better. This is, however, still sprawl.
- Better site plan but still mediocre.



Department of Public Works
City Engineering Division

608 266 4751

Larry D. Nelson, P.E.
City Engineer

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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 17, 2006
TO: Plan Commission
FROM: Larry D. Nelson, P.E., City Engineer
SUBJECT: 8102 Watts Road Planned Unit Development (GDP)

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. Private easements will be necessary from private sanitary sewer laterals running across neighboring lots.

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: 8102 Watts Road Planned Unit Development (GDP)

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 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.) _____.
- 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

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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.

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.
- 4.5 The applicant shall show storm water "overflow" paths that will safely route runoff when the storm sewer is at capacity.
- 4.6 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.
- 4.7 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.
- 4.8 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.
- 4.9 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.
- 4.10 Prior to approval, this project shall comply with Chapter 37 of the Madison General Ordinances regarding stormwater management. Specifically, this development is required to:
 - Detain the 2 & 10-year storm events.
 - Detain the 2, 10, & 100-year storm events.
 - Control 40% TSS (20 micron particle).
 - Control 80% TSS (5 micron particle).
 - Provide infiltration in accordance with NR-151.
 - Provide substantial thermal control.
 - Provide oil & grease control from the first 1/2" of runoff from parking areas.

Stormwater management plans shall be submitted and approved by City Engineering prior to sign-off.

- 4.11 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.
- 4.12 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.
- 4.13 The Applicant shall submit, prior to plan sign-off, digital CAD files to the Engineering Program Specialist in the Engineering Division (Lori Zenchenko). The digital copies shall be to scale and represent final construction.

CAD submittals can be either AutoCAD (dwg) Version 2001 or older, MicroStation (dgn) Version J or older, or Universal (dxf) formats 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.

- 4.14 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.

- 4.15 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).

- 4.16 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.

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 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 to connection to the public sewerage system.
- 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 and alignment of the proposed service.



Traffic Engineering Division

David C. Dryer, City Traffic Engineer

Madison Municipal Building
215 Martin Luther King, Jr. Boulevard
P.O. Box 2986
Madison, Wisconsin 53701-2986
PH 608/266-4761
TTY 608/267-9623
FAX 608/267-1158

December 29, 2005

Rev: April 20, 2006

TO: Plan Commission

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

SUBJECT: **8102 Watts Road – Rezoning – Temp A to PUD (GDP) – Two Hotels & 16,000 Sq. Ft. retail**

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 rezoning is subject to the same conditions of approval as the Certified Survey Map (comments dated 12/28/05).
2. The applicant shall execute and return the attached traffic signal & street light declaration of conditions and covenants prior to sign off.
3. The application will need to comply with M.G. O. Sec. 16.23(3)(d)--Highway Noise Land Use Provisions. The applicant should submit a noise study, for final approval and certification. The applicant shall submit plans to the Plan Dept. which show the noise barrier as built and relate and coordinate the certified noise site study report with grades, each corner of the building, outdoor living area or open space on the lot. These plans shall also include plans and specifications (e.g., manufacture's specifications for windows, doors, walls, etc.) identifying the sound attenuation measures to be incorporated into design and construction of the structure to reduce the interior traffic induced sound level to 52 dBA or less in the habitable rooms. Finally, the site plans shall be certified (stamped) by a Licensed Architect or Engineer accompanied by the following caption: Structure meets the interior sound level criteria (52dBA or Less) as set forth in M.G.O. Sec. 16.23(3)(d)-- Highway Noise Land Use Provisions.
4. The main driveway approach entrance on Commerce Drive shall be a special design "Street Type Entrance" maximum of forty (40) feet in width with a radius of twenty-five (25) feet at the right-of-way for a distance of 100 ft. with a 100 ft taper down to 30 ft. The egress shall be two lanes with a twelve (12) foot right turn lane separated by an eight (8) inch solid epoxy white line with a pavement arrow in the lane with sign and a

twelve (12) foot thru and left turn lane with a double yellow epoxy line dividing the fourteen (14) foot ingress lane. A six (6) inch epoxy white lines for the six (6) foot wide crosswalk and twenty-four (24) inch epoxy white stop bar five (5) feet behind the crosswalk shall be painted at the intersection of the street. The Applicant shall provide detail drawing of the approach. In addition, a note shall be shown on the plan, " ALL PAVEMENT MARKING SHALL BE INSTALLED IN EPOXY AND MAINTIAN BY THE PROPERTY OWNER."

GENERAL OR STANDARD REVIEW COMMENTS

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

5. When the applicant submits final plans for approval, the applicant shall show the following: items in the terrace as existing (e.g., signs and street light poles), type of surfaces, existing property lines, addresses, one contiguous plan (showing all easements, all pavement markings, building placement, and stalls), adjacent driveway approaches to lots on either side and across the street, signage, percent of slope, vehicle routes, dimensions of radii, aisles, driveways, stalls including the two (2) feet overhang, and a scaled drawing at 1" = 20'.
6. The applicant shall submit one contiguous plan sheet showing all the easterly adjacent facility easements, all pavement markings, building placement, bike path, and parking stalls.
7. The applicant shall show the dimensions for existing and proposed parking stalls items A, B, C, D, E, and F, and for ninety-degree angle parking with nine (9) foot wide stalls and backing up, according to Figures II "Medium and Large Vehicles" parking design standards in Section 10.08(6)(b) 2. (If two (2) feet of overhang are used for a vehicle, it shall be shown on the plan.)
8. "Stop" and "No Left Turns" signs shall be installed at a height of six (6) feet to the bottom of the first sign at the driveway approach to Watts Rd. and a "Stop" sign shall be installed at a height of seven (7) feet at the Commerce Dr. driveway approach. The applicant shall show "Stop" signs for property driveways at connections to the main drive aisles. 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. The applicant shall work with the adjacent property owner to sign the 4-leg intersection with the main driveway through the facilities. The applicant shall secure a letter of agreement form the adjacent property for the work.
9. Direct, safe and reasonable pedestrian and bike pathways with ramps and crosswalks shall be provide from the buildings fronts to the public walkway from/to logical directions of approach.
 - The applicant shall modify site the pedestrian linkage from the corner building to Restaurant A with ramps and crosswalks where the sidewalks end in the driveway.
 - The applicant shall modify and show on site to install ramps and crosswalks along the northerly sidewalk to the easterly adjacent site.

- The applicant shall modify site plans connecting to the adjacent Princeton Club site existing sidewalks and driveway. The applicant shall provide a letter of agreement from adjacent property owner to do work. The applicant shall install ramps and crosswalks to the adjacent existing Princeton Club walkways.
10. 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.
 11. 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: Gary Brink
Fax: 608-829-3056
Email: gbrink@madison.tds.net

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: 4/19/06
TO: Plan Commission
FROM: Edwin J. Ruckriegel, Fire Marshal
SUBJECT: **8102 Watts Rd.**

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. Provide fire apparatus access as required by Comm 62.0509 and MGO 34.19, as follows:
 - a. The site plans shall clearly identify the location of all fire lanes.
 - b. Provide a completed MFD "Fire Apparatus Access and Fire Hydrant Worksheet" with the site plan submittal.
 - c. Provide an aerial apparatus access fire lane that is at least 26-feet wide, with the near edge of the fire lane within 30-feet of the structure, and parallel to one entire side of the structure.
3. All portions of the exterior walls of newly constructed one- and two-family dwellings shall be within 500-feet of at least one fire hydrant. Distances are measured along the path **traveled by the fire truck as the hose lays off the truck**. See MGO 34.20 for additional information.

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

cc: John Lippitt