



**Project Address:** 114 North Bedford Street (4<sup>th</sup> Aldermanic District, Alder Verveer)  
**Application Type:** Demolition and Conditional Use  
**Legistar File ID #:** [36997](#)  
**Prepared By:** Heather Stouder, AICP, Planning Division  
Report Includes Comments from other City Agencies, as noted

## Summary

**Applicant/Owner:** Chris Johnson; CA Ventures; 151 N. Clark St., #4900; Chicago, IL, 60601

**Project Contact:** Melissa Huggins; Urban Assets; 16 N. Carroll St., Ste. 530; Madison, WI, 53703

**Requested Action:** Approval of the demolition of a warehouse building and a conditional use for construction of a ten story, 179-unit multi-family residential building in the Urban Mixed Use (UMX) District.

**Proposal Summary:** The applicant proposes to demolish a one-story metal warehouse building and then construct a ten-story residential building with 179 dwelling units and 85 structured parking stalls within the building.

*(Note: The original submittal was for a 191-unit building with 89 parking stalls. Early agency reviews noted issues with access to the interior bicycle parking, and concerns with grading and drainage. The latest revisions have resulted in 179-unit building (372 bedrooms) with 85 parking stalls and necessary changes to the bicycle parking and grading. Some conditions of approval from reviewing agencies reference the original proposal, since not all agencies have had adequate time to review the latest revisions.)*

**Applicable Regulations & Standards:** This proposal is subject to the standards for demolitions (MGO Section 28.185) and conditional uses (MGO Section 28.183).

**Review Required By:** Urban Design Commission (UDC); Plan Commission (PC)

**Summary Recommendation:** The Planning Division recommends that the Plan Commission find that the demolition and conditional use standards can be met and **approve** the request at 114 North Bedford Street. This recommendation is subject to input at the public hearing and the conditions recommended by the Planning Division and other reviewing agencies.

**Zoning Summary:** The property is located in the Urban Mixed Use (UMX) District

Requirements	Required	Proposed
Lot Area (sq. ft.)	No Minimum	38,377 sq. ft.
Lot Width	30'	Adequate
Front Yard Setback	5'-10'	5'
Side Yard Setback	0'	0'±
Rear Yard Setback	10'	Adequate
Usable Open Space	10 sq. ft per bedroom (3,720), 25% at-grade minimum	TBD
Maximum Lot Coverage	90%	TBD
Maximum Building Height	8+2 bonus stories	10 stories

Site Design	Required	Proposed
Number Bike Parking Stalls	1 per unit up to 2-bedrooms, ½ space per add'l bedroom; (218) 1 guest space per 10 units; (18) <b>Total Required: 236</b> <ul style="list-style-type: none"> <li>At least 90% of the required resident bicycle parking shall be long term. (196)</li> <li>A Maximum of 25% of the resident bicycle parking may be structured or vertically mounted (54)</li> <li>A minimum of 18 short term stalls for guests must be provided within 100' of principal entrance. (18)</li> </ul> Total = 236 req.	220 long-term  20 short term*
Accessible Stalls	Yes	Yes
Loading	No	No
Number Parking Stalls	0 (central area)	85 car 12 motorcycle 5 moped
Landscaping	Yes	TBD
Lighting	Yes	
Building Forms	Yes, flex building	OK

**Other Critical Zoning Items:** Urban Design (new building in UMX District, Landmarks Commission (adjacent to Landmark), Barrier Free (ILHR 69), Utility Easements

## Summary of UDC and JSECAC Meetings

**Urban Design Commission** – In the Urban Mixed Use District, the UDC reviews buildings over 20,000 square feet in size for conformity with zoning requirements and with the Downtown and Urban Design Guidelines, and reports findings to the Plan Commission (MGO Section 28.076(4)(c)).

*Please see materials at Legistar Item [36188](#) for a more detailed submittal on the proposal (perspective drawings, shadow studies, contextual photos, etc.) as presented to the UDC.*

On March 11, the UDC reviewed the proposal, paying close attention to the design comments that had been forwarded to the UDC and Plan Commission by the Landmarks Commission. UDC members determined that the faux wood material proposed for the ground floor residential units and the vertical pattern on the brick base of the building are appropriate, but that the utility sized brick was not appropriate for this context. They noted that a detailed landscape plan would need to be provided for review by the UDC Secretary in consultation with UDC members to ensure that the species chosen will thrive with the levels of light projected for these areas (please see attached draft report from the meeting for further detail.)

Following their discussion, the UDC voted unanimously to grant **final approval** for the design of the building, with two conditions of approval.

- 1) Standard-sized modular brick with a running bond shall be used in place of the utility-sized brick shown in the proposal
- 2) Prior to final approval by staff, detailed landscape plans for the terrace areas and building foundation area with species and planting size be submitted to the Urban Design Commission secretary for review in consultation with landscape architects on the Urban Design Commission.

Staff has incorporated these as additional conditions recommended to the Plan Commission.

**Joint Southeast Campus Area Committee** – This committee (JSECAC) reviews private and public development projects in the southeast UW-Madison Campus area, and forwards comments to relevant review committees, including the Plan Commission (MGO Sec. 33.32(2)).

On March 16, the JSECAC discussed the proposal at length, asking questions about the security plan for the building, intended use of and management plan for the terraces, bicycle parking and circulation details, and concerns about the applicant's specificity of intended tenant types in particular parts of the building. Following the discussion, the JSECAC voted 10:1 to recommend that the Plan Commission approve the request with two additional conditions:

- 1) That staff ensure that no discrimination between categories of tenants takes place during leasing.
- 2) That staff comment on implications for Madison Police Department staffing in this area due to the increased density attributed to the project.

Staff would reiterate to the applicant that all relevant laws regarding non-discrimination in housing must be followed during the leasing of the building. However, following consultation with staff from the City Attorney's Office, Planning Division staff does not believe that a condition of approval related to this issue is appropriate for the Plan Commission to add, noting that it cannot be monitored and enforced by Zoning staff.

With regard to the second issue, staff has reached out to the Captain of the MPD Central District to ask whether there are any clear staffing implications attributed to this project, and also whether MPD would be willing to review the security portion of the management plan for the property. At this time, staff has

added a recommended condition of approval that a security plan be prepared as a component of the management plan, and that this portion be reviewed by Planning staff in coordination with staff from the MPD. Staff will meet with the Captain prior to the March 23 Plan Commission meeting and can provide an update at that time.

## Recommendation

### Planning Division Recommendation (Contact Heather Stouder, 266-5974)

The Planning Division recommends that the Plan Commission find that the conditional use standards can be met and **approve** the request at 114 North Bedford Street. This recommendation is subject to input at the public hearing and the conditions recommended by the Planning Division and other reviewing agencies.

### Recommended Conditions of Approval

*Please note that these conditions have been revised and should replace those in the March 11 Staff Report. Changes are shown with new comments underlined and deleted comments shown with a ~~strike through~~.*

Major/Non-Standard Conditions are Shaded
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### Planning Division (Contact Heather Stouder, 266-5974)

1. Final plans submitted for staff review and approval shall include a detailed management plan for the property, including the following:
  - a) Move-in, move-out plan, including details on the furnishings provided in each unit. This plan shall provide assurances that the usability of public streets surrounding the property will be maintained.
  - b) Parking management plan, including an example lease with language pertaining to the amount of automobile and moped parking on the site, and any fees involved to lease a parking stall. The lease shall include notice to tenants that mopeds may not be stored in areas on the property except for in designated moped stalls. The applicant is encouraged to include one or more stalls for a shared car, and may want to explore the designation of a small area that could flex between automobile and moped parking, based on tenant needs.
  - c) Trash and snow management
  - d) Management of and access to common spaces, including indoor amenities and outdoor terraces.
  - e) Security plan, to be reviewed by Planning Division staff in coordination with staff from the Madison Police Department.
2. Final plans submitted for staff review and approval shall include the following details:
  - a) Elevations with a detailed materials schedule including the specifications and colors of all materials. Modular brick shall be utilized in place of the utility brick shown on proposed plans.
  - b) Specification drawings pertaining to the fastening systems for the fiber cement and metal paneling to the building.
  - c) Details on operability of windows in the units, particularly the sliding windows shown on submitted elevations at the floor of units on the lower half of the building.
  - d) Detailed landscape plan for the terrace and courtyard areas, including a landscape schedule with species and planting sizes. These plans shall be reviewed by the Urban Design Commission Secretary in consultation with Landscape Architects on the UDC.

e) Detailed elevations for the building facades facing the interior courtyard with exterior materials and window sizes consistent with elevations on the outside facades of the building.

3. The applicant has indicated that a centralized HVAC system will be utilized on the proposed building, and has indicated that as a reason to support two additional stories on a large portion of the building. Any future change involving the addition of exterior louvers to the building for HVAC purposes would need to be reviewed by the Plan Commission, and would not be supported by staff.
4. Prior to submitting final plans for staff review, the applicant shall work with Traffic Engineering staff to include visitor bicycle parking in the public right-of-way near the northeast entrance to the building. If this can be accommodated, it will need to be included in the applicant's request for privilege in streets agreement. If this cannot be accommodated in the right-of-way, at least two stalls shall be provided on private property close to the northeast entrance to the building.
5. Prior to submitting final plans for staff review, the applicant shall work with Planning and Zoning staff on the parking area details. Specifically, the applicant shall:
  - a) Explore opportunities to provide a portion of the bicycle parking in vertically mounted or stacked racks in order to provide additional space for moped parking.
  - b) Explore opportunities to designate one or more automobile stalls for a shared car.

**City Engineering Division** (Contact Janet Schmidt, 261-9688)

6. The proposed new building will cross underlying platted lot lines. Current fire code and City enforcement requires the underlying platted lot line be dissolved by Certified Survey Map (CSM) prior to issuance of a building permit. A CSM and required supporting information shall be prepared and submitted to the City of Madison Planning Department. The CSM shall be approved by the City and recorded with the Dane County Register of Deeds prior to issuance of a building permit.
7. Proposed bike racks, planters and other private improvements are shown encroaching into the adjacent right of way(s). The Applicant shall make an application with City of Madison for a privilege in streets for any private improvements planned within a public right of way administered by the City of Madison Office of Real Estate Services. An approval of the development does not constitute or guarantee approval of any proposed encroachments.
8. There currently is public sanitary sewer over the northeast side of this site. Applicant shall provide a sanitary sewer easement with the required language setting forth the conditions and restrictions required by City of Madison Sewer Engineering Staff. The required width shall be as determined by the sewer staff but will generally follow the edge of the building footing limits. Upon the finalization of the details for the easement, contact Jeff Quamme – jrquamme@cityofmadison.com to receive the appropriate easement language for inclusion on the required Certified Survey Map.
9. The Applicant shall remove and reconstruct the existing sanitary sewer on N. Bedford Street adjacent to the property. The existing sanitary sewer is from 1931 and the proposed construction adjacent to the existing vitrified clay pipe and improvements such as steps and planters over the existing sewer will likely be detrimental and cause failures to the aging system. The new sewer shall be C-900 and shall be constructed in accordance to the plans approved by the City Engineer. The City shall cost share on the new sewer installation up to the statutory limit. The Applicant has already discussed the new sewer locations and reconstruction with City Engineering and will continue to coordinate the design to accommodate the new building location.

10. The proposed sanitary sewer replacement will require a sanitary sewer extension permit from the WDNR. The sanitary sewer plan will be provided by the applicant and shall be stamped by a professional engineer. The City shall coordinate the sewer extension permitting.
  11. Landscape plantings, porous pavers and other non-standard terrace improvements are planned in the terrace of the adjacent right-of-way. If permitted by the City under the Terrace Treatment Policy the owner shall enter into a maintenance agreement for the installation of non-standard terrace features.
  12. The address of 114 N Bedford St. will be retired with the demolition of the existing building. The base address of the new building is 102 N Bedford St. Plans show that the townhouses can only be accessed from the street; therefore, the townhouse addresses will be 104 N Bedford St, 106 N Bedford St, 108 N Bedford St, 610 W Mifflin St and 612 W Mifflin St.
  13. Provide new sidewalk grading plans to show all sidewalk positively draining to terrace and over curb. Remove all bio-infiltration beds in West Mifflin Street terrace as the terrace isn't of sufficient width to sufficiently design a workable bio-infiltration bed that would meet the City's design criteria. Additionally, as proposed this would be considered a hazard for pedestrians or those in wheelchairs.
  14. Reposition bike racks so they do not impede mainline sidewalk.
  15. Remove wall impeding in right-of-way on the southwest side of the driveway.
  16. This area is known to flood. The Applicant shall provide a plan to City Engineering showing how the entrance to the parking area shall be protected. In addition, all building entrance elevations shall be a minimum elevation of ~~856.50~~ 855.00.
  17. No heavy equipment or material staging will be allowed over the existing storm sewer and box culvert located in the terrace along N. Bedford Street. Any damage to the sewer as caused by the construction activities for this development shall be at sole cost of the Owner.
  18. 1942 Sanborn Fire Insurance Maps show historic bulk oil storage tanks immediately adjacent to the property. Residual contamination may be present. If the contamination is encountered during development, all WDNR & DSPS regulations must be followed and the City of Madison must be notified (Brynn Bemis, 608-267-1986, [bbemis@cityofmadison.com](mailto:bbemis@cityofmadison.com)).
19. 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 (MGO 16.23(9)c).
  20. 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.
  21. Submit a PDF of all floor plans to [izenchenko@cityofmadison.com](mailto:izenchenko@cityofmadison.com) so that a preliminary interior addressing plan can be developed. If there are any changes pertaining to the location of a unit, the deletion or addition of a unit, or to the location of the entrance into any unit, (before, during, or after construction) the addresses may need to be changed. The interior address plan is subject to the review and approval of the Fire Marshal.

22. The Applicant shall close all abandoned driveways by replacing the curb in front of the driveways and restoring the terrace with grass (POLICY).
23. The approval of this Conditional Use or PUD 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 (MGO 16.23(9)(d)(6)).
24. 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 (POLICY).
25. 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 (POLICY).
26. 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 (INFORMATIONAL).
27. The Applicant shall provide the City Engineer with the proposed earth retention system to accommodate the restoration. The earth retention system must be stamped by a Professional Engineer. The City Engineer may reject or require modifications to the retention system (POLICY).
28. All work in the public right-of-way shall be performed by a City licensed contractor (MGO 16.23(9)(c)5) and MGO 23.01).
29. All street tree locations and tree species within the right of way shall be reviewed and approved by City Forestry. Please submit a tree planting plan (in PDF format) to Dean Kahl, of the City Parks Department - [dkahl@cityofmadison.com](mailto:dkahl@cityofmadison.com) or 266-4816. Approval and permitting of any tree removal or replacement shall be obtained from the City Forester and/or the Board of Public Works prior to the approval of the site plan (POLICY).
30. All damage to the pavement on W Mifflin St., Bedford St. adjacent to this development shall be restored in accordance with the City of Madison's Pavement Patching Criteria. For additional information please see the following link:  
<http://www.cityofmadison.com/engineering/patchingCriteria.cfm> (POLICY).
31. This project falls in the area subject to increased erosion control enforcement as authorized by the fact that it is in the ROCK RIVER TMDL ZONE and by Resolution 14-00043 passed by the City of Madison Common Council on 1/21/2014. You will be expected to meet a higher standard of erosion control than the minimum standards set by the WDNR.
32. 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.

33. This site appears to disturb over one (1) acre of land and requires a permit from the WDNR for stormwater management and erosion control. The City of Madison has been required by the WDNR to review projects for compliance with NR216 and NR-151 however a separate permit submittal is still required to the WDNR for this work. The City of Madison cannot issue our permit until concurrence is obtained from the WDNR via their NOI or WRAPP permit process.

Contact Eric Rortvedt at 273-5612 of the WDNR to discuss this requirement. Information on this permit application is available on line <http://dnr.wi.gov/Runoff/stormwater/constrformsinfo.htm> (NOTIFICATION).

34. Prior to approval, this project shall comply with MGO Chapter 37 regarding stormwater management. Specifically, this development is required to reduce TSS by 80% off of the proposed development when compared with the existing site.
35. 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 (POLICY and MGO 37.09(2)).

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 Mgmt Facilities (including if applicable planting plans)
36. 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

- ~~37. The area adjacent to this proposed development has a known flooding risk. All entrances shall be 2-feet above the adjacent sidewalk elevation or 1 foot above the 100-year regional flood elevation (whichever is greater). This includes garage entrances.~~

38. This project appears to require construction dewatering and/or possibly permanent dewatering and is in an area with potential groundwater contamination. The applicant shall be required obtain the approval of Public Health – Madison & Dane County for this discharge. It can be anticipated that this will required completion of a boring on site and testing of water encountered for possible contaminates. Approval shall be granted before plans are approved for building permit release.

Contact Kirsti Sorsa for more information at 608-243-0356 or [ksorsa@publichealthmdc.com](mailto:ksorsa@publichealthmdc.com).

39. This project appears to require construction dewatering. A dewatering plan shall be submitted to City Engineering as part of the Erosion Control Permit.
40. This project appears to require permanent dewatering. A permit to connect to the public stormwater system shall be required from City Engineering. Additionally, a permit for non-storm discharge to the storm sewer system from the City/County Health Department shall be required.



41. The applicant's utility contractor shall obtain a connection permit and excavation permit prior to commencing the storm sewer construction. MGO 37.05(7). This permit application is available on line at <http://www.cityofmadison.com/engineering/permits.cfm>.
42. Prior to approval, the owner or owner's representative shall obtain a permit to plug each existing sanitary sewer lateral that serves a building which is proposed for demolition. For each lateral to be plugged the owner shall complete a sewer lateral plugging application and pay the applicable permit fees. NOTE: As of January 1, 2013 new plugging procedures and permit fees go into effect. The new procedures and revised fee schedule is available on line at <http://www.cityofmadison.com/engineering/permits.cfm>. (MGO CH 35.02(14)).
43. All outstanding Madison Metropolitan Sewerage District (MMSD) are due and payable prior Engineering sign-off, unless otherwise collected with a Developer's / Subdivision Contract. Contact Janet Schmidt (608-261-9688) to obtain the final MMSD billing a minimum of two (2) working days prior to requesting City Engineering signoff (MGO 16.23(9)(d)(4)).
44. 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 (POLICY).

**Traffic Engineering** (Contact Eric Halvorson, 266-6527)

*NOTE: The applicant has made modifications in an attempt to address Conditions 43-46, but these have not yet been reviewed by Traffic Engineering staff. Final plans will need to be reviewed by Traffic Engineering staff to ensure that the conditions have been sufficiently addressed.*

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| <ol style="list-style-type: none"><li>45. Proposed trees are in the vision triangle: ensure upon planting no branches are between 2' and 10' or plant a species of tree the columnar variety (also to be trimmed between 2' and 10' as it matures).</li><li>46. Double stacked bicycle parking closest to the door doesn't appear to have an appropriate access aisle, modify configuration to allow access.</li><li>47. Several bicycle stalls in the central bicycle parking area do not have sufficient access areas due to the conflicts with the structural columns, modify configuration to allow access.</li><li>48. Access to the central bicycle parking area is inhibited by structural columns: modify column location or remove bicycle parking to allow access.</li><li>49. Eighty nine off street automobile parking spaces are provided to serve 191 planned residential units. Residents shall not be eligible for participation in the Residential Permit Parking Program. The applicant shall inform all potential residents of this restriction. In addition, the applicant shall submit a copy of the document provided to residents noting the above condition.</li></ol> |
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50. Items in the Right-of-Way are not approvable though site plan approval, work with City Real Estate to get a 'Privilege in Streets' permit for items in the Right-of-Way.
  51. The applicant shall submit one contiguous plan showing proposed conditions and one contiguous plan showing existing conditions for approval. The plan drawings shall be scaled to 1" = 20' and include the following, when applicable: existing and proposed property lines; parcel addresses; all easements; pavement markings; signing; building placement; items in the terrace such as signs, street light poles, hydrants; surface types such as asphalt, concrete, grass, sidewalk; driveway approaches, including those adjacent to and across street from the project lot location; parking stall dimensions, including two (2) feet of vehicle overhang; drive aisle dimensions; semitrailer movement and vehicle routes; dimensions of radii; and percent of slope.

52. The Developer shall post a security deposit prior to the start of development. In the event that modifications need to be made to any City owned and/or maintained traffic signals, street lighting, signing, pavement marking and conduit/handholes, the Developer shall reimburse the City for all associated costs including engineering, labor and materials for both temporary and permanent installations.
53. The City Traffic Engineer may require public signing and marking related to the development; the Developer shall be financially responsible for such signing and marking.
54. All parking facility design shall conform to MGO standards, as set in Section 10.08(6).

**Fire Department** (Contact Bill Sullivan, 261-9658)

55. Madison Fire Department does not object to this proposal provided the project complies with all applicable fire codes and ordinances.
56. Please consider allowing Madison Fire Department to conduct training sequences prior to demolition. Contact MFD Training Division to discuss possibilities: Lt. Scott Bavery, (608) 576-0600.

**Parks Division** (Contact Kay Rutledge, 266-4714)

57. Park impact fees (comprised of the Park Development Impact Fee per MGO Sec. 20.08(2) and the Parkland Impact Fee in lieu of land dedication per MGO Sec. 16.23(8)(f) and 20.08(6)) will be required for all new residential development. The developer must select a method for payment of park fees before signoff on the rezoning. This development is within the Vilas-Brittingham park impact fee district (SI27). Please reference ID# 15113 when contacting Parks about this project
58. Forestry will permit the removal of the small Honeylocust on N Bedford, and the Ash tree on W Mifflin St. Contractor shall contact City Forestry at least one week prior to the start of construction to obtain a tree removal permit.
59. Additional street trees are needed for this project. All street tree planting locations and trees species within the right of way shall be reviewed by City Forestry. Please submit a site plan (in PDF format) to Dean Kahl – [dkahl@cityofmadison.com](mailto:dkahl@cityofmadison.com) or 266-4816. Approval and permitting of tree planting shall be obtained from the City Forester and/or the Board of Public Works prior to the approval of the site plan. Tree planting specifications can be found in section 209 of City of Madison Standard Specifications for Public Works Construction - <http://www.cityofmadison.com/business/pw/documents/StdSpecs/2013/Part2.pdf>.

**Zoning Administrator** (Contact Matt Tucker, 266-4569)

60. Sec. 28.185 (7)(a)5 requires that if a demolition or removal permit is approved, it shall not be issued until the reuse and recycling plan is approved by the Recycling Coordinator, Mr. George Dreckmann. (608-267-2626).
61. Sec. 28.185 (10) Every person who is required to submit a reuse and recycling plan pursuant to Sec. 28.185(7)(a)5 shall submit documents showing compliance with the plan within sixty (60) days of completion of demolition.
62. Sec. 28.185(9)(a) a demolition or removal permit is valid for one (1) year from the date of the Plan Commission approval.

63. Provide a detail plan page with final plans showing the qualifying Useable Open Space areas and lot coverage calculations.
64. Pursuant to Sec. 28.142(3)&(6) Landscape Plan and Design Standards: Landscape plans for zoning lots greater than ten thousand (10,000) square feet in size must be prepared by a registered landscape architect.
65. Provide a minimum of 236 bike parking spaces distributed as both *Short Term* and *Long Term* bicycle parking, as required per sec. 28.141(4) and 28.141(11). Provide a detail of the bike rack design including wall mounts. NOTE: current code requires a maximum of 25% of the bike parking spaces may be structured bike parking (wall-mount or stacked), plans show no structured bike parking. There are locations in the submitted plans where the dimensional requirements appear to not be met. Final plan shall dimension the stalls and access aisles.
66. Signage approvals are not granted by the Plan Commission. Signage must be reviewed for compliance with Chapter 31 Sign Codes of the Madison General Ordinances prior to sign installations. A separate submittal shall be prepared and submitted for Comprehensive Design Review of signage for this project.  
  
*Note: The UDC approved the signage proposal on March 11, 2015.*



### PREPARED FOR THE URBAN DESIGN COMMISSION AND PLAN COMMISSION

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**Prepared By:** Heather Stouder, AICP, Planning Division  
**Reviewed By:** Jay Wendt, Principal Planner  
Report Includes Comments from other City Agencies, as noted

## Summary

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**Project Contact:** Melissa Huggins; Urban Assets; 16 N. Carroll St., Ste. 530; Madison, WI, 53703

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## Background Information

**Parcel Location:** The 0.88-acre property is on the northwest corner of North Bedford and West Mifflin Streets; Aldermanic District 4 (Verveer); Madison Metropolitan School District.

**Existing Conditions and Land Use:** The one-story, approximately 15,000 square foot commercial building on the property has most recently been utilized as a warehouse facility for containers and packaging materials. The building is placed close to Bedford Street with asphalt parking area covering the balance of the property behind it. The building includes a front-facing loading zone, with driveway access from Bedford Street, and the parking area is accessed from a separate driveway off of Mifflin Street.

### **Surrounding Land Use and Zoning:**

North: Madison Metropolitan School District building, a local landmark building in the Urban Mixed-Use (UMX) District.

East: Across North Bedford Street, single-, two, and three-family homes in the Downtown Residential 2 (DR2) District.

South: Across West Mifflin Street to the south, a U-Haul facility at 602 West Washington Avenue and a 57-unit apartment building at 619 West Mifflin Street in the Wiedenbeck Historic Building, a local landmark building, both in the UMX District.

West: 60,000 square foot Two-story warehouse building owned by UW Board of Regents. Further west, the Kohl Center in the Planned Development (PD) District.

**Adopted Land Use Plan:** The [Comprehensive Plan](#) (2006) includes this area in the *City Station Downtown Mixed Use Sub-District*, where uses including offices, mixed-use buildings, commercial, industrial, and medium-density residential uses are recommended. The [Downtown Plan](#) (2012) recommends predominantly employment uses within the West Rail district, of which this property sits on the eastern edge. The property is identified as a potential redevelopment site for buildings up to eight (8) stories in height. The property is also included in an “*Additional Height Area*” where up to two additional stories may be considered as a conditional use.

**Zoning Summary:** The property is in the Urban Mixed-Use (UMX) District.

**Environmental Corridor Status:** The subject site is not located in a mapped environmental corridor.

**Public Utilities and Services:** This property is served by a full range of urban services, including many nearby Metro Transit Routes.

## **Related Approvals**

On February 16, the Landmarks Commission voted 4:1 to recommend to the Urban Design Commission and Plan Commission that the proposed building is not so large or visually intrusive as to adversely affect the historic character and integrity of the adjoining landmark (the Doyle Administration Building). The Landmarks Commission also unanimously voted to include design comments from the [staff report](#) in the recommendation to the UDC and Plan Commission. Please see materials related to the Landmarks Commission discussion on this project on the City’s Legistar site, ID #[36432](#).

## Project Description

The applicant proposes to demolish a 15,000 square foot metal warehouse building on a property identified for redevelopment in the Downtown Plan.

**Land Use** – The proposed building includes 179 residential units with 361 total bedrooms (residential density is 203 units per acre and 423 bedrooms per acre). Dwelling units range in size from a 373 square foot efficiency to a 1,342 square foot 4-bedroom, with an average square footage of living area per bedroom of under 400 square feet. The unit mix is as follows:

Unit Type	Number Units	Number Bedrooms
Efficiency	33 (18%)	33
1 BR	31 (17%)	31
2 BR	76 (42%)	152
3 BR	0	0
4 BR	39 (22%)	156
<b>Total</b>	<b>179</b>	<b>372</b>

Each dwelling unit has its own laundry facility and generally one bathroom per bedroom. There are trash and recycling chutes on each floor, leading to an enclosed first floor trash area. While there are no private balconies on the exterior of the building, common indoor and outdoor spaces are provided for residents. Usable open space includes the 4,710 landscaped central courtyard area above the parking area (which itself includes six small private patios for apartments oriented to the

space) and the 4,591 square foot landscaped terrace on the fourth floor rooftop. In total, usable open space on the site is provided at a ratio of approximately 25 sq. ft. of usable open space per bedroom. Indoor amenities for residents include a 1,160 square foot fitness room, a 660 square foot yoga space, and a 1,379 square foot study lounge with a fireplace on the second floor, and a 2,938 square foot club room/business center on the fifth floor.

**Building Placement and Massing** – The building footprint covers most of the 0.88-acre site, leaving the required 5-foot front yard setback along North Bedford Street and the required 10-foot rear yard setback. Above the first two floors of parking is a central open space surrounded by the building on all sides – a four story, approximately 52-foot tall element on Bedford Street to the east, an eight-story, approximately 91-foot tall element along Mifflin Street to the south, and a ten-story element approximately 120-feet at its tallest along the west and north sides.

On the east (Bedford Street) side of the building, stories five through ten are stepped back just over 20 feet from the fourth floor rooftop, and this same element is stepped back approximately 5 feet along the north side of the building closest to the Doyle Building. On the south (Mifflin Street) side of the building, floors five through eight are similar stepped back by approximately five feet.

**Access, Parking, and Circulation** – Vehicle access to the proposed building is provided from Mifflin Street on the south side through an overhead door leading to a two-story parking area with 85 automobile stalls (parking ratio of 0.47 stalls per unit and 0.23 stalls per bedroom). 17 moped parking stalls are shown on plans (1 stall per 22 bedrooms), although a few of them appear to be difficult-to-access tandem stalls.

Bicyclists can enter the building from Mifflin Street, presumably through either lobby, facing Bedford Street, or through one of two entrances on the back side of the building leading directly into a bicycle-parking area. The applicant indicates in the revised letter of intent that 206 covered bicycle stalls are provided on the at-grade level of the parking area (plans appear to show 220 stalls inside the parking area), with an additional 20 outdoor stalls proposed within public right-of-way on the south side of the building.

There are two main lobbies with pedestrian entrances, located on the northeast and southeast corners of the building. In addition, five small “townhome style” units, two on Mifflin and three on Bedford, have individual

entrances. Finally, there are two emergency egress doors on the north side of the building leading to a private sidewalk running along the entire north side of the building.

**Building Exterior** – Primary building materials include beige utility brick, grey metal paneling, and green fiber cement panels, with a wood-like composite material utilized as an accent for four of the ground floor “townhome units”. Aside from these townhomes, metal paneling applied to the center of the Bedford Street facade, and intermittent metal paneling between brick sections, the four-story base of the building is clad in utility-sized brick.

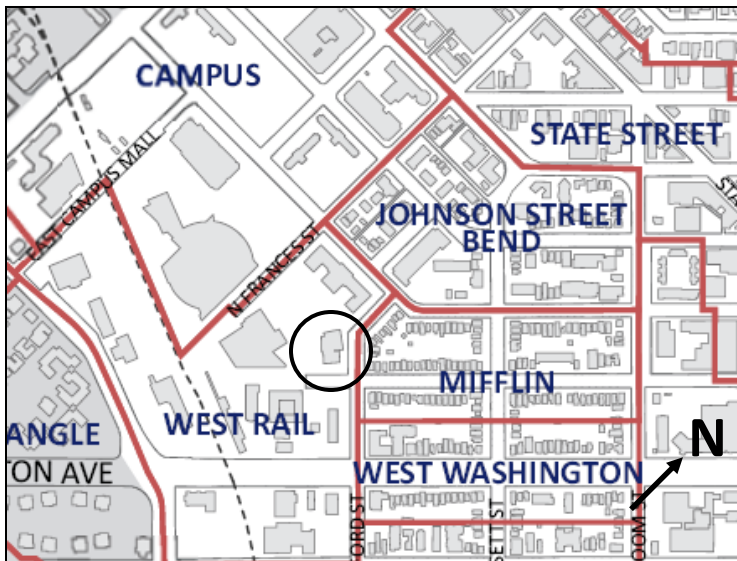
The fifth floor is slightly recessed, and separates the lower and upper portions of the building. This floor is clad in grey or champagne colored metal panels and glass. Floors six through eight along Mifflin Street are metal panels, and floors five through ten on the remainder of the site are clad in two similar shades of green fiber cement, with a small amount of intermittent metal panels. Windows account for 23% of the area on the building facades, with prominent use of window groupings or curtain walls at the lobbies, the upper portion of the northeast corner, the lower portion of the southwest corner, and the fifth floor amenity spaces. Curved glass at the lobby spaces is designed to relate to the curved portions of the Doyle Building to the north.

**Landscaping and Site Details** – With the building taking up most of the site, there is not much space left at-grade for landscaping, which is typical in the Downtown area. In the narrow area between the building and the property line, a few small deciduous trees, shrubs, and perennials are proposed. Along the Bedford Street facade, these are placed in low structured planters.

The usable open spaces in the central courtyard and on the fourth floor rooftop are designed with a mix of hardscaped areas suitable for seating, grilling, and table tennis, and raised landscaped planters with groundcover and small ornamental trees.

## Project Analysis and Conclusion

**Land Use and Plan Consistency** – The subject property lies on the eastern edge of the “West Rail Corridor” area identified in the [Downtown Plan](#) (see attached Plan excerpts).



The Plan notes that this area includes an abundance of surface parking lots and underutilized properties, and has significant growth opportunities and a high potential for change. With regard to land use, the Plan recommends employment and mixed-use buildings that could include residential uses, but suggests that purely residential apartment buildings should not be allowed. Loft-type development in mixed use buildings is specifically recommended along Bedford Street (see Recommendation 92). The Plan provides for some flexibility near the boundaries of specific areas, noting on Page 41,

*“It is not the intent of this plan to strictly delineate Downtown’s neighborhoods and*

*districts by drawing hard edges on a map, but generally define them and strengthen those qualities that make them unique places while promoting “permeable boundaries” that weave together to form a cohesive Downtown.”*

In the area just across Bedford Street to the east and across Mifflin Street to the south, the Plan recommends Downtown Mixed-Use, which would include purely residential buildings, mixed-use buildings, employment, and commercial uses.

The proposal is essentially a large residential building with a small integral coffee-shop and “townhome” and “loft” style units identified as live-work units. Staff has carefully considered the land use recommendations for this area, immediately adjacent areas, and the Plan’s flexibility, and believes that at this location the proposed building is generally consistent with the Downtown Plan land use recommendations. Staff would like to see a variety of employment and mixed-use buildings in this area, but notes that in this particular location, a residential building is supportable.

The Downtown Plan also includes this property within *Additional Building Height Area D*, where up to ten stories could be allowable with conditional use approval. Additional Height Areas are used as a tool to encourage and reward buildings of truly exceptional design that respond to the specific context of their location and accomplish specific objectives defined for the area. For *Area D*, the Plan notes the following:

*“This large, irregularly-shaped block is adjacent to districts that allow relatively tall buildings (10 and 12 stories) on two sides, and to districts that allow relatively lower buildings (5 and 6 stories) on the other two. The area also contains three designated landmarks. This provides a large central core area set well back from any of the surrounding through streets where buildings taller than the base 8 story maximum height may be appropriate.”*

In the letter of intent, the applicant makes the case that the inclusion of two additional stories on the northern part of the building (an area approximately 12,500 square feet in size for a gross square footage of roughly 25,000 square feet) meets the high level of scrutiny for additional height in Area D. Further discussion on this issue can be found in the Conditional Use Standards section below under Standard 14.

As with many multi-residential proposals, the experience for future tenants of the building and impacts on nearby properties and will depend heavily on strong management of the property over time. Staff is requesting that the applicant provide a management plan for the property as part of conditional use approval to include a parking management strategy for automobiles and mopeds, a trash and snow management plan, and a description of the intended management of and access to common areas, both inside and outside of the building, and a detailed move-in/move-out plan that will not impact the usability of public streets surrounding the property. The applicant indicates that the dwelling units will be furnished, but that tenants may opt out of the furnishings in the units if they would prefer to provide their own furnishings. Having furnished units will undoubtedly result in a smoother move-in/move-out process, but the applicant will need to provide a management plan carefully outlining this as part of final staff approval of the conditional use.

**Building Design-** Staff has worked closely with the applicant during a few iterations of the building, and is generally supportive of the design direction taken for this building. During the review process, staff noted the importance of detail and execution for the significant portion of the building clad in green fiber cement paneling, and would like to see detailed specification sheets and fastening systems prior to final sign-off on the plans.

Further, while these are not yet recommended as conditions of approval for the requested conditional use, staff agrees with many of the issues forwarded to the UDC and Plan Commission by the Landmarks Commission, and would like for both bodies to carefully consider a few specific design issues as follows:

- First, the utility sized brick contrasts significantly with the standard sized brick on the Doyle Administration Building and other historic buildings in the area. Use of utility brick results in a cost savings for the project, and may not be noticeable from afar, but with regard to the pedestrian experience adjacent to the building, standard brick would be a better fit within the surrounding context.



- Second, the use of metal panels to vertically articulate the base of the building could be removed and simplified. The applicant had tried to emulate a condition on the front of the Doyle Building with this feature, and the Historic Preservation Planner and Landmarks Commission did not believe it was effective.
- Third, the use of faux wood on small portions of the building's ground floor questionable, and it may be best to replace this material with brick or metal, similar to the material directly above it.
- Fourth, regarding the "townhome" rhythm along Bedford Street, staff would have liked to see more than just the two central building components using this rhythm. However, within the parameters of the current program, staff believes that the articulation of the base along Bedford is optimal.
- Fifth and finally, the Landmarks Commission recommends the addition of a canopy element on the northeast corner of the building to "support" the brick paneling above. Staff believes that this could be a nice addition in order to avoid the look of hanging brick panels, and would also add symmetry with the proposed canopy on the southeast corner of the building.

Following input from the Urban Design Commission on March 11, staff may provide an addendum to this report with additional design recommendations.

**Access, Parking, and Circulation** – Staff is generally supportive of the access, parking and circulation plan for the proposal. There are no minimum automobile parking requirements for this area, and the applicant has put forth a proposal for a parking ratio of 0.25 stalls per bedroom, which staff believes can be adequate, so long as all tenants are made aware of the scarcity of parking in advance of signing their leases. This area is very close to the UW Campus, Downtown employment opportunities, and of course to transit opportunities linking to the greater city and parts of the region. There should be ample opportunity for residents without automobiles to access employment, education, and other daily needs. However, staff strongly recommends that the applicant explore opportunities to include one or more parking spaces for shared cars within the parking area for potential occasional use by tenants.

At the expense of a couple of the automobile stalls, staff could support a greater number of moped stalls, which are currently provided at a ratio of one stall per 22 bedrooms. In any case, staff is requesting a parking management plan provided by the applicant to clarify the use of automobile and moped stalls, ensure that mopeds are only parked in the stalls provided for them, and to ensure that tenants are made aware of the parking situation as part of the lease.

Staff notes that there have been recent changes to bike parking areas in response to comments from Traffic Engineering and Zoning staff. There is a discrepancy in the number of internal bicycle parking spaces between the 206 noted in the letter of intent and the 220 stalls shown on plans, and all outside bicycle parking is shown in the public right-of-way along Mifflin Street. Staff suggests that the applicant find a place near the northeastern corner of the building to incorporate a few bicycle-parking stalls for visitors using that entrance. In any case, the number, location, and arrangement of bicycle stalls must meet zoning requirements, and the outdoor stalls shown in the public right-of-way may only be provided following a privilege in streets agreement.

**Conditional Use Standards** – The Planning Division staff evaluation of the proposed project's ability to meet the standards for conditional use approval is summarized below.

As stated in MGO Section 28.183(6)(a), *"The City Plan Commission shall not approve a conditional use without due consideration of the recommendations in the City of Madison Comprehensive Plan and any applicable neighborhood, neighborhood development, or special area plan, including design guidelines as adopted as supplements to these plans. No application for a conditional use shall be granted by the Plan Commission unless it finds that all of the following conditions are present:*

1. *The establishment, maintenance, or operation of the conditional use will not be detrimental to or endanger the public health, safety, or general welfare.*

Staff believes that this standard is met.

2. *The City is able to provide municipal services to the property where the conditional use is proposed, given due consideration of the cost of providing these services.*

Staff believes that this standard is met, so long as Engineering and Fire conditions are fully addressed.

3. *The uses, values, and enjoyment of other property in the neighborhood for purposes already established will not be substantially impaired or diminished in any foreseeable manner.*

Staff believes that this standard can be met, so long as conditions of approval related to a management plan are adequately addressed.

4. *The establishment of the conditional use will not impede the normal and orderly development and improvement of the surrounding property for uses permitted in the district.*

Staff believes that this standard is met. Development on nearby properties consistent with the recommendations in the Downtown Plan should not be impeded by this proposal.

5. *Adequate utilities, access roads, drainage, parking supply, internal circulation improvements, including but not limited to vehicular, pedestrian, bicycle, public transit, and other necessary site improvements have been or are being provided.*

Staff believes that this standard can be met, so long as conditions of approval from Engineering, Traffic Engineering, Zoning, and Planning relating to these issues are adequately addressed.

6. *Measures, which may include transportation demand management (TDM) and participation in a transportation management association have been or will be taken to provide adequate ingress and egress, including all off-site improvements, so designed as to minimize traffic congestion and to ensure public safety and adequate traffic flow, both on-site and on the public streets.*

Staff believes that this standard is met without the provision of a TDM, so long as the applicant provides a move-in/move-out plan ensuring that traffic flow will be maintained at all times.

7. *The conditional use conforms to all applicable regulations of the district in which it is located.*

Staff believes that this standard can be met, so long as any Zoning conditions are adequately addressed.

9. *When applying the above standards to any new construction of a building or an addition to an existing building, the Plan Commission shall find that the project creates an environment of sustained aesthetic desirability compatible with the existing or intended character of the area and the statement of purpose for the zoning district. In order to find that this standard is met, the Plan Commission may require the applicant to submit plans to the Urban Design Commission for comment and recommendations.*

*Statement of Purpose for Urban Mixed Use (UMX) District:*

*This district is intended to provide opportunities for high-density residential and office uses in combination with limited retail and service uses designed to serve the immediate surroundings.*

Staff believes that this standard can be met. Staff notes to the Urban Design Commission and Plan Commission the design recommendations forwarded by the Landmarks Commission (see February 5, 2015 Landmarks Commission Staff Report). Any of these recommendations (reducing the brick size, replacement of faux wood siding with brick, simplification of the vertical brick articulation on the lower levels, etc.) could be made conditions of approval for the project by the Plan Commission following an

advisory opinion by the Urban Design Commission. Please see further comments regarding building design in the *Downtown and Urban Design Guidelines* section below.

14. *When applying the above standards to an application for height in excess of that allowed by Section 28.071(2)(a) Downtown Height Map for a development located within the Additional Height Areas identified in Section 28.071(2)(b), the Plan Commission shall consider the recommendations in adopted plans, and no application for excess height shall be granted by the Plan Commission unless it finds that all of the following conditions are present:*
- a. The excess height is compatible with the existing or planned (if the recommendations in the Downtown Plan call for changes) character of the surrounding area, including but not limited to the scale, mass, rhythm, and setbacks of buildings and relationships to street frontages and public spaces.*
  - b. The excess height allows for a demonstrated higher quality building than could be achieved without the additional stories.*
  - c. The scale, massing and design of new buildings complement and positively contribute to the setting of any landmark buildings within or adjacent to the projects and create a pleasing visual relationship with them.*
  - d. For projects proposed in priority viewsheds and other views and vistas identified on the Views and Vistas Map in the City of Madison Downtown Plan, there are no negative impacts on the viewshed as demonstrated by viewshed studies prepared by the applicant. (NOT APPLICABLE TO THIS PROPOSAL).*

The applicant and design team have worked hard to address this tough standard, and have provided specific points to try to illustrate the ways in which the proposed building is of higher quality due to the allowance for the ten-story element.

Staff notes that the ten-story portion of the building is less than half of the residential footprint of the building, and appreciates that the applicant has effectively broken the mass of the building up into four-story, eight-story, and ten-story elements. Staff believes that the resulting building mass is most effective along Bedford Street, where sensitivity to the nearby Mifflin Neighborhood is very important. The north facade closest to the Doyle Administration building is perhaps the toughest to deal with architecturally, and the applicant has made an effort to break up the massing through the use of window groupings and slight recesses in the building.

The inclusion of high-quality indoor and outdoor amenities for residents are strong aspects of this proposal, and if these spaces were made possible by the addition of two stories on the north portion of the building, staff agrees that the building on the whole is higher quality than what could have been achieved with an eight-story building. Similarly, the centralized HVAC system that the applicant indicates was made possible by the additional units is a strength of the proposal.

Staff can support the selectively placed additional height, and believes that the proposed building is superior to what could have been achieved with a less varied eight-story building with more mass along Bedford Street. After careful consideration, staff believes that this standard can be met.

[Standards 8, and 10-13, and 15 do not apply to this request]

**Downtown and Urban Design Guidelines** - The Planning Division staff evaluation of the proposed project's ability to meet these guidelines is summarized below.

*Site Design and Building Placement*

1. *Orientation* - Staff believes that applicable guidelines pertaining to the building's orientation to the street are well addressed. The building has strong corner entrances along Bedford Street, all service

uses are placed at the back of the building, and the at-grade parking area is surrounded by active uses oriented to both streets.

2. *Access and Site Circulation* - Along the parking levels on the first floor and mezzanine, the applicant has done a good job with fenestration on north and west facades of the building, minimizing any long blank facades due to parking. Staff believes that the driveway access point has been well-designed to maximize clear views of pedestrians. Ideally, staff would like to see at least a few additional short-term bicycle parking stalls on the northeast side of the building for visitors.
3. *Usable Open Space – Residential Development* - Staff believes that the proposal does an excellent job of meeting these guidelines. As a condition of approval, staff is requesting additional detail on the management of and access to the interior and exterior spaces provided to make sure all tenants have frequent access to these spaces.
4. *Landscaping*- Staff believes that many of the guidelines related to landscaping are well-addressed within the small area available for landscaping on the site. However, the plant species and other details for the terrace and courtyard area are unknown at this time. Details related to species compatibility with the surrounding environment and available sunlight should be carefully reviewed by the Urban Design Commission within the two outdoor terraces and the narrow foundation planting area in front of the building.

Much of the landscape plan provided by the applicant involves the public right-of-way, and will be subject to continued work with Forestry and Engineering staff.

5. *Lighting*- The Urban Design Commission should carefully review the lighting specifications submitted by the applicant, to ensure that these guidelines are being addressed.

### Architecture

1. *Massing* - The guidelines in this section should be carefully considered by the Urban Design Commission. The building has a footprint of over  $\frac{3}{4}$  an acre, with four, eight, and ten story elements surrounding a raised courtyard. It is just across the street from the Mifflin Street neighborhood, where two- and three-story houses on 2,000 – 4,000 square foot lots predominate the landscape. The Downtown Plan recommends a height limit of six stories in the Mifflin Street area, stepping up to the eight (and potentially ten) story height limit on this site and its surroundings immediately to the west and south. Property immediately to the west owned by UW-Madison, currently surface parking, may be developed at some time. The two-story Doyle Administration Building immediately to the north is a local landmark building, and is unlikely to change in the foreseeable future. Due to the surface parking area between this building and the Doyle building, staff believes that impacts on the Doyle building will be minimized (see Landmarks Commission materials demonstrating their similar finding).

Likely the most important facade of the building with regard to the impact of massing on surroundings is its nearly 200-foot stretch along Bedford Street. Along this side, the proposed building maintains a 55-foot tall, four-story façade with some modulation between four main building elements. Starting at the fifth floor, the Bedford elevation is essentially broken up into thirds. For the southern portion, the fifth floor steps back approximately five feet, and then floors six through eight are proposed in the same plane as the lower levels of the building. In the center, the building essentially terminates at the fourth floor rooftop, although the ten-story element is in the background approximately 130-feet from the face of the building. On the northern portion floors five through ten are stepped back at the fifth floor by approximately 20 feet. Staff believes that the building has been effectively articulated along Bedford Street so as to break up the mass on this elevation.

Although the subject property does not lie within any view or vista identified in the Downtown Plan, consideration of long views toward the building are also important to consider,

2. *Building Components* - Staff would like for the UDC to consider the appropriateness of the use of faux wood on ground level of the building for the “townhouse” units. As indicated by the Landmarks Commission, staff would prefer a consistent masonry base to the building. Aside from this question, staff believes that these guidelines are generally well-addressed, noting the use of parapets to integrate rooftop equipment.
3. *Visual Interest* - Staff believes that these guidelines are well-addressed.
4. *Door and Window Openings* - Staff believes that these guidelines are generally well-addressed, noting the importance of the use of glass and window groupings to break down large block components of the building. Staff has consistently asked the applicant to consider larger window sizes and greater use of glass in general, and appreciates that the windows throughout the building are slightly larger than they were in the early versions of the proposal. As a small detail, staff notes that some of the sliding windows appearing adjacent to the floor of many of the units appear to be the only operable windows at those locations, and would like for the UDC and the applicant to review this issue.
5. *Building Materials* - On the whole, staff believes that the material palette could be improved if it were simplified. As mentioned, the faux wood product at ground level should be reviewed. Further, staff notes that the elevations show two different colors of metal paneling, while the material sample board only shows “champagne” colored metal. This should be clarified by the applicant and reviewed by the UDC.

The Landmarks Commission has noted concerns with the vertical “striping” pattern on the lower half of the building, as well as a preference for standard-sized brick. Both of these design details should be considered by the Urban Design Commission when making a finding regarding the guidelines in this section.

6. *Terminal Views and Highly-Visible Corners* - Staff believes that these guidelines are well-addressed, noting the use of the rounded glass walls on the lobbies of the building.
7. *Awnings and Canopies* - Staff believes that these guidelines are met.
8. *Signage* - The applicant has included examples of signage placement for consideration by the UDC, but signage is not part of the conditional use approval being requested at this time.

**Conclusion-** The applicant is proposing a significant multi-family residential development on a property identified for redevelopment in the Downtown Plan (2012), the property lies at the eastern edge of the West Rail Corridor, just west of the Mifflin Street neighborhood, and adjacent to the Doyle Administration Building, a local landmark. Surrounding context in this area is very important, and staff believes that the development team has considered the surrounding existing and planned context very carefully.

On balance, staff believes that the proposed building will be a positive addition to this area, which is within close proximity to both UW-Campus and Downtown Madison employers. While this proposal is intended for students and young professionals, and this may be the tenant mix for some time, the proposed mix of single-, two-, and four-bedroom units could provide options for a wide variety of household types over time.

With a few outstanding issues regarding design details, staff supports the general design direction for the project. Staff believes that the conditional use standards, including Standard 14 related to two additional stories, can be met with the proposal, subject to compliance with recommended conditions of approval.

## Recommendation

### Planning Division Recommendation (Contact Heather Stouder, 266-5974)

The Planning Division recommends that the Plan Commission find that the conditional use standards can be met and **approve** the request at 114 North Bedford Street. This recommendation is subject to input at the public hearing and the conditions recommended by the Planning Division and other reviewing agencies.

### **Recommended Conditions of Approval**

Major/Non-Standard Conditions are Shaded
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### Planning Division (Contact Heather Stouder, 266-5974)

1. Final plans submitted for staff review and approval shall include a detailed management plan for the property, including the following:
  - a) Move-in, move-out plan, including details on the furnishings provided in each unit. This plan shall provide assurances that the usability of public streets surrounding the property will be maintained.
  - b) Parking management plan, including an example lease with language pertaining to the amount of automobile and moped parking on the site, and any fees involved to lease a parking stall. The lease shall include notice to tenants that mopeds may not be stored in areas on the property except for in designated moped stalls. The applicant is encouraged to include one or more stalls for a shared car, and may want to explore the designation of a small area that could flex between automobile and moped parking, based on tenant needs.
  - c) Trash and snow management
  - d) Management of and access to common spaces, including indoor amenities and outdoor terraces.
2. Final plans submitted for staff review and approval shall include the following details:
  - a) Elevations with a detailed materials schedule including the specifications and colors of all materials.
  - b) Specification drawings pertaining to the fastening systems for the fiber cement and metal paneling to the building.
  - c) Details on operability of windows in the units, particularly the sliding windows shown on submitted elevations at the floor of units on the lower half of the building.
  - d) Detailed landscape plan for the terrace and courtyard areas, including a landscape schedule with species and planting sizes.
3. The applicant has indicated that a centralized HVAC system will be utilized on the proposed building, and has indicated that as a reason to support two additional stories on a large portion of the building. Any future change involving the addition of exterior louvers to the building for HVAC purposes would need to be reviewed by the Plan Commission, and would not be supported by staff.

**City Engineering Division** (Contact Janet Schmidt, 261-9688)

4. The proposed new building will cross underlying platted lot lines. Current fire code and City enforcement requires the underlying platted lot line be dissolved by Certified Survey Map (CSM) prior to issuance of a building permit. A CSM and required supporting information shall be prepared and submitted to the City of Madison Planning Department. The CSM shall be approved by the City and recorded with the Dane County Register of Deeds prior to issuance of a building permit.
5. Proposed bike racks, planters and other private improvements are shown encroaching into the adjacent right of way(s). The Applicant shall make an application with City of Madison for a privilege in streets for any private improvements planned within a public right of way administered by the City of Madison Office of Real Estate Services. An approval of the development does not constitute or guarantee approval of any proposed encroachments.
6. There currently is public sanitary sewer over the northeast side of this site. Applicant shall provide a sanitary sewer easement with the required language setting forth the conditions and restrictions required by City of Madison Sewer Engineering Staff. The required width shall be as determined by the sewer staff but will generally follow the edge of the building footing limits. Upon the finalization of the details for the easement, contact Jeff Quamme – jrquamme@cityofmadison.com to receive the appropriate easement language for inclusion on the required Certified Survey Map.
7. The Applicant shall remove and reconstruct the existing sanitary sewer on N. Bedford Street adjacent to the property. The existing sanitary sewer is from 1931 and the proposed construction adjacent to the existing vitrified clay pipe and improvements such as steps and planters over the existing sewer will likely be detrimental and cause failures to the aging system. The new sewer shall be C-900 and shall be constructed in accordance to the plans approved by the City Engineer. The City shall cost share on the new sewer installation up to the statutory limit. The Applicant has already discussed the new sewer locations and reconstruction with City Engineering and will continue to coordinate the design to accommodate the new building location.
8. Landscape plantings, porous pavers and other non-standard terrace improvements are planned in the terrace of the adjacent right-of-way. If permitted by the City under the Terrace Treatment Policy the owner shall enter into a maintenance agreement for the installation of non-standard terrace features.
9. The address of 114 N Bedford St will be retired with the demolition of the existing building. The base address of the new building is 102 N Bedford St. Plans show that the townhouses can only be accessed from the street; therefore, the townhouse addresses will be 104 N Bedford St, 106 N Bedford St, 108 N Bedford St, 610 W Mifflin St and 612 W Mifflin St.
10. Provide new sidewalk grading plans to show all sidewalk positively draining to terrace and over curb. Remove all bio-infiltration beds in West Mifflin Street terrace as the terrace isn't of sufficient width to sufficiently design a workable bio-infiltration bed that would meet the City's design criteria. Additionally, as proposed this would be considered a hazard for pedestrians or those in wheelchairs.
11. Reposition bike racks so they do not impede mainline sidewalk.
12. Remove wall impeding in right-of-way on the southwest side of the driveway.
13. This area is known to flood. The Applicant shall provide a plan to City Engineering showing how the entrance to the parking area shall be protected. In addition, all building entrance elevations shall be a minimum elevation of 856.50.

14. No heavy equipment or material staging will be allowed over the existing storm sewer and box culvert located in the terrace along N. Bedford Street. Any damage to the sewer as caused by the construction activities for this development shall be at sole cost of the Owner.
15. 1942 Sanborn Fire Insurance Maps show historic bulk oil storage tanks immediately adjacent to the property. Residual contamination may be present. If the contamination is encountered during development, all WDNR & DSPS regulations must be followed and the City of Madison must be notified (Brynn Bemis, 608-267-1986, [bbemis@cityofmadison.com](mailto:bbemis@cityofmadison.com)).
16. 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 (MGO 16.23(9)c).
17. 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.
18. Submit a PDF of all floor plans to [izenchenko@cityofmadison.com](mailto:izenchenko@cityofmadison.com) so that a preliminary interior addressing plan can be developed. If there are any changes pertaining to the location of a unit, the deletion or addition of a unit, or to the location of the entrance into any unit, (before, during, or after construction) the addresses may need to be changed. The interior address plan is subject to the review and approval of the Fire Marshal.
19. The Applicant shall close all abandoned driveways by replacing the curb in front of the driveways and restoring the terrace with grass (POLICY).
20. The approval of this Conditional Use or PUD 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 (MGO 16.23(9)(d)(6)).
21. 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 (POLICY).
22. 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 (POLICY).
23. 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 (INFORMATIONAL).



24. The Applicant shall provide the City Engineer with the proposed earth retention system to accommodate the restoration. The earth retention system must be stamped by a Professional Engineer. The City Engineer may reject or require modifications to the retention system (POLICY).
25. All work in the public right-of-way shall be performed by a City licensed contractor (MGO 16.23(9)(c)5 and MGO 23.01).
26. All street tree locations and tree species within the right of way shall be reviewed and approved by City Forestry. Please submit a tree planting plan (in PDF format) to Dean Kahl, of the City Parks Department - [dkahl@cityofmadison.com](mailto:dkahl@cityofmadison.com) or 266-4816. Approval and permitting of any tree removal or replacement shall be obtained from the City Forester and/or the Board of Public Works prior to the approval of the site plan (POLICY).
27. All damage to the pavement on W Mifflin St., Bedford St. adjacent to this development shall be restored in accordance with the City of Madison's Pavement Patching Criteria. For additional information please see the following link: <http://www.cityofmadison.com/engineering/patchingCriteria.cfm> (POLICY).
28. This project falls in the area subject to increased erosion control enforcement as authorized by the fact that it is in the ROCK RIVER TMDL ZONE and by Resolution 14-00043 passed by the City of Madison Common Council on 1/21/2014. You will be expected to meet a higher standard of erosion control than the minimum standards set by the WDNR.
29. 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.
30. This site appears to disturb over one (1) acre of land and requires a permit from the WDNR for stormwater management and erosion control. The City of Madison has been required by the WDNR to review projects for compliance with NR216 and NR-151 however a separate permit submittal is still required to the WDNR for this work. The City of Madison cannot issue our permit until concurrence is obtained from the WDNR via their NOI or WRAPP permit process.  
  
Contact Eric Rortvedt at 273-5612 of the WDNR to discuss this requirement. Information on this permit application is available on line <http://dnr.wi.gov/Runoff/stormwater/constrformsinfo.htm> (NOTIFICATION).
31. Prior to approval, this project shall comply with Chapter 37 of the Madison General Ordinances regarding stormwater management. Specifically, this development is required to reduce TSS by 80% off of the proposed development when compared with the existing site:
32. 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 (POLICY and MGO 37.09(2)).

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 Mgmt Facilities (including if applicable planting plans)

33. 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
34. The area adjacent to this proposed development has a known flooding risk. All entrances shall be 2-feet above the adjacent sidewalk elevation or 1-foot above the 100-year regional flood elevation (whichever is greater). This includes garage entrances.
35. This project appears to require construction dewatering and/or possibly permanent dewatering and is in an area with potential groundwater contamination. The applicant shall be required obtain the approval of Public Health – Madison & Dane County for this discharge. It can be anticipated that this will required completion of a boring on site and testing of water encountered for possible contaminates. Approval shall be granted before plans are approved for building permit release.
- Contact Kirsti Sorsa for more information at 608-243-0356 or [ksorsa@publichealthmdc.com](mailto:ksorsa@publichealthmdc.com).
36. This project appears to require construction dewatering. A dewatering plan shall be submitted to City Engineering as part of the Erosion Control Permit.
37. This project appears to require permanent dewatering. A permit to connect to the public stormwater system shall be required from City Engineering. Additionally, a permit for non-storm discharge to the storm sewer system from the City/County Health Department shall be required.
38. The applicant's utility contractor shall obtain a connection permit and excavation permit prior to commencing the storm sewer construction. MGO 37.05(7). This permit application is available on line at <http://www.cityofmadison.com/engineering/permits.cfm>.
39. Prior to approval, the owner or owner's representative shall obtain a permit to plug each existing sanitary sewer lateral that serves a building which is proposed for demolition. For each lateral to be plugged the owner shall complete a sewer lateral plugging application and pay the applicable permit fees. NOTE: As of January 1, 2013 new plugging procedures and permit fees go into effect. The new procedures and revised fee schedule is available on line at <http://www.cityofmadison.com/engineering/permits.cfm>. (MGO CH 35.02(14)).
40. All outstanding Madison Metropolitan Sewerage District (MMSD) are due and payable prior Engineering sign-off, unless otherwise collected with a Developer's / Subdivision Contract. Contact Janet Schmidt (608-261-9688) to obtain the final MMSD billing a minimum of two (2) working days prior to requesting City Engineering signoff (MGO 16.23(9)(d)(4)).
41. 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 (POLICY).

**Traffic Engineering** (Contact Eric Halvorson, 266-6527)

42. Proposed trees are in the vision triangle: ensure upon planting no branches are between 2' and 10' or plant a species of tree the columnar variety (also to be trimmed between 2' and 10' as it matures).
43. Double stacked bicycle parking closest to the door doesn't appear to have an appropriate access aisle, modify configuration to allow access.
44. Several bicycle stalls in the central bicycle parking area do not have sufficient access areas due to the conflicts with the structural columns, modify configuration to allow access.

45. Access to the central bicycle parking area is inhibited by structural columns: modify column location or remove bicycle parking to allow access.
46. Eighty nine off street automobile parking spaces are provided to serve 191 planned residential units. Residents shall not be eligible for participation in the Residential Permit Parking Program. The applicant shall inform all potential residents of this restriction. In addition, the applicant shall submit a copy of the document provided to residents noting the above condition.
47. Items in the Right-of-Way are not approvable though site plan approval, work with City Real Estate to get a 'Privilege in Streets' permit for items in the Right-of-Way.
48. The applicant shall submit one contiguous plan showing proposed conditions and one contiguous plan showing existing conditions for approval. The plan drawings shall be scaled to 1" = 20' and include the following, when applicable: existing and proposed property lines; parcel addresses; all easements; pavement markings; signing; building placement; items in the terrace such as signs, street light poles, hydrants; surface types such as asphalt, concrete, grass, sidewalk; driveway approaches, including those adjacent to and across street from the project lot location; parking stall dimensions, including two (2) feet of vehicle overhang; drive aisle dimensions; semitrailer movement and vehicle routes; dimensions of radii; and percent of slope.
49. The Developer shall post a security deposit prior to the start of development. In the event that modifications need to be made to any City owned and/or maintained traffic signals, street lighting, signing, pavement marking and conduit/handholes, the Developer shall reimburse the City for all associated costs including engineering, labor and materials for both temporary and permanent installations.
50. The City Traffic Engineer may require public signing and marking related to the development; the Developer shall be financially responsible for such signing and marking.
51. All parking facility design shall conform to MGO standards, as set in section 10.08(6).

**Fire Department** (Contact Bill Sullivan, 261-9658)

52. Madison Fire Department does not object to this proposal provided the project complies with all applicable fire codes and ordinances.
53. Please consider allowing Madison Fire Department to conduct training sequences prior to demolition. Contact MFD Training Division to discuss possibilities: Lt. Scott Bavery, (608) 576-0600.

**Parks Division** (Contact Kay Rutledge, 266-4714)

54. Park impact fees (comprised of the Park Development Impact Fee per MGO Sec. 20.08(2) and the Parkland Impact Fee in lieu of land dedication per MGO Sec. 16.23(8)(f) and 20.08(6)) will be required for all new residential development. The developer must select a method for payment of park fees before signoff on the rezoning. This development is within the Vilas-Brittingham park impact fee district (SI27). Please reference ID# 15113 when contacting Parks about this project
55. Forestry will permit the removal of the small Honeylocust on N Bedford, and the Ash tree on W Mifflin St. Contractor shall contact City Forestry at least one week prior to the start of construction to obtain a tree removal permit.

56. Additional street trees are needed for this project. All street tree planting locations and trees species within the right of way shall be reviewed by City Forestry. Please submit a site plan (in PDF format) to Dean Kahl – [dkahl@cityofmadison.com](mailto:dkahl@cityofmadison.com) or 266-4816. Approval and permitting of tree planting shall be obtained from the City Forester and/or the Board of Public Works prior to the approval of the site plan. Tree planting specifications can be found in section 209 of City of Madison Standard Specifications for Public Works Construction - <http://www.cityofmadison.com/business/pw/documents/StdSpecs/2013/Part2.pdf>.

**Zoning Administrator** (Contact Matt Tucker, 266-4569)

Zoning Comments will be provided when they are received.

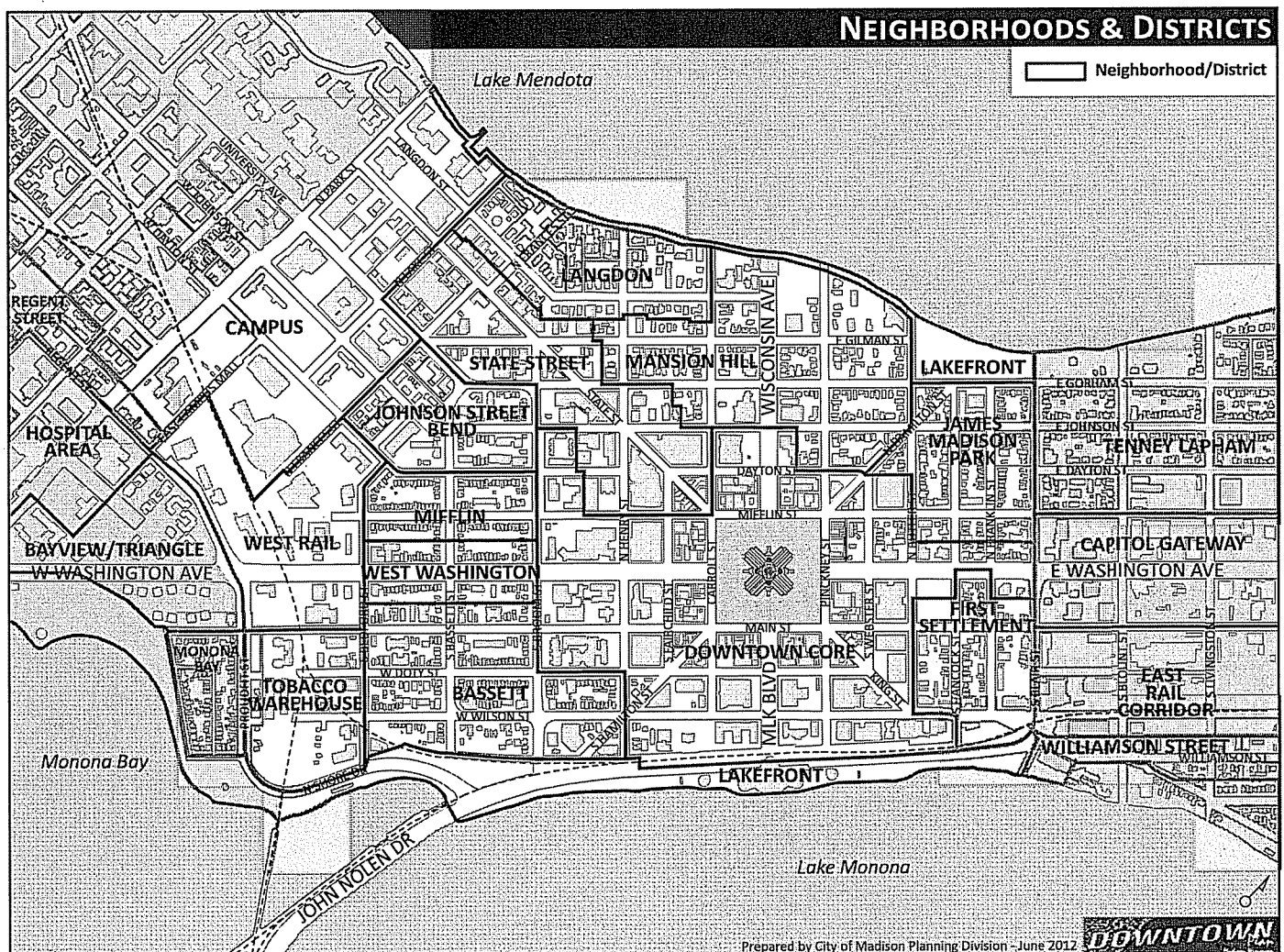
# Key 4: Maintain Strong Neighborhoods and Districts

Downtown is a collection of great neighborhoods and districts, but it is much more than that. Each neighborhood is unique, but it is the quilting together of these unique places and the relationships among them that creates the vitality Madison's Downtown is known for. This plan seeks to strengthen Downtown neighborhoods and districts while recognizing that they are not static, but constantly evolving. It celebrates the variety of places that comprise Downtown by articulating what makes them unique and identifiable, and includes recommendations to preserve,

enhance, and sometimes to guide the transition of these neighborhoods and districts over time.

Downtowns in cities around the world have well known neighborhoods and districts. When people recall cities they have visited, they often think about the unique districts that help shape their mental image of that place. Characteristics such as land use, architecture, building scale, topography, vegetation, inhabitants, and activities all contribute to one's experience of a city. These characteristics usually vary from one part of the city to the next.

Groupings of similar characteristics form districts that are recognizable as distinct places. It is this continuum of unique places that ensures these downtowns offer something for everyone. Some areas are more active while some are more passive, but all make an important contribution to the overall Downtown. It is not the intent of this plan to strictly delineate Downtown's neighborhoods and districts by drawing hard edges on a map, but generally define them and strengthen those qualities that make them unique places while promoting "permeable boundaries" that weave together to form a cohesive Downtown.



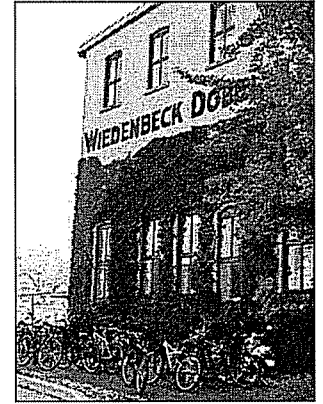
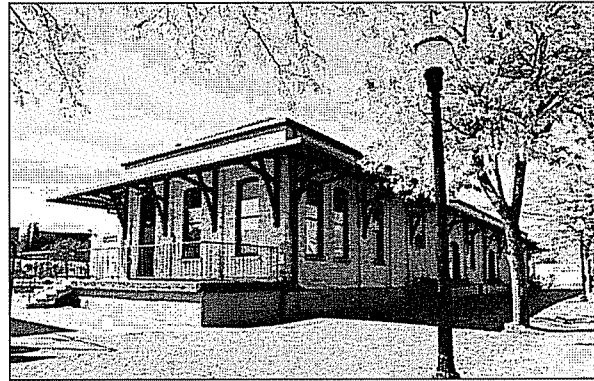
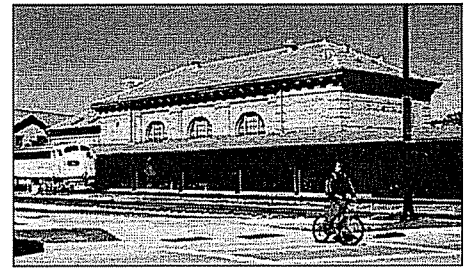
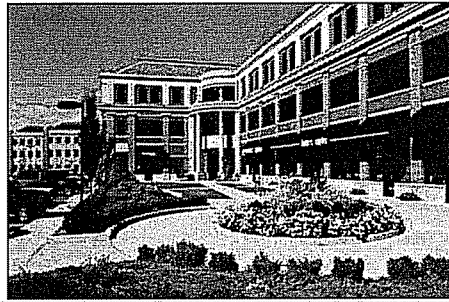
## West Rail Corridor Recommendations

**Objective 4.7:** The West Rail Corridor should capitalize on its numerous growth opportunities incorporating a new multi-modal transfer facility.

**Recommendation 90:** Provide adequate intermodal connections in order to support transit oriented development in the area.

**Recommendation 91:** Preserve and rehabilitate landmark and other quality older commercial buildings.

**Recommendation 92:** Allow mixed-use development in loft-type buildings along Bedford Street.



Scenes from the West Rail Corridor

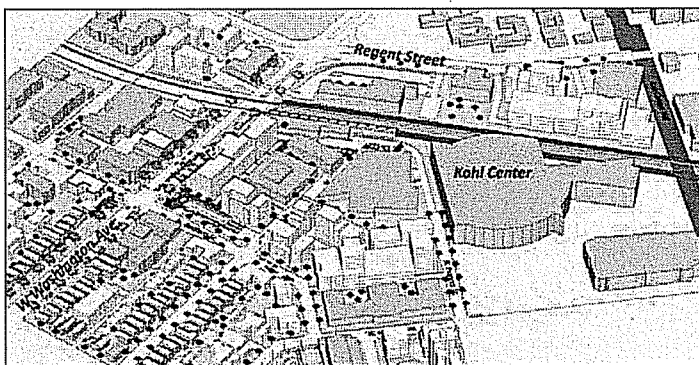
## ■ West Rail Corridor

The West Rail Corridor is presently dominated by institutional and business uses located in larger buildings that don't relate well to each other. The western edge of the district is part of the UW campus. There is also an abundance of surface parking lots and underutilized properties. The district also contains a few local historic landmarks.

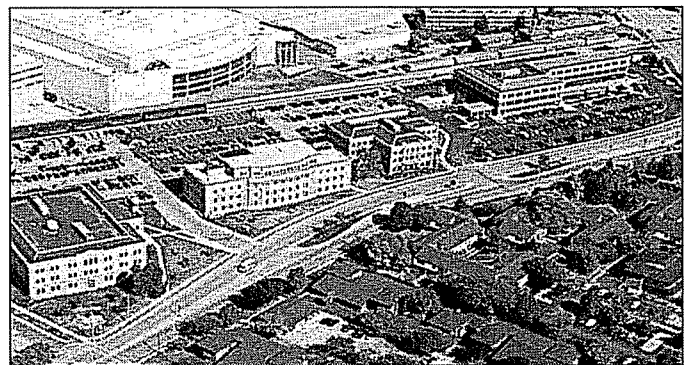
The West Rail Corridor has significant growth opportunities and a high

potential for change. Its accessibility and proximity to the University make it a choice location for new employment (including University of Wisconsin) and district-serving commercial uses that may incorporate some residential development. Taller buildings closer to the railroad corridor and new loft-style buildings at other locations within the district could provide the flexibility for a variety of uses and accommodate change over time. Mixed-use loft-style buildings should be provided along Bedford Street. Landmark buildings

must be preserved. The overriding concept is to create a dynamic area that, while focused on employment uses, integrates eating, drinking and retail uses. Although some residential uses are encouraged, single-use apartment or condominium buildings should not be allowed. The West Rail Corridor's proximity to major streets, bike paths and pedestrian corridors, coupled with a potential rail transit stop could make it a highly accessible and fitting location for a new inter-modal transportation facility.



This image illustrates the development potential that exists in the West Rail Corridor



A bird's eye view of the of the West Rail Corridor, with Regent Street in the foreground



# Appendix C: Additional Building Height

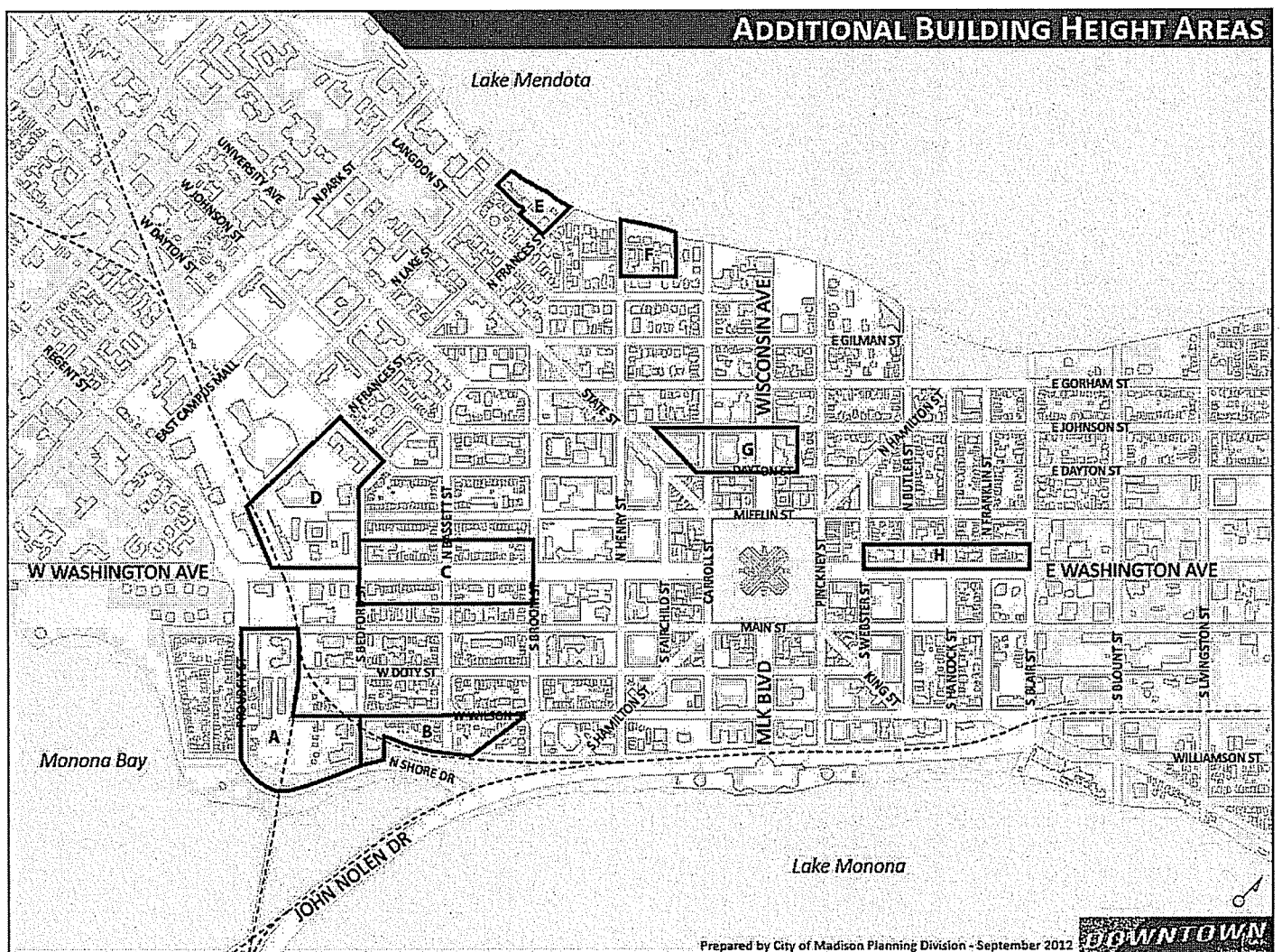
The Maximum Building Heights Map establishes a pattern of permitted heights that is consistent with, and will help to implement, *Downtown Plan* objectives regarding compatibility of scale, preservation of key view corridors, and respect for the unique character of individual Downtown neighborhoods and districts. In most cases, the map sets a single maximum number of stories that can be applied consistently throughout that particular height district.

During the planning process, several areas were identified with special characteristics that make it reasonable to consider buildings slightly taller than

the recommended base height under certain circumstances. These tend to be transition areas located between areas with different development character, recommended building height and scale; large blocks; or blocks with significant slopes. To recognize these situations, the Maximum Building Heights Map in this *Downtown Plan* defines eight areas where buildings may be allowed up to two additional stories through the conditional use process if they meet specific criteria.

The areas where these additional stories are potentially available do not include areas within identified

view corridors or existing local historic districts. Where additional stories are available, it is not intended that they be earned merely by complying with standards and criteria that would be required and expected in any case, such as underlying zoning regulations, good design, or sensitivity to an adjacent historic landmark. The intent is not simply to allow a taller building, and additional stories should not be considered "by right" heights. Rather, additional stories are to be used as a tool to encourage and reward buildings of truly exceptional design that respond to the specific context of their location and accomplish specific objectives defined for the area.



The additional stories are intended to provide additional design flexibility to address the unique circumstances in these areas, and to create an incentive for projects that go beyond what is otherwise required to help achieve other objectives of this plan.

Below are some supplemental conditional use criteria related to mitigating the impact of additional building height to help ensure that these projects fit well into their surrounding context and advance the objectives and recommendations contained in this *Downtown Plan*. Also included are brief descriptions of why each of the identified areas may be considered appropriate for additional stories under this provision.

### **Conditional Use Standards for Additional Building Height**

Approval standards for up to two additional stories should be added to the conditional use section of the Zoning Code to provide a framework for reviewing such requests. Such standards should be directly tied to the potential impacts of the additional building height and mass on nearby properties and public ways, as well as consistency with the recommendations in the *Downtown Plan* and other adopted City plans. Proposed criteria should address:

- 1) Compatibility with the existing or planned (if the recommendations in the *Downtown Plan* call for changes) character of the surrounding area, including but not limited to the scale, mass, rhythm, and setbacks of buildings and relationships to street frontages and public spaces.
- 2) A demonstrated higher quality building than could be achieved without the bonus stories, including bonus stories that enhance the near and long views cited above.
- 3) Ensure that the scale, massing and design of new buildings compliment and positively contribute to the setting

of any landmark buildings within or adjacent to the project and create a pleasing visual relationship with them.

### **Additional Building Height Area A (Findorff Yards)**

This large, irregularly-shaped block serves as a prominent edge of Downtown, with development sites that are highly-visible from John Nolen Drive, North Shore Drive/ Proudfit Street, and across Monona Bay.

### **Additional Building Height Area B (West Wilson)**

This area also serves as a prominent edge of Downtown, with long views from John Nolen Drive, North Shore Drive, and across Monona Bay. The area is adjacent to the 4-story Bassett District on the north and east, but portions of the blocks slope downward from West Wilson Street toward the lake.

### **Additional Building Height Area C (West Washington)**

These four blocks are located along a major gateway to Capitol Square that is twice as wide as most Downtown streets. It has large terraces and consistent front yard setbacks that, in combination, provide a sort of civic open space. These blocks are also deeper than most Downtown blocks.

### **Additional Building Height Area D (West Rail)**

This large, irregularly-shaped block is adjacent to districts that allow relatively tall buildings (10 and 12 stories) on two sides, and to districts that allow relatively lower buildings (5 and 6 stories) on the other two. The area also contains three designated landmarks. This provides a large central core area set well back from any of the surrounding through streets where buildings taller than the base 8 story maximum height may be appropriate.

### **Additional Building Height Areas E and F (Langdon)**

These two small areas within the Langdon District are portions of large, deep blocks that slope downward towards Lake Mendota. Both areas are in a National Register Historic District and include identified contributing buildings, and any new development should enhance that character. The base height recommendation for both areas is 5 stories, but a few taller buildings might be appropriate in the middle of these blocks if set well back from the street.

### **Additional Building Height Area G (Institutional Blocks)**

This is a transition area between the Downtown Core, with the tallest allowed buildings in the planning area, and the Mansion Hill Historic District, with a 5-story height limit. While primarily characterized by existing institutional uses, there is redevelopment potential here and taller buildings than are now present would be appropriate.

### **Additional Building Height Area H (East Washington)**

This area comprises a portion of the East Washington Avenue frontage that forms the connection between the Capitol Square and the Capital Gateway Corridor that extends eastward from Blair Street. While the area only encompasses five block faces, the maximum building height in adjacent areas ranges from three stories to Capitol View, so while tall buildings are appropriate here, the area also functions as a transition area to some extent. In order to encourage taller buildings that provide continuity with the Capital Gateway Corridor and further enhance this important approach to Downtown, up to two bonus stories may be considered.

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