

**PLANNING DIVISION REPORT
DEPARTMENT OF PLANNING AND COMMUNITY
AND ECONOMIC DEVELOPMENT
December 1, 2008**

RE: L.D. # 12299: Zoning Map Amendment L.D. 3391, Demolition and Rezoning of 1308 West Dayton Street from R6 and C2 to PUD-GDP

1. Requested Actions: Approval of a request to demolish Union South and another UW office building and rezone 1308 Dayton Street from R6 (General Residence District) and C2 (General Commercial District) to Planned Unit Development, General Development Plan, (PUD-GDP) to allow for the future construction of new Union South.
2. Applicable Regulations: Section 28.12 (12) provides the guidelines and regulations for the approval of demolition permits; Section 28.07 (6) of the Zoning Ordinance provides the requirements and framework for Planned Unit Developments; Section 28.12 (9) provides the process for zoning map amendments.
3. Report Prepared By: Kevin Firchow, AICP, Planner

GENERAL INFORMATION

1. Applicant: Gary Brown, University of Wisconsin-Madison; 610 Walnut Street; Madison, WI 53726

Contact: Wally Johnson, Workshop Architects, Inc; 1736 North Second Street; Milwaukee, WI 53212

Owner: The Board of Regents of the University of Wisconsin System; c/o Alan Fish; Associate Vice Chancellor for Facilities Planning and Management; 9th Floor WARF Building; 610 N. Walnut Street; Madison, WI 53705
2. Development Schedule: Demolition is scheduled to begin in February 2009 with project completion estimated in February 2011.
3. Location: An area of approximately 3.6 acres on the University of Wisconsin campus in a block bounded by Campus Drive (north), W. Dayton Street (south), and Randall Avenue (west). This acreage includes the part of West Johnson Street to be vacated. The UW Computer Science building is adjacent to this site to the east. Aldermanic District 8; Madison Metropolitan School District.
4. Existing Conditions: The site is currently occupied by two buildings, owned and operated by the University. The larger of the buildings is the 113,000 square foot Union South Facility. The second building is the 19,000 square foot Hi-Ray Hall, a former dormitory converted into academic program space.

5. Proposed Land Use: The applicant proposes to construct a new 291,500 square foot Union South facility with meeting rooms, recreational facilities, food service, guest rooms and underground parking. Under a separate, forthcoming request the applicant will seek a vacation of the 1300 block of Johnson Street to allow for the proposed project to proceed.
6. Surrounding Land Use and Zoning:
North: UW-Center for Discovery (WID/MIR) (under construction), zoned PUDSIP (Planned Unit Development-Specific Implementation Plan)
South: Multi-unit residences, zoned R6 (General Residence District) and PUDSIP
East: UW-Computer Science Building, zoned R5 (General Residence District)
West: UW-Engineering Hall, zoned R5 (General Residence District)
7. Adopted Land Use Plan: The Comprehensive Plan recommends this site for C - Campus uses. Specific recommended uses include educational facilities, research and employment centers, and student-oriented retail, service, and dining. Most of this site is also within the planning boundary for the Regent Street – South Campus Plan. This plan recommends UW Student/Faculty services for much of the subject site. The area north of Johnson Street is outside the boundary of this plan.
8. Environmental Corridor Status: The property is not located within a mapped environmental corridor.
9. Public Utilities & Services: The property is served by a full range of urban services.

STANDARDS FOR REVIEW

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

PLAN REVIEW

Existing Conditions and Surrounding Context

The subject site is located in the southern portion of the University of Wisconsin campus, bounded by Campus Drive, Randall Avenue, and Dayton Street. The site is currently divided by the 1300 block of Johnson Street. The applicant has been working with City staff on the vacation of this block and planning staff anticipate a formal street vacation resolution will be considered by the Plan Commission and Common Council early in 2009.

Four buildings are currently located on the subject site, with the existing Union South and Hi-Ray Hall buildings now proposed for demolition. The Randall Towers apartment building (on

the northern parcel) was approved for demolition earlier this year. Wendt Library is on the western portion of the property and is not proposed for demolition at this time. (The University has indicated the library could be demolished as part of a future phase.) Other University buildings, including Engineering Hall and the Computer Sciences building surround the subject site. Several non-university residential properties are located across from Dayton Street.

Demolition Request

The applicant is requesting approval to demolish two buildings as part of this application. The larger of the two buildings is Union South, a 113,000 square foot concrete structure. The City's Preservation Planner notes the building was constructed as the second Union for the University of Wisconsin Memorial Union organization. City records indicate the building was built in 1968 and designed by Madison architects, Weiler, Strang, and McMullin. The Preservation Planner notes that this firm was known for its fine International Style residences designed prior to World War II.

The second building proposed for demolition is Hi-Ray Hall. This former three-story dormitory has been converted into University office space. University records indicate the building was constructed in 1963 and includes just less than 9,000 square feet of gross floor area.

The applicant has provided pictures of the interior and exterior of both buildings. Further discussion on the proposed demolition is located in the "Analysis" section of this report.

The third building to be demolished is Randall Towers, which was approved for demolition by the Plan Commission in February 2008.

Johnson Street Vacation Request

A related proposal to vacate the western-most (1300) block of Johnson Street is underway. Formal consideration of this issue, however, is not before the Plan Commission at this time. Planning Division staff anticipate this request will be before the Commission early in 2009. This vacated block would become part of the Union South redevelopment site as described below and shown in the applicant's plans. More information on this vacation can be found in the City Engineer and Traffic Engineer's reports to the Plan Commission.

Zoning Map Amendment Request

The applicant's second request is to rezone the property from R6 (General Residence District) and C2 (General Commercial District) to PUD-GDP (Planned Unit Development-General Development Plan). The project, as proposed, would not be permitted under either R6 or C2 zoning. The applicant intends to utilize a two-step PUD zoning process. With the initial request, the applicant looks to establish the basic right of use, general bulk, and massing standards for the project. If successful, the applicant will submit a the Specific Implementation Plan (SIP) to

address more detailed site and building design issues. The applicant has included several project renderings with this GDP submittal.

The proposed project includes the construction of approximately 291,500 gross square feet of area. The project site encompasses three separate parcels and the aforementioned portion of Johnson Street. Together, this combined area is roughly 3.6 acres.

The proposed Union South is situated along the north and east sides of the site. Wendt Library holds the southwest corner of the property. On the west, the new structure would frame a proposed pedestrian mall on the previously vacated portion of South Orchard Street. On the east, the building is set roughly 30 feet from Randall Avenue to allow for a wide pedestrian zone. The Wisconsin and Southern rail line separates the northern property frontage from Campus Drive. The building setback varies in this area, with a variety of conceptual improvements depicted on both the subject property and adjacent rights-of-way. The applicant notes that future connections to the proposed commuter rail system are also being designed into the facility. Approval from the Office of the Commissioner of Railroads (OCR) is required and staff understands this process is underway. Staff recommend that the OCR approval be finalized prior to final staff sign-off of the demolition permit or the GDP zoning map amendment.

The new union would provide dining, recreational facilities, offices, student organizational spaces, an art gallery, and a small theatre. In addition, plans also call for 60 hotel-style guest rooms and other uses as described in the applicant's materials.

Massing diagrams have been provided that generally depict the size and organization of the proposed structure. The mass and shape of the building could be described as irregular and staff recommend that the Commission review the submitted drawings to better understand the proposed form. The building is five stories in height with the fourth and fifth floors stepped back from the lower floors. Massing diagrams show the building would be approximately 68 feet above grade. The main (ground) level of the building will house food kiosks, a convenience store, bike storage, and an art gallery. The second and third levels includes additional eating, lounge, and indoor garden areas. The fourth and fifth floors include the guest rooms and ballrooms. Two levels of underground parking are proposed with some additional recreational space located below ground. A mechanical penthouse is shown above the fifth floor.

Plans include approximately 178 underground vehicle parking stalls with a mixture of parking for permit holders and hourly parking for visitors. This ramp is accessed from Dayton Street. In addition, short-term parking and drop-off and pick-up facilities are provided on the small turnaround area located along the southeast corner of the building, opposite South Orchard Street. Approximately 230 bicycle parking spaces will be distributed around the building and the applicant estimates approximately 20 moped parking stalls will be accommodated along the Orchard Street Mall. The applicant notes that the proposed parking is in compliance with the University's Master Plan.

An underground loading dock accessed from Randall Avenue will include room for three full size semi-trailer trucks and two panel truck dock spaces.

Finally, a zoning text was submitted with the General Development Plan, which includes the list of permitted uses and other applicable standards to implement the project described above. Staff recommend a few clarifications be provided to this document, as noted in the Recommendation section.

In addition to the changes proposed on the project site, several changes to the surrounding rights-of-way are proposed and under consideration. In response to the vacation of Johnson Street, Traffic Engineering has recommended a variety of improvements including the widening of Randall Avenue between Dayton Street and Campus Drive. This includes the addition of a right turn lane onto Campus Drive. The proposed circulation changes would require relocation of the Metro bus stop that is currently near this corner. Final location of the bus stop(s) has not been resolved. The applicant has also requested approval for a signal to be installed at the intersection of South Orchard Street and Randall Drive, which is subject to review by the Pedestrian Bicycle and Motor Vehicle Commission and the Common Council.

ANALYSIS

Planning Division staff believe that the proposed demolition and rezoning are consistent with the Comprehensive Plan which recommends "Campus" uses for this area. Specific uses include educational facilities, student-oriented retail, service, and dining. Staff also believe the project is consistent with the Regent Street – South Campus Plan that recommends UW Student/Faculty services for much of the subject site.

In considering the demolition request, the applicant has provided photographs of the interior and exterior of both buildings to be demolished. The structures appear to be in at least average condition for buildings of their age. Staff have not conducted a formal inspection of the interiors of the structures and do not have any information indicating that the buildings are not structurally sound or capable of being rehabilitated or repaired. The applicant notes that the expansion and modernization of the existing Union South was considered, however; they determined it would be most cost effective to remove the existing facilities and construct a new building. Additionally, considering its size and relatively specialized use, staff believe that is not feasible to relocate this structure. The City Preservation Planner does not believe either building to be of historic or architectural significance.

Considering these factors, the Planning Division believes the demolition standards can be met. The University has indicated they wish for the demolition to proceed in February of 2009. The Planning Division typically recommends that demolition permits are not issued until the final zoning is approved and recorded. This is done to ensure that there is a complete understanding of the proposed future use, building details, and that the reconstruction will actually proceed. In this case, the final zoning approval required would be the Specific Implementation Plan (SIP).

Staff believe that it is unlikely that an SIP would be approved and recorded by February 2009. In considering the applicant's schedule, Planning Division staff would not be opposed to having demolition permits issued upon sign-off and recording of this General Development Plan (GDP). This process was utilized for the University's WID/MIR (Wisconsin Institutes for Discovery / Morgridge Institute for Research) demolition and rezoning approval last year. Further, the current submittal exceeds the detail included in the WID/MIR General Development Plan and that found in most GDPs.

In addition to the General Development Plan, staff recommend that the applicant receives the related approvals discussed above prior to the issuance of the demolition permits. These include the vacation of the 1300 block of Johnson Street and approvals from the Office of the Commissioner of Railroads. Additionally, the City Recycling Coordinator will need to review and approve a reuse and recycling plan prior to the issue of demolition permits.

Planning Division staff supports the applicant's rezoning request, with the conditions noted below. The proposed use is consistent with the current use and the Comprehensive Plan's recommendations for the area. Staff request that the future SIP submittal further clarify the hours of operation and specific locations proposed for any outdoor eating areas. In terms of form and design, staff believe that the proposed building and site amenities should be attractive and well designed based on this initial submittal. The Urban Design Commission granted final approval of the General Development Plan on October 15, 2008 and their report is attached.

In regards to timing, the primary consideration is the relationship between the rezoning approval and the street vacation approval. If the vacation were not approved, the project could not proceed as described in the GDP. Therefore, staff believe the rezoning of these pieces should be considered together. At issue is the Johnson Street right-of-way that is not currently subject to zoning regulations. If this rezoning were recommended and approved, the PUD could not be recorded and take effect until the street vacation is approved. Staff also recommend that the rezoning not be signed-off until the necessary approvals from the Office of the Commissioner of Railroads occur to ensure the project can proceed as shown in the GDP.

A related issue to this request is the relocation of bus stops and related traffic improvements. The applicant has proposed a bus pull-off lane on the west side of North Randall Avenue, south of Engineering Drive. Traffic Engineering has recommended that the applicant widen Randall Avenue and include a dedicated right-turn lane. In this scenario, the existing bus stop on Campus Drive would need to be relocated. Discussions between Metro Transit, Traffic Engineering, and the University have been ongoing, however; the final locations of bus stop(s) serving this area remain unresolved at this time. More information is included in each agency's staff reports. Planning staff do not believe these right-of-way considerations should significantly impact the demolition or the general use, mass, and bulk being approved during the GDP phase. Therefore, staff believe these rights-of-way issues can be resolved after approval of the GDP, though these issues should be resolved prior to the approval of the more detailed SIP.

CONCLUSION

The Planning Division believes that the new Union South project is very well designed and should be a significant improvement both aesthetically and functionally. Staff believes that the proposed project can meet the standards for demolitions, zoning map amendments, and planned unit development districts. The General Development Plan has been submitted as part of a two-phase rezoning submittal and the Planning Division supports the plans submitted during this phase, with the conditions noted below. Among the most important considerations remaining is coordinating the timing of related approvals including the vacation of Johnson Street.

RECOMMENDATION

The Planning Division recommends that the Plan Commission find that the demolition standards are met and **approve** a demolition permit for the existing Union South and Hi-Ray Hall structures. The Division further recommends that the Plan Commission find that the standards for planned unit developments met and forward Zoning Map Amendment 3391, rezoning 1308 W. Dayton Street from R6 (General Residence District) and C2 (General Commercial District) to PUD-GDP (Planned Unit Development, General Development Plan), with a recommendation of **approval**, subject to input at the public hearing and the following conditions:

1. Comments from reviewing agencies.
2. That the street vacation and conditions related to it shall be approved prior to final sign-off and recording of this General Development Plan and the issuance of demolition permits.
3. That the applicant work with staff to revise the GDP text and eliminate references to past uses and provide further description on the permitted and conditional uses. The GDP should also include University Library as a permitted list to accommodate the Wendt Library.
4. That the future SIP submittal provide additional detail on the specific location and hours of operation for any outdoor eating areas.

AGENDA # 10

City of Madison, Wisconsin

REPORT OF: URBAN DESIGN COMMISSION	PRESENTED: October 15, 2008
TITLE: 1308 West Dayton Street – PUD(GDP), Union South. 8 th Ald. Dist. (12241)	REFERRED: REREFERRED: REPORTED BACK:
AUTHOR: Alan J. Martin, Secretary	ADOPTED: POF:
DATED: October 15, 2008	ID NUMBER:

Members present were: Lou Host-Jablonski, Chair; Bruce Woods, Jay Ferm, Ron Luskin, Marsha Rummel, Dawn Weber, Richard Slayton and Richard Wagner.

*Luskin abstained from consideration of this project.

SUMMARY:

At its meeting of October 15, 2008, the Urban Design Commission **GRANTED FINAL APPROVAL** of a PUD(GDP) located at 1308 West Dayton Street. Appearing on behalf of the project were Gary Brown, Peter Van Denkieboom, Walter Johnson, Mark Guthier and Julie Grove, all representing the University of Wisconsin-Madison; Sam Calvin, representing Wisconsin Department of Administration; and Paul Korz, representing CG Schmidt. The modified plans as presented noted the following:

- Resolve of issues of drop-off and pick-up off of Dayton Street and access to lower level parking.
- A material and color palette which is compatible to the overall adjacent campus architecture, including a simplification of the overall building material/color palette.

Following a review of the plan details the Commission noted the following:

- Integrate photovoltaic tags and other alternatives into the architecture and design of the building and facility.
- Trees still need to address the building and not necessarily the street; still need to open up the property's frontages on Dayton and Randall Avenue with trees that relate to the arc and plaza.
- Eliminate the ribbon style bicycle racks and their linear arrangement, in addition to the use of wave racks. Consider other alternatives to both.

ACTION:

On a motion by Wagner, seconded by Rummel, the Urban Design Commission **GRANTED FINAL APPROVAL**. The motion was passed on a vote of (7-0-1) with Luskin abstaining.

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

URBAN DESIGN COMMISSION PROJECT RATING FOR: 1308 West Dayton Street

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

General Comments:

- Extraordinary design thinking. Most impressed.
- Integration of interior activity with the exterior through multi-level spaces very successful.
- Awesome!
- Ambitious. Complex. Exciting.



Department of Public Works
City Engineering Division

608 266 4751

Larry D. Nelson, P.E.
City Engineer

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

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

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

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

Operations Manager
Kathleen M. Cryan

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

Financial Officer
Steven B. Danner-Rivers

DATE: November 17, 2008
TO: Plan Commission
FROM: Larry D. Nelson, P.E., City Engineer
SUBJECT: 1308 West Dayton Demolition and Rezoning

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

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

1. Installation of sanitary sewer lateral on West Dayton Street shall be coordinated with pavement restoration for UW Randall / Dayton Street project.
2. Clearly show the existing infrastructure conditions, including the curb and gutter, sidewalk and other infrastructure on the site plan.
3. A maintenance agreement shall be required for the rain gardens, which shall be executed and returned to City Engineering to be recorded by the Dane County Register of Deeds.
4. Construction of bus pull-out on Randall Avenue shall be coordinated with UW Randall / Dayton Street project.
5. Sanitary sewer lateral connection on West Dayton Street will require a manhole over the city sewer.
6. Proposed sanitary sewer connection to Randall requires permit from Madison Metropolitan Sewer District (MMSD), prior to approval.
7. The proposed project will require improvements to Dayton Street, Randall Avenue, Campus Drive and Orchard Street to accommodate the vacation of Johnson Street and to accommodate ingress and egress to the project. All improvements will include lighting, storm drainage, and terrace improvements as required by the City Engineer and City Traffic Engineer. All costs shall be the responsibility of the Developer. The improvements generally consist of:
 - a. Widening on Dayton Street as required to accommodate left turns into the parking ramp and drop off area if required by the City Traffic Engineer.
 - b. A median north and south of Engineering Drive, a directional median for Engineering Drive which will allow left turns in but restrict left turns out, bike lanes and other incidental items as necessary to manage traffic on Randall Avenue.
 - c. The reconstruction of the Campus Drive and Randall Avenue intersection to compensate for the elimination of Johnson Street between Randall Avenue and Orchard Street.
 - d. The reconstruction of the public portion of Orchard Street.
 - e. The construction of rail crossing, railroad signals and gates at the railroad crossing at Randall Avenue and at Orchard Street as required by the Office of the Commissioner of Railroads and the City Engineer. All costs for the improvement shall be paid by the



Developer.

8. The City of Madison Engineering Division will prepare a multi-purpose resolution ultimately vacating a portion of West Johnson Street, approving the geometric design for the project, and authorizing the City to petition the State of Wisconsin Commissioner of Railroads for removal of the existing vehicular crossing of the Wisconsin & Southern Railroad (WSOR) at W. Johnson Street and N. Orchard St. and modification of the crossing on N. Randall Ave. south of Campus Drive. The UW shall prepare and record a Certified Survey Map in the event there is a need for public right-of-way or easement rights to be conveyed to the City for public infrastructure for this project.

GENERAL OR STANDARD REVIEW COMMENTS

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

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

Name: 1308 West Dayton Demolition and Rezoning

General

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

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

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

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

LOTS / BUILDINGS WITHIN THIS SUBDIVISION / DEVELOPMENT ARE SUBJECT TO IMPACT FEES THAT ARE DUE AND PAYABLE AT THE TIME BUILDING PERMIT(S) ARE ISSUED.

Right of Way / Easements

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

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a manner consistent with the rights herein conveyed, provided that such use and occupancy shall not interfere with or disturb the installation, operation, maintenance, repair, replacement and/or modification of the public storm sewer facilities.

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

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

Streets and Sidewalks

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

The applicant shall obtain separate approval by the Board of Public Works and the Common Council for the restoration of the public right of way including any changes requested by developer. The City Engineer shall complete the final plans for the restoration with input from the developer. The curb location, grades, tree locations, tree species, lighting modifications and other items required to facilitate the development or restore the right of way shall be reviewed by the City Engineer, City Traffic Engineer, and City Forester.

- 3.11 The Applicant shall provide the City Engineer with a survey indicating the grade of the existing sidewalk and street. The Applicant shall hire a Professional Engineer to set the grade of the building entrances adjacent to the public right of way. The Applicant shall provide the City Engineer the proposed grade of the building entrances. The City Engineer shall approve the grade of the entrances prior to signing off on this development.
- 3.12 The Applicant shall replace all sidewalk and curb and gutter which abuts the property which is damaged by the construction or any sidewalk and curb and gutter which the City Engineer determines needs to be replaced because it is not at a desirable grade regardless of whether the condition existed prior to beginning construction.
- 3.13 The Applicant shall obtain a privilege in streets agreement for any encroachments inside the public right of way. The approval of this development does not constitute or guarantee approval of the encroachments.
- 3.14 The Applicant shall provide the City Engineer with the proposed soil retention system to accommodate the restoration. The soil retention system must be stamped by a Professional Engineer. The City Engineer may reject or require modifications to the retention system.
- 3.15 The Applicant shall complete work on exposed aggregate sidewalk in accordance with specifications provided by the city. The stone used for the exposed aggregate shall be approved by the City. The Construction Engineer shall be notified prior to beginning construction. Any work that does not match the adjacent work or which the City Construction Engineer finds is unacceptable shall be removed and replaced.
- 3.16 All work in the public right-of-way shall be performed by a City licensed contractor.
- 3.17 Installation of "Private" street signage in accordance with 10.34 MGO is required.
- 3.18. All street tree locations and tree species within the right of way shall be reviewed and approved by City Forestry. Please submit a tree planting plan (in PDF format) to Dean Kahl, of the City Parks Department - dkahl@cityofmadison.com or 266-4816.

Storm Water Management

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

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- Provide substantial thermal control.
- Provide oil & grease control from the first 1/2" of runoff from parking areas.
- Complete an erosion control plan and complete weekly self-inspection of the erosion control practices and post these inspections to the City of Madison website – as required by Chapter 37 of the Madison General Ordinances.

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

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

All other levels (contours, elevations, etc) are not to be included with this file submittal.

NOTE: Email file transmissions preferred lzenchenko@cityofmadison.com. Include the site address in the subject line of this transmittal. Any changes or additions to the location of the building, sidewalks, parking/pavement during construction will require a new CAD file.

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

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

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

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

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

PDF submittals shall contain the following information:

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

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

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

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

Utilities General

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

Sanitary Sewer

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



Traffic Engineering and Parking Divisions

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

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

November 20, 2008

TO: Plan Commission

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

SUBJECT: **1308 West Dayton Street – Demolition / Rezoning – R6 & C2 to PUD (GDP) –
New Union South and Johnson Street Vacation**

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

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

1. The development's proposal to vacate Johnson Street, close-off services to Orchard Street, and to consolidate several nearby parking lots into this one location is expected to create traffic impacts. These impacts will be a challenge to manage. A package of transportation actions has been developed in consultation with UW officials in an attempt to provide adequate measures to address the City's transportation concerns and interests.

Due to the request to vacate Johnson Street, the applicant has additional steps and measures to provide replacement of that street's services and functions. This will require the UW widening Randall Avenue from north of Dayton Street to Campus Drive and securing the Railroad's approval for this and the other changes near Orchard St and Campus Drive. The applicant shall enter into a developer's agreement / contract with the City for these changes and the following specific improvements required to support the development and impacts involved. Unless modified by an alternative financing plan or exception noted, the Developer is expected to finance 100% of the street or transportation facilities reconstruction, traffic signal and railroad costs, and other costs related to the changes proposed and required for the GDP.

- A. The applicant shall widen and reconstruct Randall Ave from north of Dayton Street to Campus Drive to include a dedicated right turn lane onto Campus Drive (to replace the capacity lost because of a vacated Johnson Street), and obtain the Office of Commissioner of Railroad's approval for this and the other changes near Orchard St. and Campus Dr. The OCR approval process takes several months and is required prior to the street vacation and SIP approval.
- B. The applicant shall dedicate right of way along Randall Avenue in accordance with the plans approved by the OCR and the City. The exact right of way dedication required will need to be finally determined after the OCR approval. However, the plans shall included space to add marked bike lanes in the street and new sidewalk and terrace, specifically a 4-8 ft wide terrace buffer for street trees, snow storage, signage and street lights; and a 6-10 ft wide free and clear concrete sidewalk / pedestrian corridor

and 1-2 ft setback from building face/property line/special features. (A 6 ft wide terrace and 9 ft wide free and clear sidewalk may be acceptable.)

- C. As agreed to with UW, the UW shall reconstruct the intersection of Engineering Drive and Randall Ave with special medians / islands to restrict access of left turns out onto Randall Ave.
- D. As agreed to with UW, in concert with restricting left turns out onto Randall Ave., the UW will support and provide additional use of the access drive to University Ave/ Campus Drive at the Mechanical Engineering and Engineering Centers Buildings.
- E. As agreed to with UW, the applicant shall reconstruct portions of both sides of Dayton Street at the site's parking ramp driveway to provide adequate space for left turn access and operations to the new parking ramp and the traffic signal at Randall Ave.
- F. As agreed to with UW, the UW shall provide an off-street drop-off circle or cul de sac on Orchard Street at Dayton Street to minimize impacts to Dayton St. and the pedestrian and bicycle conditions there.
- G. As agreed to with UW, the building shall be set back and have the dimension noted from the railroad corridor for future transportation (commuter rail) purposes, consistent with the UW's consultant report reviewed and agreed to by the City.
- H. The applicant has requested traffic signals at N. Orchard and Campus Drive. A City Council resolution is required to approve any traffic signals. As a result the applicant will need to file a request to the City Council and Pedestrian Bicycle Motor Vehicle Commission for their review and approval. If and when signals are approved by the City, the University shall be responsible for 100% of the costs of installation according to the City's plans and specifications and responsible for executing an agreement with the City for 100% of the traffic signal operation and maintenance costs of the traffic signals installed for the benefit of the University (similar to existing agreement for the traffic signals at Highland Avenue and Observatory Drive). If traffic signals are approved, then this intersection shall be reconstructed to provide a special, mid-block intersection re-marking treatment of double crosswalks 60 feet apart for intersection recognition (similar to treatment of East Campus Mall at Johnson St).
- I. The applicant's proposal to vacate Johnson Street results in the loss or removal of public on-street parking and loading facilities. This includes the existing seven (7) metered public parking stalls, one loading zone, one taxi stand, and bus stop. The City's Transit and Parking Commission and the University have entered into an agreement to resolve this and other University-related removal of public on-street parking (see City Legislative ID 11150), which will need to be considered with this GDP and prior to SIP approval.

PEDESTRIAN AND BICYCLE TRANSPORTATION REVIEW COMMENTS

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

GENERAL OR STANDARD REVIEW COMMENTS

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

3. When the applicant submits final plans for approval, the applicant shall show the following: items in the terrace as existing (e.g., signs and street light poles), type of surfaces, existing property lines, addresses, one contiguous plan, adjacent driveway approaches to lots on either side, signage, percent of slope, vehicle routes, and a scaled drawing at 1" = 20'.
4. The applicant shall post a deposit or letter of credit and reimburse the City for all costs associated with any modifications to traffic signals, street lighting, signing and pavement marking, and conduit and hand holes, including labor, engineering and materials for both temporary and permanent installations. This will include the costs for installation, operation, and maintenance of any new traffic signals.
5. The applicant shall enter into a subdivision contract or developer's agreement for the reconstruction of the streets and sidewalk adjacent to the development, including Randall Ave. and Dayton Street. The reconstruction of the streets and sidewalk shall be subject to the plans and specifications of the City Traffic Engineer and City Engineer.
6. The applicant shall submit a construction staging and traffic control plan prior to approval of the GDP and SIP. The applicant shall post a deposit or letter of credit and reimburse the City for all costs associated with any modifications to Traffic Signals, Street Lighting, Signing and Pavement Marking, and conduit and hand holes, including labor, engineering and materials for both temporary and permanent installations.
7. The final design and/or improvements to Randall Ave, Orchard St., Dayton St. Campus Drive, and Johnson St. shall be reviewed and approved by the City Traffic Engineer and City Engineer. The applicant shall need to obtain separate approval by the Board of Public Works and Common Council for the restoration and/or reconstruction of the public right-of-way including any changes requested by the developer. The applicant shall note on the site plan, "All work proposed in the right-of-way is not being approved as part of the PUD (GDP). All work in the right-of-way is approved separately by the Board of Public Works, City of Madison."

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

Contact Person: Wally Johnson
Fax: 414-272-8812
Email: wallyj@workshoparchitects.com

DCD: DJM: dm

**CITY OF MADISON
MADISON WATER UTILITY
119 East Olin Avenue
266-4651**

MEMORANDUM

Date: October 10, 2008

To: The Plan Commission
From: Dennis M. Cawley, Engineer 4 - Water Utility
Subject: DEMOLITION / REZONING – 1308 West Dayton Street

The Madison Water Utility has reviewed this demolition / rezoning request and has the following comments.

MAJOR OR NON-STANDARD REVIEW COMMENTS

The owner shall be responsible for all costs associated with the relocation of the existing water main in West Johnson Street.

GENERAL OR STANDARD REVIEW COMMENTS

The Madison Water Utility shall be notified to remove the water meter prior to demolition.

This property is in a Wellhead Protection District, and this use is permitted in this district.

All wells located on this property shall be abandoned if no valid well operation permit has been obtained from the Madison Water Utility.

The Water Utility will need to sign off the final plans, but will not need a copy of the approved plans.

Dennis M. Cawley



Metro Transit System

1245 East Washington Avenue
Suite 201
Madison, Wisconsin, 53703
Administrative Office: 608 266 4904
Fax: 608 267 8778 www.mymetrobus.com



November 20, 2008

TO: Plan Commission
FROM: Timothy Sobota, Transit Planner, Metro Transit
SUBJECT: **1308 W Dayton Street – Demolition & Rezoning – “New South Campus Union”**

Metro Transit has reviewed the subject development and has the following comments.

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

1. The proposed intersection configuration of Campus Drive and Randall Avenue shown on the site plans would eliminate the existing bus stop location on the south side of Campus Drive, east of Randall Avenue. This stop that would be eliminated serves the current Union South and adjacent properties, and would have otherwise directly served the proposed New South Campus Union, as well as the new WIDMIR site across the street. Elimination of this stop would also be contrary to the conceptual plans for the Transport 2020 commuter rail project, which anticipated direct passenger transfer opportunities between the train platform and local bus services at this stop location.
2. The closure/vacation of West Johnson Street, between Randall Avenue and Campus Drive, would result in the elimination of the UW Route 80 bus stop along the north frontage of Union South, as well as eliminate all Route 80 trips that currently travel west of Charter Street to reach this bus stop location (currently evening service only).
3. Metro Transit would not consider adding a new bus stop in the vicinity of the Orchard Street intersection (as proposed by the developer) unless a bump-out or other physical barrier were installed in the southern-most lane of Campus Drive (see attachments). Such a device would serve to divide and protect the area of a bus stop zone from the traffic that is entering this lane of Campus Drive from northbound Randall Avenue. Addition of a bus stop at Orchard Street would require the closure of the existing bus stop serving the intersection of West Johnson Street and Charter Street, due to stop spacing requirements.
4. Metro Transit feels it is critical to continue to be able to provide convenient transit service to the major trip generators of the expanded student union, as well as the WIDMIR project on the opposite side of Campus Drive. However, the extent to which the site plans show modifications to roadway capacity on both Randall Avenue and Campus Drive to accommodate an increase in car traffic directly eliminates current transit operations and moreover precludes any safe or efficient alternative options.
5. Metro Transit would request that the Plan Commission adopt a recommendation to the Board of Public Works and ultimately the Common Council in support of a physical traffic barrier being installed in the traffic lane on Campus Drive, that would create a safe bus stop zone near Orchard Street as identified in item 3 above.

GENERAL OR STANDARD REVIEW COMMENTS


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

6. Per the attached diagram “Current Metro Transit operations”, Metro Transit buses currently stop on Campus Drive west of the signalized rail and pedestrian crossing at Babcock Drive ([A/Image link](#)). From this stop location, riders have easy access crossing all lanes of both Campus Drive and University Avenue to points on the UW Campus. Departing this stop location, buses continue along

the south curb line of Campus Drive (B), and approach the Randall Avenue intersection in the designated right turn only lane (C/[Image link](#)) that is added here (buses are exempt from this right turn requirement, which provides a travel time advantage for bus passengers to the extent the three through lanes of Campus Drive are more heavily congested). Buses continue straight through the intersection from this curb lane to the current bus stop location serving the Randall Avenue intersection and Union South area (D/[Image link](#)), which is delineated from the three through traffic lanes of Campus Drive by a solid white line. This dedicated lane marking allows not only a protected zone for loading and unloading the approximately 600 passengers per day who use this stop, but also affords buses a scheduled layover spot (as published in the Ride Guide bus schedules) and a location from which various routes can start trips (both instances where a bus may have occasion to park for three to five minutes before departing). The dedicated lane marking continues on Campus Drive through the current intersection with West Johnson Street, where traffic eastbound on West Johnson Street is required to yield to buses traveling along Campus Drive (E/[Image link](#)). Buses continue east towards their next stop as the lane marking transitions to a dashed line (F). The next bus stop is in the curb lane on the south side of West Johnson Street, west of Charter Street (G/[Image link](#)). The stop at Charter affords similarly important pedestrian access to the extent Charter Street extends north of University Avenue towards Van Hise Hall and Observatory Drive. In addition to the bus operations along Campus Drive, the UW Route 80 currently has evening trips that travel west of Charter Street along University Avenue and Randall Avenue to serve the bus stop location on West Johnson Street east of Randall Avenue (H/[Image link](#)). Buses make similar use of this location, as a protected stop zone, for scheduled layover and other short-term parking requirements (i.e. driver breaks).

8. Elimination of the bus stop on Campus Drive east of Randall Avenue would leave an approximately 1/8th mile or 700 foot walking distance from the project site back to the previous stop location near Babcock Drive. The walking distance from the northeast corner of the development parcel (West Johnson Street at Orchard Street) to the next bus stop at Charter Street would be approximately 350 feet. The distance between these two remaining bus stop locations at Babcock and Charter (due to the elimination of the stop at Randall) would be just over 1/4 of a mile in total.
9. Metro Transit requests to sign and review final documents submitted for this project.

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



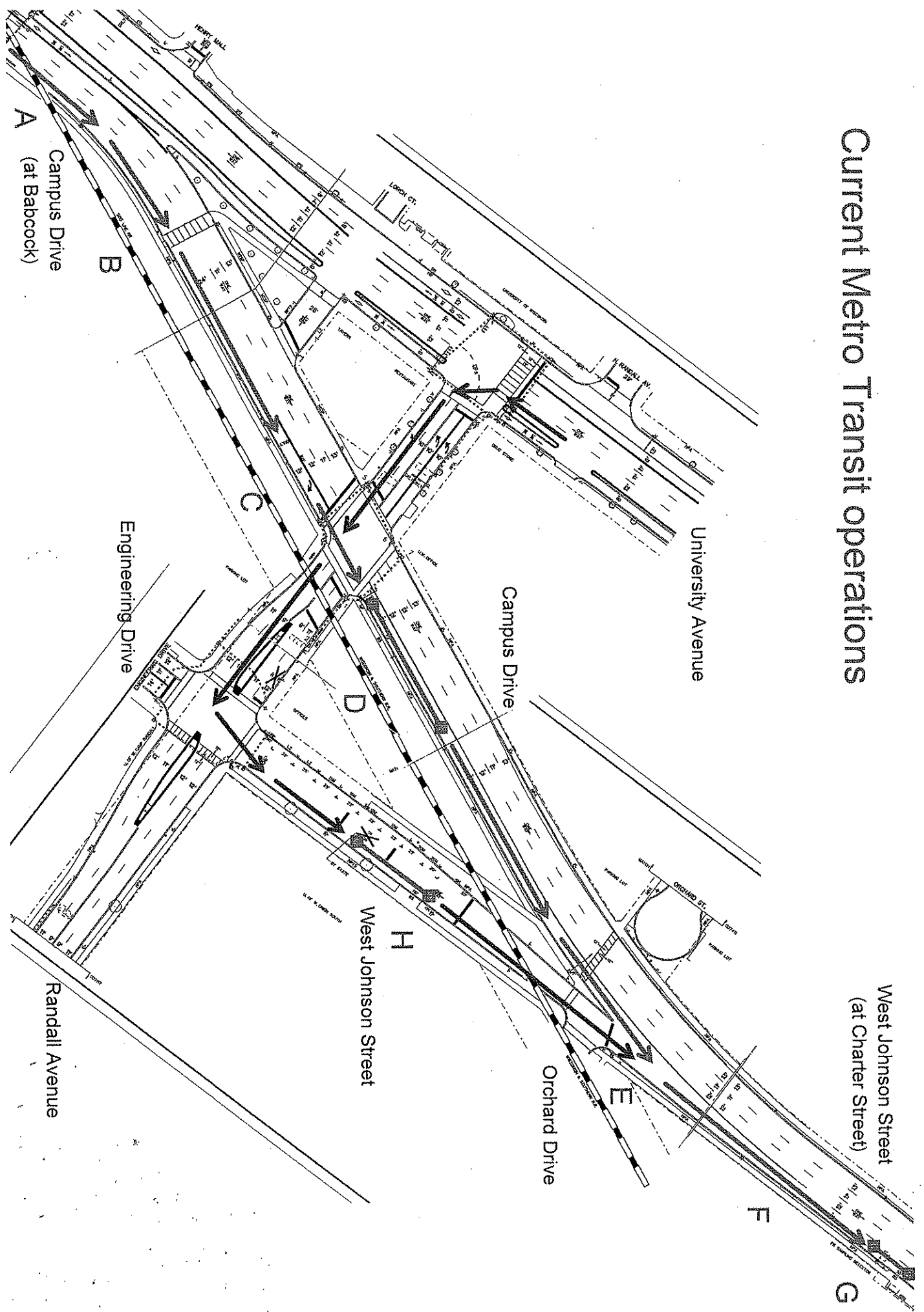
Digitally signed
by Tim Sobota
Date: 2008.11.20
11:18:21 -06'00'

CC: Project contact person, Wally Johnson: <WallyJ@WorkShopArchitects.com>
Applicant, Gary Brown: <gbrown@fpm.wisc.edu>
Transport 2020 Project Manager, David Trowbridge <dtrowbridge@cityofmadison.com>

Atchs.

- "Current Metro Transit operations" diagram
- Sketch on site plan showing proposed bump-out on Campus Drive

Current Metro Transit operations



→ Bus traffic

→ Mixed traffic

University Avenue

