

## REVISED TRAFFIC ENGINEERING COMMENTS

The City of Madison Traffic Engineering Division reviewed the subject development and has the following comments:

### MAJOR OR NON-STANDARD REVIEW COMMENTS

Comments are specific to the project, which may require additional work beyond a standard, more routine project.

1. If the project is approved, Traffic Engineering recommends the following conditions be added to the development to mitigate the safety impacts to the public as much as possible.
  - a. To ensure the public's safety West Johnson Street along this curvilinear frontage is currently posted No Stopping Standing or Parking. As a result there is no space or opportunity for the building to load from West Johnson Street. Vehicles loading from West Johnson Street or picking up and dropping off of residents are likely to reduce their own safety and that of the general public. Applicant shall provide an off-street loading zone for deliveries to the commercial site, and Move in and Move out of the residential building. In addition, at least one off street vehicular loading zones shall be provided for the residents of the building and smaller deliveries. Provide a turning movement template to ensure vehicles using the loading zones will not be required to use a backing movement onto or off of West Johnson Street.
  - b. Applicant, upon final sign off shall, provide a move in and move out plan for approval by the City Traffic Engineering division. The plan shall require tenants to use the off-street loading zone as listed above. In addition a staging plan will be provided to ensure availability of the loading zone. The plan shall include prohibited times of moving during which times the loading zone would be reserved for deliveries to the commercial component of the building. Applicant shall make the move in and move out plan a condition of the residential tenants lease.
  - c. Applicant, upon final sign off, shall include a waste management plan that allows removal of waste on site without using West Johnson Street.
  - d. Applicant upon final signoff shall provide a commercial delivery plan for approval by the Traffic Engineering division. The delivery plan shall include a requirement to use the off-street loading zone for all deliveries to the commercial component of the building. The delivery plan shall prohibit deliveries using vehicles that cannot fit into the off-street loading zone. Applicant shall make the commercial delivery plan a condition of the commercial tenants lease.
  - e. Bicycle racks adjacent the drive aisle and parking structure entrance is not wide enough to accommodate two-way traffic (20' minimum). An insufficient drive aisle will negatively impact internal circulation resulting in vehicles queuing onto W Johnson St. This creates an operational failure detrimental to public safety.
2. This site presents difficult constructability issues; access to neighboring sites must be maintained at all times, covered sidewalks will be constructed and maintained as soon as possible and little to no access to the Public Right Away on West Johnson Street will be granted for construction purposes.

### PEDESTRIAN AND BICYCLE TRANSPORTATION REVIEW COMMENTS

If you have any questions regarding the pedestrian and bicycle transportation comments below, please contact Scott Langer, City Traffic Engineering at 608-266-5987.

1. The development is expected to increase the number of pedestrians necessitating use of the public sidewalk along Johnson Street. Applicant shall submit a Certified Survey Map dedicating a 3' permanent sidewalk easement along the Johnson Street frontage of the property to mitigate the impacts to the public sidewalk from this development. This easement shall be a continuation of the easement provided to the City from the property located at 415 Johnson Street.

### **Parking Utility Comments**

If you have any questions regarding the City Parking Utility comments below, please contact Bill Putnam, Parking Utility at 608-266-6528.

2. The development has less than a 1:1 ratio of parking stalls to residential units. A condition of approval shall be that no residential parking permits shall be issued for 425 West Johnson Street; this would be consistent with other projects in the area. In addition, the applicant shall inform all tenants of this facility requirement in their apartment leases. In addition, the applicant shall submit for 425 West Johnson Street a copy of the lease noting the above condition.

### **GENERAL OR STANDARD REVIEW COMMENTS**

3. 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.
4. 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.
5. 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.
6. All parking facility design shall conform to MGO standards, as set in section 10.08(6).

Please contact Eric Halvorson, City Traffic Engineering at 608-266-6527 if you have questions regarding the above items.

DCD:SAL:EPH

**CITY OF MADISON  
INTERDEPARTMENTAL  
CORRESPONDENCE**

Date: November 10, 2014

**To: Plan Commission**

**From: Patrick Anderson, Assistant Zoning Administrator**

**Subject: 425-435 West Johnson Street**

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**Present Zoning District: UMX - Urban Mixed Use**

**Proposed Use: Demolish 3 existing apartment buildings to construct 12-story mixed-use building with 1,375 square feet of retail and 160 apartments.**

**Conditional Use: Sec. 28.076(4)(c) New buildings greater than 20,000 sq. ft in UMX require Plan Commission approval as a Conditional Use**

**Plan Commission approval: Demolition of principal buildings requires Plan Commission approval.**

**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).

- A. The elevator and stair level designed to provide rooftop access exceeds the "minimum necessary" to gain access to the roof, so it must be downsized to not be counted as an additional story.
- B. Provide additional detail for the rooftop mechanical equipment meeting the provisions of section 28.060(2)(f) where as not to counted as an additional story.
- C. The nonresidential space that qualifies this building as a mixed-use building shall not be used as an accessory use to the residential component of the project. These spaces shall be a separate use, leased and occupied by a separate tenant, to be established at the time of issuance of the Certificate of Occupancy for the space. The space shall comply with all applicable building codes as a separate occupancy space.

**GENERAL OR STANDARD REVIEW COMMENTS**

- 1. 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.
- 2. 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).

3. 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.
4. Section 28.185(9) (a) A demolition or removal permit is valid for one (1) year from the date of the Plan Commission approval.
5. Provide plan detail on the West Johnson Street -facing façade, showing compliance with section 28.071(3) (c) & (e) on the final plan sets.
6. Provide a detail plan page with final plans showing the qualifying useable open space areas.
7. Provide detail on final plans showing parking door/opening is no wider than 22' per sec. 28.071(3)(a)4.
8. 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.
9. Required screening along district boundaries is not being provided, however can be waived or modified by the Plan Commission as part of the Conditional Use approval pursuant to Section 28.142 (8).
10. Provide screening details of loading area pursuant to 28.142 (9)(c).
11. Provide a minimum of 178 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% (37 spaces) of the bike parking spaces may be structured bike parking (wall-mount or stacked). Call out design types and dimension required stalls on the final plan. There are various locations in the submitted plans where the dimensional requirements are not apparently being met.

**UMX DIMENSIONAL REQUIREMENTS**

<b>Dimensional Requirements</b>	<b>Required</b>	<b>Proposed</b>
Lot Area (sq. ft.)	No minimum	17,451 sq ft.
Minimum front yard setback	Mix-use buildings: 0'	1' underground parking
Side yard setback	0'	3.8' RS 4.5' LS
Rear yard	10' See (b) below	10.15' (1.4' for underground parking)
Maximum lot coverage	90%	66%
Maximum building height.	12 stories	12 stories
Useable open space	10 sq. ft. per bedroom (1710 sq. ft.) (428 sq. ft. at grade)	22,389 sq. ft.

<b>Site Design</b>	<b>Required</b>	<b>Proposed</b>
Number parking stalls	0 (Central Area)	149
Bike parking	1 per unit up to 2-bedrooms, ½ space per add'l bedroom; (160) 1 guest space per 10 units; (16) 176 90% of the required resident bicycle parking shall be short term. (16) 16 short term minimum for residential guests with in 100' of principal entrance. 144 long term for residential. Maximum 25% structured (40) Retail: 1 per 2,000 sq. ft. (2) Total 178	Short term - 38 Long term - 83 Structured - 57  Short 21 long term stalls. (11)
Landscaping	Yes	Yes (8,9,10)
Lighting	Yes	Yes
Building forms	Yes, flex building	Meets building forms

<b>Other Critical Zoning Items</b>		
Urban Design	Yes	UMX
Utility easements	Yes	
Barrier free (ILHR 69)	Yes	



Department of Planning & Community & Economic Development

## **Building Inspection Division**

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215 Martin Luther King, Jr. Boulevard  
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Madison, Wisconsin 53701-2984  
Phone: (608) 266-4551  
Fax (608) 266-6377  
[www.cityofmadison.com](http://www.cityofmadison.com)

**DATE:** November 5, 2014

**TO:** Plan Commission

**FROM:** George C. Hank, Director  
Building Inspection Division

A handwritten signature in black ink, appearing to read "George C. Hank".

**SUBJECT:** 425-435 W. Johnson Street Redevelopment, Construction and Approval

At its November 10, 2014 meeting, the Plan Commission will be asked to approve a mixed-use redevelopment at the subject site. This project involves Developer Leslie Orosz and Architect/Supervising Construction Professional John Sutton.

Our office has been involved in the review and permitting for one other recent redevelopment project from Mr. Orosz (Aspen Court), and two other redevelopment projects from Mr. Sutton (Aspen Court and Washington Plaza). With both of these projects, the owner and/or architect made a decision to change the construction of exterior elements while the buildings were under construction. These were changes from the plans that had been approved by the Plan Commission and/or Common Council and the changes also do not match the Building Permit plans. Per the City's Zoning Code, these changes require alterations to be approved before construction commences. These types of changes can be significant, and requests to alter the plans after construction has been substantially completed puts the City in a difficult position when asked to approve an exterior change that has already been built.

### Aspen Court project, 201 S. Bedford Street, Demolition, Planned Development Rezoning:

Upon Plan Commission and Common Council approval, the completion of site plan review, and recording of the approved Planned Development, a Building Permit was issued for the project. The project construction commenced, and through the observation of a citizen, it was noted the balconies, a prominent part of the architecture and significant aspect of the approval for this building, were changed. An Enforcement Case was started on May 23, 2013, with orders to obtain approvals for the changes to the balconies. The exterior changes, along with some other changes, were ultimately approved on August 1, 2013.

### 425 W. Washington, Washington Plaza, UMX Rezoning, Demolition, Conditional Use

Upon Plan Commission and Common Council approval, and the completion of site plan review, a Building Permit was issued for the project in December 2013. During the months of November and December 2013, City staff, the District Alderperson, and neighborhood stakeholders extended significant efforts to complete review of the plans and worked closely with the owner and Architect/Supervising Professional to ensure the building plans matched the approved plans from the

November 5, 2014

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Plan Commission and Common Council. Staff believes it was made clear to the owner and architect that they must build in consistency with the approved plans, and any alterations to the approved plans would require approval before implementation.

After obtaining Certificate of Occupancy approval, Mr. Sutton advised staff that some exterior elements of the building were changed or omitted without first obtaining approvals for an alteration to the project. An Enforcement Case has since been opened for alterations observed without first obtaining required approvals, and the resulting violations are being processed by the City at this time.

To address this problem, Staff recommends the following condition be applied to the current project:

The supervising professional for the construction phase of the project shall report to the Building Inspection Division Director on the status of construction of the project, on a schedule to be determined by the Director. The report shall particularly note the status of ongoing construction relative to the approved plans and building permits.

Staff believes such a condition is a first step toward sending a clear message to the owner and likely supervising professional for this project, that changes must be approved before they are implemented during building construction.

cc: Michael Verveer, District 4 Alderperson  
Steve Cover, Director, Department of Planning & Community & Economic Development  
Katherine Cornwell, Director, Planning Division  
Matt Tucker, Zoning Administrator  
Kevin Firchow, Planner

**AGENDA # 9**

City of Madison, Wisconsin

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REPORT OF: URBAN DESIGN COMMISSION      **PRESENTED:** October 15, 2014

**TITLE:** 433 West Johnson Street – New  
Construction of Mixed-Unit Building with  
Approximately 2,100 Square Feet of  
Commercial Space and 148 Apartment  
Units in the UMX District. 4<sup>th</sup> Ald. Dist.  
(33254)

**REFERRED:**  
**REREFERRED:**  
**REPORTED BACK:**

**AUTHOR:** Alan J. Martin, Secretary      **ADOPTED:**      **POF:**

**DATED:** October 15, 2014      **ID NUMBER:**

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Members present were: Richard Wagner, Chair; Cliff Goodhart, Lauren Cnare, Melissa Huggins, Tom DeChant, Dawn O’Kroley, John Harrington and Richard Slayton.

Due to computer-related recording issues, the specific details and transcripts of this agenda item were not recoverable. This report represents a brief summary of consideration of this item.

**SUMMARY:**

At its meeting of October 15, 2014, the Urban Design Commission **GRANTED INITIAL APPROVAL** of new construction located at 433 West Johnson Street. Appearing on behalf of the project were John W. Sutton and Douglas Kozel. Both architects presented updated building elevations and site plan. The elevational changes emphasize alterations to the lower level façade at West Johnson Street that accommodate first floor commercial tenancies on the end elevation. Issues with loading zones, mechanized parking system, the non-pedestrian appearance and function of the plaza at the front of the building and design were discussed and noted by Kevin Firchow, Planner II, relative to consistency with the “Downtown Urban Design Guidelines,” including his recommendation for referral of the project on those bases. The Commission was generally favorable with the overall building architecture, but not with issues with Traffic Engineering on the mechanized parking system and non-pedestrian features of the plaza such as loading, drop-off and potential parking issues, all of which require further address, as well as potential modifications to address issues to the project as currently proposed. The Commission took issue with the use of EIFS as the primary material as the walls for balconies as durable and a mono application as noted by staff. The Commission also took issue with plantings in planters at the street and arcade; needing verticality such as “Aspen,” in addition to considering the use of grasses such as “Big Blue Stern.”

**ACTION:**

On a motion by Cnare, seconded by Goodhart, the Urban Design Commission **GRANTED INITIAL APPROVAL**. The motion was passed on a vote of (7-0). The motion for initial approval noted the need to address plaza/pedestrian functions in contrast with parking and loading issues, basic design detailing of balconies including rail and wall details. Initial approval found that the standards for the “Downtown Urban Design Guidelines” were addressed with the revised elevations and walpaks utilities as presented.



City of Madison, Wisconsin

REPORT OF: URBAN DESIGN COMMISSION      **PRESENTED:** March 5, 2014

**TITLE:** 433 West Johnson Street – New  
Construction of Mixed-Unit Building with  
Approximately 2,100 Square Feet of  
Commercial Space and 148 Apartment  
Units. 4<sup>th</sup> Ald. Dist. (33254)

**REFERRED:**  
**REREFERRED:**  
**REPORTED BACK:**

**AUTHOR:** Alan J. Martin, Secretary      **ADOPTED:**      **POF:**

**DATED:** March 5, 2014      **ID NUMBER:**

Members present were: Richard Wagner, Chair; Dawn O’Kroley, John Harrington, Tom DeChant, Melissa Huggins, Lauren Cnare and Cliff Goodhart.

**SUMMARY:**

At its meeting of March 5, 2014, the Urban Design Commission **RECEIVED AN INFORMATIONAL PRESENTATION** for new construction of a mixed-unit building located at 433 West Johnson Street. Appearing on behalf of the project were John Sutton, Douglas Kozel, Dave Halbershben and Mitch Blazek, representing Orosz Properties. Kozel presented plans for the building and reviewed the site and its surroundings. The first floor would contain a mezzanine lounge area as well as office space. They want a large square footage area of plantings in the courtyard area. He reviewed possible circulation scenarios and discussed automated parking; the car goes into the lift (it is already raised by about 1-foot by mechanical device), the mule picks it up, backs it away and parks it. A laser in the unit knows where your car is stored and it knows your history; it positions your car ahead of time in order for you to get out. A rooftop pool and greenspace is proposed. Putting a curve on the balconies ties the elevations together and helps to define that space. A masonry base of 2 ½-stories (to the window sill height of the 3<sup>rd</sup> floor) is proposed, along with a bronze colored metal. They are hoping to put glass all the way around as they proceed to the upper floors. The balconies have a solid edge which is ¼” galvanized steel positioned to come down below the bottom of the floor slab by about 9” or a foot and comes up about 2-feet above the floor; this as a result of concern for what people would put on their balconies that becomes so visible and it helps allow them to use built-in lighting.

Comments and questions from the Commission were as follows:

- Will a person sitting on the balcony be able to see over the plate steel?
  - The railing has to be up to 42”, the plate steel stops at 2-2 ½ feet. It’s like a windowsill.
- That curve is so fluid and it projects out of the front when you look at the perspectives from the other side, it starts to imply it when you get there.
  - I really wanted that.
- On the curving balcony how do you separate?

URBAN DESIGN COMMISSION PROJECT RATING FOR: 433 West Johnson Street

	Site Plan	Architecture	Landscape Plan	Site Amenities, Lighting, Etc.	Signs	Circulation (Pedestrian, Vehicular)	Urban Context	Overall Rating
<b>Member Ratings</b>	-	7	-	-	-	-	-	7
	-	-	-	-	-	-	-	7

General Comments:

- Like the direction. Some concern about first floor along Johnson.

**Mifflin District, CNI  
Comments on Les Orosz's  
Development Proposal For  
433 West Johnson Street  
April 30, 2014**

**Summary**

This document summarizes the results of a Mifflin District and steering committee meetings regarding the proposed development at 433 West Johnson Street. This statement does not provide support or opposition to the proposal. The neighborhood association has no major issues with this proposal. Neighborhood concerns are detailed below and have been discussed with the developer.

**Neighborhood Comments**

The following areas of concern and interest have been discussed with and addressed by the developer. The neighborhood association desires to have continued conversations with the developer regarding the following items throughout the remainder of the development review process and construction phase.

- This proposal and the neighboring development to the east currently under construction provide an excellent opportunity to increase the width of the sidewalk along W Johnson Street. The neighborhood strongly recommends sidewalks on W Johnson Street side of these projects be increased to at least 8 feet while maintaining the current width of the terrace.
- The neighborhood applauds the plans for green roof features.
- The neighborhood appreciates the amount of effort applied to the overall design, materials, and attractiveness of roof features as they will be visible from many of the taller surrounding buildings.
- The noise or exhaust of the parking level ventilation systems should not impact residents, neighbors, or pedestrians.
- The developer should consider the construction of a property line fence or wall in the rear to deter foot traffic cutting across the block from Dayton St and to provide privacy and security for residents of the ground level units.
- City staff has suggested extensive hardscape for the plaza area. With so much hard surfaces in the area already, the neighborhood much prefers more green space rather than less for both its visual appeal and to aid storm water runoff control.