



Letter of Intent

REZONING REQUEST

R6 & C2 to Planned Unit Development (PUD-GDP)

for the

New South Campus Union

Application Submittal Date: October 1, 2008 for December 1, 2008 Plan Commission

This is an application for a rezoning from R6 & C2 to PUD-GDP for a new 291,500 GSF campus union facility located at 1308 West Dayton Street. The project is currently in design development with a projected bid date of January 2009 and a construction start date of March 2009. Asbestos abatement and demolition of the existing buildings will start in February 2009 and be completed for occupancy in March 2011.

Application Materials

- Cover Letter
- Application Form
- Legal Description
- Letter of Intent (this document)
- Zoning Text
- Small format bound set of drawings
- Large format bound set of drawings

Project Participants

Owner:

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Contractor(s): **CG Schmidt, Inc. (construction manager)**
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Building Use, Area, and Occupancy

The existing Union South facility, constructed in 1971, consists of a 3-story, 113,000 GSF mostly concrete building which has outlived its useful life. Elsewhere on the site includes the 1964 Hi-Ray Hall which is an old 3-story walk up student dormitory with basement converted into academic program space and the prior privately owned Randall Towers apartment complex (19,000 GSF). All three existing buildings will be removed as part of this project. This PUD/GDP requests includes a request to demolish the three buildings prior to receiving final approval of the SIP drawings for this project. The existing Union South building continues to provide both programmatic and long term maintenance challenges for the university. After a significant master plan study of all Wisconsin Union facilities, it was determined that the most cost effective and prudent measure in providing new, state-of-the-art facilities for the campus users, was to remove the existing facilities and build a new and expanded facility on the existing site.

The proposed new facility will include the following uses: dining facilities, café/grill and adjacent 2nd floor outdoor dining terrace (total capacity of 585), a coffee shop, indoor climbing wall, shower/changing facilities, a bowling alley with 8 lanes, a recreation center with table games, a large banquet room (Badger Hall) to accommodate 2,000 people standing and 875 for banquet seating, pre-function spaces, a small theatre for campus films (360 fixed seats), conference/meeting rooms (total capacity for 370), offices, student organization spaces, catering offices and a large production kitchen, 60 guest (hotel) rooms, an art gallery, a small convenience store/market, food kiosks, storage spaces, bike and moped parking, and approximately 178 underground parking spaces. Future connections to the proposed regional rail system are also being designed into the facility along the north side of the building and the existing rail tracks. A bike station of approximately 1,700 GSF containing a small maintenance repair facility is also planned but unfunded at this time.

Outside the east side of the building, along the vacated North Orchard Street, the opportunity for small outdoor farmers markets, art fairs and potential food carts is being planned along a pedestrian-bicycle mall / fire lane. The vacated section of North Orchard Street, between West Dayton Street and Campus Drive/West Johnson Street, will be turned into a pedestrian mall that will provide fire/emergency access for the building.

The main users of the current Union South building, on a typical day during the academic year, include approximately 6,000 faculty/staff, grad students and undergraduate students. That number is expected rise to around 9,000 daily with the new South Campus Union. Hours of operation are 7:00 a.m. to 12:00 midnight every day of the week with some shorter hours during academic break periods.

Building Signage will follow campus standards of either ground mounted signs or on-building mounted signage.

The site will provide 230 bicycle parking spaces on the west, east and north sides of the building. Moped parking (approximately 40 spaces) will be accommodated along the Orchard Street mall just north of West Dayton Street and along North Randall Avenue.

Parking management is addressed in accordance with the overall University Master Plan on a campus-wide basis, not by individual building. This facility will provide approximate 178 underground parking spaces with a mixture of permit spaces and visitor (hourly) spaces. The 2005 Campus Master Plan recommends consolidating surface parking lots into structured parking ramps to allow for more infill development and improved land use on campus. Parking for individuals with disabilities will be provided in the underground parking ramp as well. Loading/unloading, pick-up/drop-off, taxi and short term delivery parking will be accommodated off the southeast corner of the building in a small turn around area.

The underground loading dock will include room for 3 full size semi-trailer trucks and 2 panel truck dock spaces. This area will also include room for dumpsters and recycling facilities.

From a maintenance standpoint, trash removal is handled by University custodial staff on a daily basis with servicing of dumpsters in the underground service/loading dock area. Equipment storage is handled all within the confines of the building. Snow removal on all walks and access drives for the existing and proposed building is administered by University Environmental Services staff. Building custodial staff are responsible for snow and ice removal near the building entrances and on the walks immediately leading into the building.

The 2005 Campus Master Plan identifies this site as the proposed future Union redevelopment with associated parking. The master plan further recommends a future relocation of the Wendt Engineering Library to the west on the Engineering campus and provide a new major green space and open area for the new Union. This future phase may be done in 10 to 15 years and may include additional underground parking. The master plan also suggests connections to a regional transportation system (commuter rail & regional bus systems).

A bus pull-off is planned for the west side of North Randall Avenue, south of Engineering Drive to provide space for two buses loading/unloading passengers along with the necessary bus shelters and seating for waiting passengers. This area can also serve local Metro buses including the campus bus routes. The bus stop on Campus Drive will need to be relocated after discussions with Madison Metro staff. Currently, it has been suggested to be moved to the east near the Orchard/Campus Drive intersection.

Pedestrian crossing improvements as part of this project include adding traffic signals to the intersection of Campus Drive and North Orchard Street similar to work that has been done on the University Avenue/Johnson Street pair at the East Campus Mall (formerly N. Murray St.). The intersection will be colored concrete to visually reinforce the importance of this pedestrian crossing.

Legal Description of Site

See Attached.