



Department of Planning & Community & Economic Development
Planning Division

Website: www.cityofmadison.com

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June 5, 2009

Wally Johnson
Workshop Architects, Inc.
1736 North Second Street
Milwaukee, WI 53212

RE: Approval of a request to rezone 1308 W. Dayton Street from Planned Unit Development-General Development Plan (PUD-GDP) to Planned Unit Development-Specific Implementation Plan (PUD-SIP) to allow the development of a new South Campus Union at 1308 W. Dayton Street.

Dear Mr. Johnson:

At its June 2, 2009 meeting, the Common Council approved your client's application to rezone 1308 W. Dayton Street from Planned Unit Development-General Development Plan (PUD-GDP) to Planned Unit Development-Specific Implementation Plan (PUD-SIP) to allow the development of a new South Campus Union at 1308 W. Dayton Street. The following conditions of approval shall be satisfied prior to final approval and recording of the Specific Implementation Plan:

Please contact Janet Dailey, City Engineering Division, at 261-9688 if you have questions regarding the following twenty-three (23) items:

1. Plans shall be revised to show proposed public storm, water and sanitary sewer work to be completed as part of the plans issued by City Engineering, Project Number 53B2220.
2. Proposed sanitary sewer connection on West Dayton Street will require a permit from Madison Metropolitan Sewerage District (MMSD) prior to approval. Provide a copy of the approved MMSD permit prior to sign off.
3. Televising records indicate the City sanitary manhole SAS 4651-011 is located within 5 ft of the proposed manhole. Revise plan to connect lateral for proposed Union South to the City manhole and shift storm sewer to avoid conflict. Adjust manhole to grade if it is currently buried.
4. Applicant shall record the CSM and convey any required easements as part of the public improvements required for this project prior to sign off.
5. The Developer's Contractor or their sub shall be responsible for all equipment, material and labor costs associated with the railroad crossing and signal work required for this project and shall enter into an agreement with WSOR to cover said costs.
6. The Developer's contractor(s) shall take out a permit to excavate in the Right of Way for the construction of the public works improvements adjacent to this development.
7. The Developer shall make improvements to Dayton Street, Randall Avenue, Campus Drive and Orchard Street as detailed in the Developer's Agreement. The Developer's Agreement and related cost reimbursements associated with it shall be in place prior to sign off of the SIP.

8. Revise site plans to clearly show delineation of the SIP boundary and areas off site, including off site right of way and WIDOT rail corridor. Clearly show all existing and proposed right of way and easements.
9. The drive opening on drawing 3-C105 is not acceptable. Coordinate with Traffic Engineering on an acceptable drive geometry.
10. If the Developer wishes to install special treatment to the terraces a maintenance agreement shall be required.
11. Drawing 3-C106 shows a walkway crossing the railroad. This will be considered a private crossing and was not covered in the OCR Decision recently obtained by the City. This will require a separate agreement between the Developer and the Railroad.
12. Drawing 3-LS101 calls for crosswalks at car ramp entrance on Dayton Street. The City's plans do not call for crosswalks in this location. Modify drawings to coincide with the City's approved plans for 53B2220.
13. 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.
14. 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.
15. 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.
16. 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.
17. All work in the public right-of-way shall be performed by a City licensed contractor.
18. 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.
19. 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.

20. 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.
21. Prior to approval, this project shall comply with Chapter 37 of the Madison General Ordinances regarding stormwater management. Specifically, this development is required to Control 40% TSS (20 micron particle) off of new paved surfaces. Stormwater management plans shall be submitted and approved by City Engineering prior to signoff.
22. The applicant shall submit, prior to plan sign-off, digital CAD files to the Land Records Coordinator in the Engineering Division. (Lori Zenchenko) lzenchenko@cityofmadison.com. The digital copies shall be drawn to scale and represent final construction including: building footprints, internal walkway areas, internal site parking areas, lot lines/ numbers/ dimensions, street names, and other miscellaneous impervious areas. All other levels (contours, elevations, etc) are not to be included with this file submittal. Email file transmissions are preferred. The digital CAD file shall be to scale and represent final construction. Any changes or additions to the location of the building, sidewalks, parking/pavement during construction will require a new CAD file. The single CAD file submittal can be either AutoCAD (dwg) Version 2001 or older, MicroStation (dgn) Version J or older, or Universal (dxf) format. Please include the site address in this transmittal.
23. 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>.

Please contact John Leach, Traffic Engineering Division, at 267-8755 if you have questions about the following fourteen (14) items:

24. 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.

25. The applicant shall enter into a developer's agreement / contract with the City for the above-noted 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 include 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.
26. The final locations and number of bicycle parking shall be reviewed and approved by the Traffic Engineer.
27. The applicant shall indicate the type of bicycle racks to be installed both inside and outside of the building.

28. 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'.
29. All existing driveway approaches on which are to be abandoned shall be removed and replaced with curb and gutter and noted on the plan.
30. The applicant shall modify the West Dayton Street driveway approaches according to the design criteria for a "Class 3" driveway in accordance to Madison General Ordinance Section 10.08 (4).
31. The applicant shall redesign the Randall Avenue truck service driveway approach according to the design criteria for a "Class III (a)" driveway in accordance to Madison General Ordinance Section 10.08(4)(a) 4. The proposed increase in the driveway width is not permitted according to the ordinance. The maximum is forty (40) ft and maximum of ten (10) ft flares.
32. 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.
33. The applicant should show the dimensions for proposed and existing parking stalls' items A, B, C, D, E, and F, and for ninety-degree angle parking width and backing up, according to Figures II "Medium and Large Vehicles" parking design standards in Section 10.08(6)(b) 2. This is a State of Wisconsin project, the applicant could note on the plan sheet or submit a letter to Traffic Engineering, City Of Madison "The parking stalls design is according to State of Wisconsin parking design standards and approved by the State of Wisconsin."
34. 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."
35. "Stop" and "No Left Turn" signs shall be installed at a height of seven (7) feet to the bottom of the first sign at the driveway approaches where medians or one-way streets prohibit turns. "Stop" signs shall be installed at a height of seven (7) feet at driveway approaches. All signs at the approaches shall be installed behind the property line. All directional/regulatory signage and pavement markings on the site shall be shown and noted on the plan.
36. The Developer shall post a deposit and reimburse the City for all costs associated with any modifications to Traffic Signals, Street Lighting, Signing and Pavement Marking, and conduit and handholes, including labor, engineering and materials for both temporary and permanent installations.
37. Public signing and marking related to the development may be required by the City Traffic Engineer for which the developer shall be financially responsible.

Please contact Pat Anderson, Assistant Zoning Administrator, at 266-5978 if you have any questions regarding the following three (3) items:

38. Please modify the Zoning Text, Subsection "Signage" as follows: Signage shall be placed in compliance with MGO 31, unless otherwise approved by the UDC as part of a comprehensive signage package. Add to "Lighting" as follows and shall comply with City of Madison outdoor lighting standards
39. The provision of all bicycle and scooter parking facilities appears to be satisfied using portions of both the private property and public right-of-way. The coordination of these facilities must be reviewed and approved by the City Traffic Engineering Division, and all agreements for use of the public right-of-way for bicycle/scooter parking must be satisfied by City staff before the SIP may be recorded or a building/construction permit issued for the project.
40. Meet all applicable State accessible requirements, including but not limited to:
 - a. Provide a minimum of six accessible stalls striped per State requirements. A minimum of one of the stalls shall be a van accessible stall 8' wide with an 8' striped out area adjacent.
 - b. Show signage at the head of the stalls. Accessible signs shall be a minimum of 60" between the bottom of the sign and the ground.
 - c. Show the accessible path from the stalls to the building. The stalls shall be as near the accessible entrance as possible. Show ramps, curbs, or wheel stops where required.

Please contact Dennis Cawley, Water Utility, at 266-4711 if you have questions about the following item:

41. All wells located on this property shall be abandoned if no valid well operation permit has been obtained from the Madison Water Utility. This property is in a Wellhead Protection District. The proposed use is allowed in this district. Any change in proposed use shall be submitted to the Water Utility General Manager to determine if it is in compliance with the City of Madison's Wellhead Protection Ordinance. The Water Utility will not need to sign off the final plans, nor need a copy of the approved plans.

Please contact my office at 267-1150 if you have questions about the following item:

42. That the applicant clearly label all areas in which outdoor activities are proposed and that the hours of operation (noting closing times of midnight) be added to the zoning text for approval by staff.

The applicant should also contact Scott Strassburg, Madison Fire Department, at 261-9843 to review Fire Code conformance issues related to this project.

The applicant is also required to satisfy the conditions of approval of the Urban Design Commission prior to the final staff approval of the project and the issuance of building permits. Please contact Al Martin, Urban Design Commission Secretary, at 267-8740 if you have any questions about those conditions.

Please now follow the procedures listed below:

After the plans have been changed as per the above conditions, please file eight (8) sets of the revised, complete site plans, building elevations, floor plans and any other documentation requested herein with the Zoning Administrator, Room LL-100, Madison Municipal Building, 215 Martin Luther King, Jr. Boulevard. The sets of final revised plans or documents will be circulated by the Zoning staff to the City department staff listed above for their signature of final approval.

Upon receipt of the aforementioned plans, documents and fees, and upon determining that they are complete, the Zoning Administrator shall record them with the Dane County Register of Deeds Office. The recorded originals will be returned to the applicant, with the recording information noted, when the Register of Deeds has completed the recording process.

If this plan is not recorded within one year of the date of approval by the Common Council, the approval shall be null and void. No construction or alteration of the property included in this application shall be permitted until a Specific Implementation Plan (SIP) has been approved and recorded.

Within thirty-six (36) months of Common Council approval of the general development plan, the basic right of use for the areas, when in conformity with the approved specific implementation plan, shall lapse and be null and void unless 1) the project, as approved, is commenced by the issuance of a building permit, or 2) if an application for an extension is filed at least thirty (30) days prior to the expiration of the thirty-six (36) month period and the Plan Commission, after a public hearing pursuant to Sec. 28.12(10)(e), determines that no changes in the surrounding area or neighborhood since approval of the general development plan render the project incompatible with current conditions and grants an extension of up to twenty-four (24) months in which to obtain a building permit. In no case shall an extension allow a building permit to be issued more than sixty (60) months after approval of the general development plan by the Common Council. If a new building permit is required pursuant to sec. 29.06(4), Madison General Ordinances, a new petition and approval process shall be required to obtain general development plan approval and specific implementation plan approval.

If you have any questions regarding recording this plan or obtaining permits, please call Matt Tucker, Zoning Administrator, at 266-4551. If I may be of any further assistance, please do not hesitate to contact me at 267-1150.

Sincerely,

Kevin Firchow, AICP
Planner

cc: Janet Dailey, City Engineering Division
John Leach, Traffic Engineering Division
Tim Sobota, Metro Transit
Scott Strassburg, Madison Fire Department
Pat Anderson, Asst. Zoning Administrator
Dennis Cawley, Water Utility

For Official Use Only, Re: Final Plan Routing			
<input checked="" type="checkbox"/>	Planning Div. (Firchow)	<input checked="" type="checkbox"/>	Engineering Mapping Sec.
<input checked="" type="checkbox"/>	Zoning Administrator	<input type="checkbox"/>	Parks Division
<input checked="" type="checkbox"/>	City Engineering	<input checked="" type="checkbox"/>	Urban Design Commission
<input checked="" type="checkbox"/>	Traffic Engineering	<input type="checkbox"/>	Recycling Coord. (R&R)
<input checked="" type="checkbox"/>	Fire Department	<input checked="" type="checkbox"/>	Other: Metro Transit