

February 18, 2015

Ms. Katherine Cornwell, Director of Planning Division
Department of Planning and Community Development
City of Madison
215 Martin Luther King Jr. Blvd.
Madison, WI 53701

Re: Letter of Intent for CSM Lot Combination with Land Use Application

Dear Ms. Cornwell:

The following submittal is for a CSM Lot Combination with a Land Use Application to the Madison Plan Commission and City Council:

Organizational Structure:

Owner: AJ of Wisconsin, LLC
C/o Delta Properties, Inc.
612 West Main Street
Madison, WI 53703
Contact: John Koffel
john@delta-properties.com
608.279.8884

Site/Civil: Burse Surveying and Engineering, Inc.
2801 International Lane Suite 101
Madison, WI 53704
Contact: Michelle Burse
mburse@bse-inc.net

CSM Approval for a Single Lot:

AJ of Wisconsin proposes to combine two adjacent Original Plat lots known as 624 West Doty (hereinafter 624) and 633 West Main Street (hereinafter 633) into one CSM lot. The sole purpose of this CSM filing is the removal of extraneous lot lines from the applicant's common ownership parcels. The warehouse building on the 633 West Main lot was redeveloped as a distinctive office building under plans approved by the city of Madison in the spring.

of 1995 and no changes to these prior and completed improvements are contemplated by this application. Since 1995 the Wisconsin chapter of The Nature Conservancy has continuously occupied these offices.

Conditional Use Accessory Parking and its Economic Impact

In March, 1999 the 624 lot was under common ownership and it received conditional use approval for construction of a 12 stall parking lot to serve the 633 building as well as conditional use approval for accessory parking in favor of the "Delta Storage" building, now known as the Kroger Building at 634 West Main Street (Hereinafter 634). (See attached Plan Commission Letter dated March 16, 1999 as Exhibit A.)

Continuation of this prior approval of accessory parking for the one lot CSM in favor of the improved office buildings at 633 and 634 is made part of this application. The shared parking facility is essential to the economic viability of both the 633 and 634 buildings. Accessory use of the 633/624 parking balances the parking needs of the 633 and 634 buildings. The Nature Conservancy (633) has more parking than needed - 49 stalls for 7,500 square feet of office. And the Kroger building (634) has less parking than needed - 36 stalls for 32,000 feet of office. Approved parking lot plans for 624, 633, and 634 are included with this application.

The parking ratio for the combined buildings-85 stalls for 39,500 total square feet is just over 2 stalls per thousand. This shared parking supports approximately 125 basic sector employees with professional/technical jobs. In addition to The Nature Conservancy other notable tenants at these buildings are Microsoft, Clean Wisconsin, and Propeller Health. Adequate parking resource was an essential component of their decision to locate at this site. (See Downtown Plan p. 19 and p. 75 on the importance of diverse and shared parking resources).

Land Parcel Statistics

Parcel number 633 West Main Street	251/0709-234-0507-5
Parcel number 624 West Doty Street	251/0709-234-0508-3
Lot Area- 633 West Main Street	20,775 square feet
Lot Area-624 West Main Street	4,356 square feet
Gross Floor Area Offices CSM Lot 1	7,500 square feet
Parking for CSM Lot 1	49 Stalls
Parking Ratio CSM Lot 1	6.5/1000

Gross Floor Area Offices 634 West Main	32,000 square feet
Parking for 634 West Main Street	36 Stalls
Parking Ratio for 634 West Main	1.1/1000
Combined Floor Area 633 & 634	39,500 square feet
Combined Parking Ratio With Accessory Use Approval	2.15/1000

UMX Zoning for the One Lot CSM per the Downtown Plan

The 633/624 parcels were among the first existing west rail corridor properties to see adaptive reuse to offices, playing early key roles in the redevelopment of the former industrial rail yards of the Tobacco Warehouse District. Their development to offices and support parking was approved under their original M1 zoning classifications, which continued in effect until December 31, 2012.

With the implementation of the 2013 city wide rezoning these two parcels were given a DR2 residential classification making their current office and parking use non-conforming and suggesting future office use and accessory parking on these parcel should terminate in favor of singular residential development.

The given residential classification appears to be due to a Downtown Plan mapping oversight. The Parcel Analysis Map (Downtown Plan p. 25 and Exhibit B) listed the 633 West Main Street Parcel as a surface parking awaiting redevelopment. This classification overlooked the 633 building and its reuse to renovated offices as well as the essential role the accessory use approvals for parking played as support for the renovated Kroger building at 634. Based on the erroneous Downtown Plan classification as surface parking awaiting redevelopment, the city wide rezoning effort defaulted to a residential classification, as if the property had no established commercial office reuse in Effect. The more appropriate classification per the key for this Downtown Plan Parcel Analysis map would have shown 633/624 mapped in blue, having been redeveloped to offices between 1995 and 2010.

In addition, the residential classifications for 633/624 is notably inconsistent with the UMX classification the Plan produced for the only other two small scale office buildings in the Tobacco Warehouse District - 222 South Bedford and 118 South Bedford. Only the applicant's 633 office building was given a DR2 residential classification.

Tobacco Warehouse Downtown Plan Text: UMX Zoning Supported

Going forward with the recording of the new CSM parcel, there is a strong logic for the UMX classifications. In specific the Downtown Plan text makes direct reference to the Delta warehouse office renovations as a strategic to the redevelopment of the Tobacco Warehouse district (Downtown Plan p. 53) Given this specific reference there could hardly be a clearer recommendation for continuing the existing office/parking land use as compared with the a shift to DR2 classification for all future uses.

More generally, the Downtown Plan also places new emphasis on the importance of commercial growth as compared with a prior emphasis on housing (Downtown Plan, p. 18). With new housing developments now appearing to reach balanced supply, the Plan suggests a new emphasis on job growth and economic development as compared with the prior emphasis on housing. The logical conclusion with this focus is to continue with a UMX zoning that fully supports the unique office space on this site as well as the Kroger building (634) directly across the street.

Conclusive Social and Economic Impacts:

The 633/624 sites, The Nature Conservancy office building, is an award-winning example of the sustainable development envisioned in the Downtown Plan (Key 9). All of the buildings associated with these parcels, 633 and 634 West Main Street play an essential supporting role for the Tobacco Warehouse and the West Rail Corridor's essential "sense of place" (Downtown Plan Key 4 and Key 7). This move by the Nature Conservancy to 633/624 in 1995 played an early and leading part in the process that has "strengthened the region's economic engine" (Downtown Plan Key 2). In no small part the redevelopment of these two parcels also makes full use of the current multi-modal transit options at this location including the bike path and bus routes in the immediate neighborhood (Downtown Plan Key 3 and Key 6).

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AJ of Wisconsin LLC CSM and Accessory Parking
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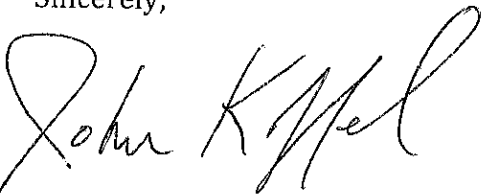
The CSM process that includes rezoning to the UMX classification will insure that Delta properties can continue to plan intelligently and efficiently for the future with support for its existing office renovations on the basis of shared parking approvals, an essential ingredient to responsible urban development.

Notices to the Alder and the Neighborhood

A notice of the planned CSM lot combination with a zoning Land Use Application was mailed to Jeff Vercauteren, President of the Bassett Neighborhood Association and to Alder Michael Verveer on January 12, 2015 with additional Information supplied to them on January 20, 2015. No public subsidies were utilized to complete these parking resources and these warehouse to office renovations.

If you have questions we would be happy to address them.

Sincerely,

A handwritten signature in black ink, appearing to read "John Koffel". The signature is fluid and cursive, with a long horizontal stroke extending to the left.

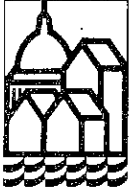
John Koffel
Member Applicant, AJ of Wisconsin, LLC

A handwritten signature in black ink, appearing to read "Bruce Wunnicke". The signature is cursive and somewhat stylized, with a large initial "B".

Bruce Wunnicke
Member Applicant, AJ of Wisconsin, LLC

Department of Planning
and Development
Planning Unit

City of
Madison



March 16, 1999

Madison Municipal Building
215 Martin Luther King, Jr. Boulevard
P.O. Box 2985
Madison, Wisconsin 53701-2985
608 266 4635
FAX 608 267 8739

John Koffel & Bruce Wunnicke
612 West Main Street
Madison, WI 53703

SUBJECT: 624 West Doty Street

Dear Mr. Koffel & Mr. Wunnicke:

The Plan Commission at its March 15, 1999 meeting determined that the demolition and conditional use standards could be met subject to the conditions below for the demolition of an existing residential building located at 624 West Doty Street and a conditional use for the construction of a surface parking facility to serve offices on an adjacent parcel and in the "Delta Storage" building.

In order to receive final approval of your proposal, the following conditions must be met:

Please contact John Leach, City Traffic Engineering at 266-4761 if you have questions regarding the following thirteen items:

1. 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 and proposed property lines, addresses, one contiguous plan (showing all easements, all pavement markings, building placement, and stalls), adjacent driveway approaches to lots on either side and across the street, signage, percent of slope, vehicle routes, dimensions of radii, aisles, driveways, stalls including the two (2) feet overhang, and a scaled drawing at 1" = 20'.
2. The applicant shall show the dimensions for existing and proposed parking stalls' items A, B, C, D, E, and F, and for ninety-degree angle parking with wide stalls and backing up, according to Figures II "Medium and Large Vehicles" and "Small Vehicles" parking design standards in Section 10.08(6)(b)2 and 3. (If two (2) feet of overhang are used for a vehicle, it shall be shown on the plan.) The applicant shall modify the existing west parking lot to comply with the ordinances.

3. Per ordinance, the small car stalls shall not exceed 25% of the total number of "Medium and Large Vehicles" and "Small Vehicles" stalls for the facility. The site plan shall show clearly how the applicant will identify and properly control the use of the small car stalls. Each "Small Vehicle" stall shall be signed and noted on the plan.
4. The parking facility shall be modified to provide for adequate internal circulation for vehicles. This can be accommodated by eliminating a parking stall at the dead ends. The eliminated stall shall be modified to provide a turn around area ten (10) to twelve (12) feet in width and signed "No Parking Anytime".
5. The applicant shall prevent encroachment onto adjacent land areas and sidewalk by barriers of some type, which shall be noted on the face of the revised plans. The applicant shall submit a copy of the lease of the railroad right-of-way with the plans.
6. The applicant shall modify the driveway approach according to the design criteria for a "Class III" driveway in accordance to Madison General Ordinance Section 10.08(4). The proposed eighteen (18) foot width for the driveway approach, shall have two 5-foot flares. This change shall be revised on the plan.
7. Traffic Engineering staff may require that the developer pay a deposit for installation of a conduit(s) as determined by the Traffic Engineer per driveway when they submit plans for approval.
8. All existing driveway approaches which are to be abandoned shall be removed and replaced with curb and gutter and noted on the plan.
9. "Stop" signs shall be installed at a height of seven (7) feet at all driveway approaches behind the property line, "Compact Car Only" shall be posted for each "Small Vehicle Stall" and noted on the plan. All directional/regulatory signage and pavement markings on the site shall be shown and noted on the plan.
10. The applicant shall relocate the bike rack to accommodate ingress/egress of bikes.

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11. Public signing and marking related to the development may be required by the City Traffic Engineer for which the developer shall be financially responsible.
12. The site plan shall show the full width of the railroad right-of-way as shown on the City official map.
13. The Traffic Engineer may have additional comments and/or requirements upon review of the final building plans and site plans. This proposed project shall comply with all applicable Madison General Ordinances and policies.

Please contact Gary Dallmann, City Engineering at 266-4751 if you have questions regarding the following five items:

14. All driveways, curb adjacent to driveways and sidewalk reconstruction within the public right-of-way shall be completed in accordance with City of Madison Standard Specifications for Public Works Construction, by a contractor currently licensed by the City.
15. The site plan shall be revised to show the location of the existing public sanitary sewer main and a note shall be placed on the plan calling for the abandonment of the sanitary sewer lateral at the house to be demolished.
16. The owner shall obtain a permit to plug the existing sanitary sewer lateral from the City Engineering Division prior to obtaining a demolition permit from the City's Building Inspection Unit. The owner shall deposit \$1,000 with the City Engineer in the form of two separate checks payable to the City of Madison in the following amounts: \$100 non-refundable deposit for the cost of inspection by City staff; and \$900 for the cost of City crews to perform the plugging. If the owner elects to complete the plugging by private contractor, and obtains an inspection and approval by the City Engineer, the \$900 fee shall be refunded to the owner.
17. A site drainage fee at the rate of \$15 per 1,000 square feet of additional impervious area generated by this development over existing conditions shall be paid when the final plan set is submitted for approval.
18. The Developer's Utility Contractor shall obtain a Permit to Connect to the Storm Sewer and a Permit to Excavate in the Public Right-of-Way prior to work commencing on this storm sewer.

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Please contact Kathy Voeck the Assistant Zoning Administrator at 266-4551 if you have questions regarding the following two items:

19. Meet any applicable ILHR accessible requirements including, but not limited to, show the accessible path from the disability stall to the building entrance on the plan. NOTE: The accessible stalls shall be located as close to the accessible entrance as possible.
20. Lighting is not required. However, if it is provided, it must comply with the attached ordinance. Lighting will be limited to .08 watts per square foot.

Please contact Peter Olson of the Planning Unit staff at 266-4635 if you have questions regarding the following four items:

21. The applicant shall eliminate the proposed parking stall adjacent to the West Doty Street right-of-way. No parking stalls shall be located any nearer to the Doty Street right-of-way than the front face of the existing building at 633 West Main Street.
22. The applicant shall install additional decorative landscape and screening elements between the southeasterly parking stall and the West Doty Street right-of-way. These decorative landscape elements shall extend around the front facade of the existing office building as shown on the proposed development plan.
23. The applicant shall work with Traffic Engineering staff to modify the proposed driveway approach to allow for the preservation of the existing 14 inch diameter tree located in the public right-of-way terrace which is shown on a proposed plan to be removed.
24. The Plan Commission specifically approved the use of the proposed parking facility for a period of five (5) years. Any extension of this time period will require the formal approval of the Plan Commission.

Please contact the Madison Water Utility at 266-4651 if you have questions regarding the following two items:

25. The Madison Water Utility shall be notified to remove the water meter prior to demolition.
26. The Water Utility will not need to sign off on the final plans, nor need a copy of the approved plans.

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Please follow the procedures listed below to receive your conditional use approval.

1. Please revise plans per the above conditions and submit five (5) sets of the final site plans (including drainage and landscaping plans) to the Zoning Administrator. The parking plans are reviewed and approved by Traffic Engineering, Fire Department, City Engineering, Planning and Zoning. Any of these agencies may call you to request additional information or to resolve problems.
2. This letter shall be signed by the applicant to acknowledge the conditions of approval and returned to the Zoning Administrator when requesting cover sheet approval.
3. No alteration of this conditional use shall be permitted unless approved by the City Plan Commission provided, however, the Zoning Administrator may issue permits for minor alterations. This conditional use approval shall become null and void within twelve months of the date of Plan Commission approval unless the use is commenced, construction under way, or a valid building permit is issued and construction commenced within six months of the date of issuance of the permit (28.12)(10)(h)(3). The Plan Commission shall retain jurisdiction over this conditional use for the purpose of resolving complaints against this approved conditional use.

If you have any questions regarding obtaining your building permit or occupancy permit, please call Kathy Voeck or George Carran of the City Zoning staff at 266-4551.

Sincerely,

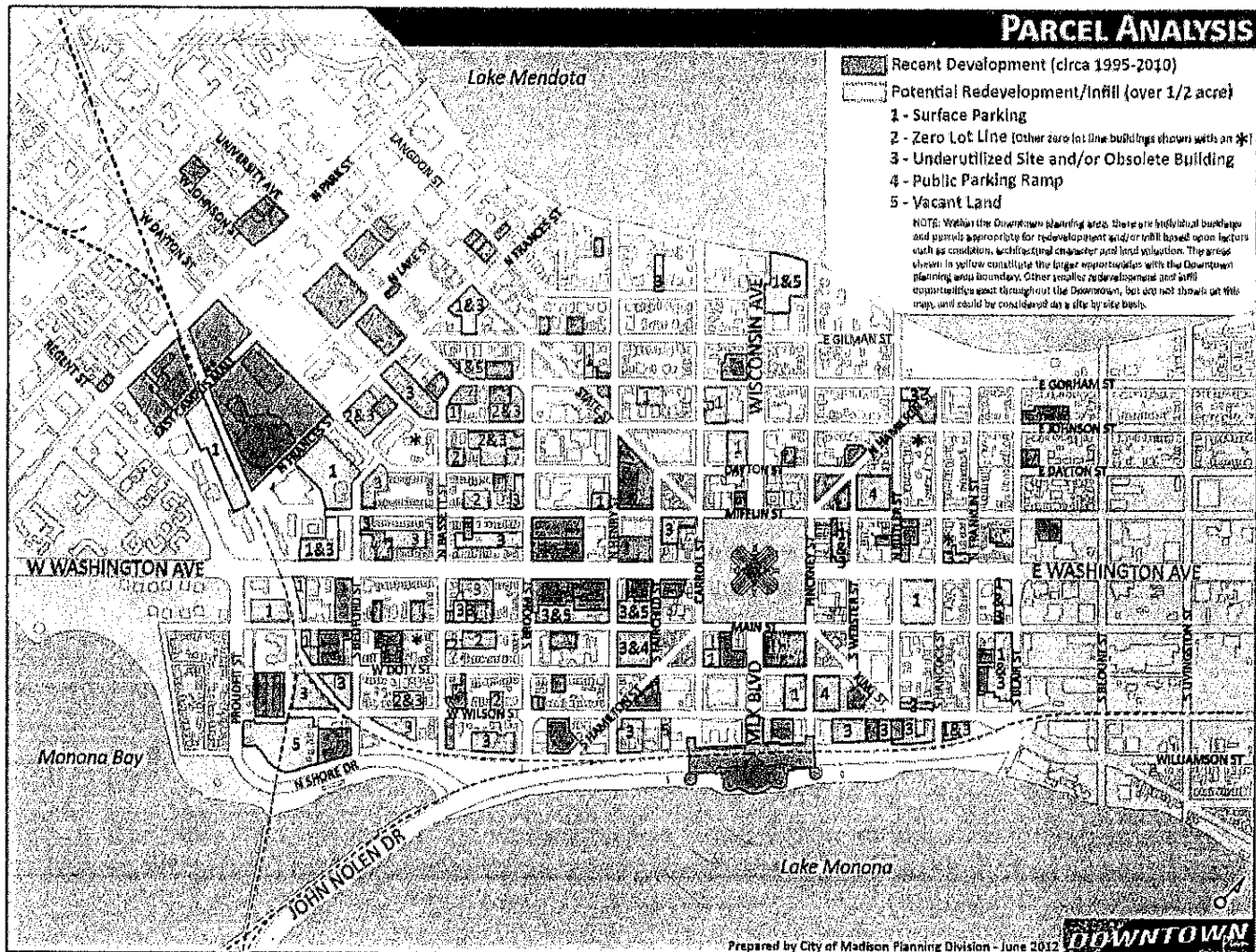


Peter Olson
Planning & Development

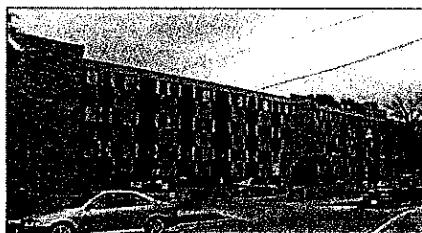
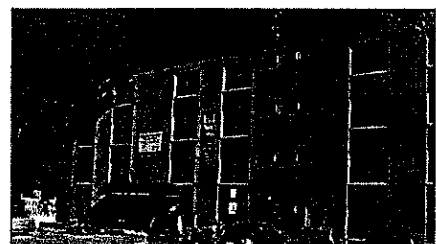
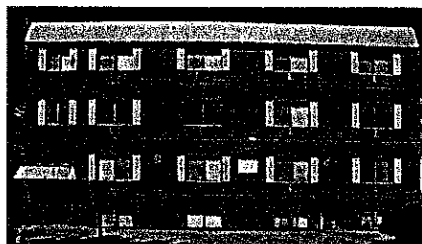
I hereby acknowledge that I understand and will comply with the above conditions of approval for this conditional use.


Applicant

cc: Zoning Administrator
City Engineering
Traffic Engineering



benefit the neighborhood in which they are located and Downtown overall. Similarly, sites of the 1960s-1970s era zero-lot-line buildings, which are mostly three to four stories and characterized by surface parking lots in front of the buildings, should be allowed (and encouraged) to redevelop at up to a maximum of five stories, plus an additional story if stepped back on all sides, to promote their redevelopment.



Examples of 1960s-1970s era zero-lot-line buildings