



Project Address: 210 S. Brooks Street

Application Type: Amended Planned Development (PD) District-General Development Plan-Specific Implementation Plan

Legistar File ID # [30952](#)

Prepared By: Timothy M. Parks, Planning Division
Report includes comments from other City agencies, as noted.

Requested Action: Approval of major amendments to the PD-GDP and PD-SIP zoning for 210 S. Brooks Street to allow the former Longfellow School to be converted into apartments and for a new apartment building to be constructed, with 104 total dwelling units.

Addendum

On August 26, 2013, the Plan Commission closed the public hearing and referred the proposed Amended PD-GDP-SIP to the September 16, 2013 Plan Commission meeting to allow the applicant and property owner to resolve the proposed courtyard/ surface parking area, valet parking for the hospital, loading and trash collection for the project, and the potential impacts on street trees along Chandler Street.

Subsequent to that meeting, the applicant revised the plans for the 104-unit apartment development to address some of the Plan Commission comments. The revised plans and letter of intent for the project are included in the Plan Commission materials for this meeting. Among the revisions of note:

- The applicant indicates that trash collection for the project and resident loading have been moved to the Mound Street side of the development. The applicant has discussed the potential for a curbside loading zone to be created adjacent to the development in the Mound Street right of way following approval and completion of the development. The loading area from Chandler Street has been removed from the plans. [The revised plans do not identify where on Level P1 the trash room has been relocated (see staff conditions).]
- The courtyard parking area between the new apartment building and existing Longfellow School has been reduced by 10 stalls, creating additional greenspace at the northern end of the courtyard. The private garages off of the courtyard have also been reconfigured. The letter of intent also indicates that landscape design of the courtyard has been “enhanced”.
- The number of parking stalls available for hospital use for valet parking reduced from 50 to 36. The number of stalls for pick-up and drop-off for the adjacent Meriter daycare remains at 8.
- The distance between the new apartment building and existing Longfellow School has been increased slightly and a gate added into the courtyard from Chandler Street.

On balance, Planning staff believes that the proposed plan revisions represent the continued improvement of the project and that the proposed redevelopment of the Longfellow School property meets the standards for approval subject to the revised Planning Division and Traffic Engineering Division conditions included at the end of this addendum. In particular, the relocation of the loading and service functions from the Chandler Street side of the development to the Mound Street side should address most of the concerns expressed previously about the project’s impacts on Chandler Street. However, it should be noted that the desired on-street loading zone in the Mound Street right of way will require a separate approval not granted by the Plan Commission if the project is approved as presented.

The revised development plans received final approval by the Urban Design Commission on September 11, 2013.

In closing, the Planning Division recommends that the Plan Commission forward Zoning Map Amendment ID 28.022-00069 and 28.022-00070, amending the PD-GDP-SIP zoning for 210 S. Brooks Street, to the Common Council with a recommendation of **approval**, subject to the revised development plans, input at the public hearing, the following Planning Division and Traffic Engineering Division conditions:

1. The development plans shall be revised for final Planning Division approval prior to recording and the issuance of building permits as follows:
 - 1a. Revise the floorplans of the new building to clearly identify the type of units (number of bedrooms);
 - 1b. Provide a detail of how the 20% required open space in Section 28.098 of the Zoning Code is being provided for this development, including all applicable yard spaces and all porches and balconies, but not including the surface parking area;
 - 1c. Provide detailed interior/ courtyard elevations of the new building;
 - 1d. Provide bike parking for the entire development for final approval by Planning staff and the Zoning Administrator in accordance with the Zoning Code, including the minimum number of spaces required in Section 28.141(4) Table 28I-3 and the design and location requirements of Section 28.141(11);
 - 1e. Provide a fully dimensioned site plan that includes the setback of both buildings from adjacent property lines and the dimensions of the courtyard entrances as measured from the adjacent building walls;
 - 1f. Show the trash room on the final plans.
2. The zoning text shall be revised for final Planning Division approval prior to recording and the issuance of building permits as follows:
 - 2a. Revise the Permitted Uses section to state "Multi-family residences as shown on the approved plans and any accessory uses related thereto, including parking, storage and management offices.";
 - 2b. The family definition for the one- and two-bedroom development shall be the same as for the TR-C3 zoning district, which would limit the occupancy of each dwelling unit to a family plus one additional roomer, or a maximum of two unrelated individuals;
 - 2c. Revise the Signage section to state: "Signage for the development shall be limited to the maximum permitted in the TR-V2 zoning district, and as approved by the Urban Design Commission or its secretary, and the Zoning Administrator";
 - 2d. Revise the Floor Area Ratio and Building Height references to state: "As shown on the approved plans";
 - 2e. Section C, Lot Area should be revised to only make reference to the 24,731 square feet of usable open space provided, and the final amount of usable open space shall match the detail provided in condition 1 above.
3. The Alexander Co. and Meriter Hospital shall provide final details of the revised valet parking and daycare pick-up and drop-off lease to the Traffic Engineering Division and Planning Division for approval prior to final approval and recording of the project, including the hours of operation for the valet and daycare parking and identification of which stalls on Level P1 will be used. Any future changes to the lease arrangement, including any termination of the lease, shall be approved as an alteration to this specific implementation plan by the Director of the Planning Division or Plan Commission follow a recommendation by the district alder.

Traffic Engineering Division (Contact Scott Langer, 266-5987)

4. The Plan Commission does not approve loading zones within the public right of way. Any such zone shall be approved by the Parking Utility and Traffic Engineering Division upon completion of the project.
 5. The applicant shall work with City staff on an off-street loading plan for move-in/ move-out parking for the proposed apartment development.
 6. A condition of approval shall be that no residential parking permits shall be issued for both buildings at 210 S. Brooks Street, as would be consistent with other projects in the area. In addition, the applicant shall inform all tenants of this facility of the restriction in their apartment leases and record in the zoning text. The applicant shall note in the zoning text that no residential parking permits shall be issued. In addition, the applicant shall submit a copy of the lease for the 210 S. Brooks Street project noting the above condition in the lease when submitting plans for City approval.
7. When the applicant submits plans for approval, the applicant shall show the following on one contiguous plan: existing items in the terrace (e.g., signs and street light poles), type of surfaces, percent of slope, existing and proposed property lines, addresses, all easements, all pavement markings, building placement, adjacent driveway approaches to lots on either side and across the street, signage, semitrailer movements and vehicle routes, dimensions of radii, aisles, driveways, parking stall dimensions including the 2 feet overhang on a scaled drawing at 1" = 20'. Contact the Traffic Engineering Division if you have questions.
 8. 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/ handholes, including labor, engineering and materials for both temporary and permanent installations.
 9. Public signing and marking related to the development may be required by the City Traffic Engineer for which the developer shall be financially responsible.

All of the other conditions previously submitted by reviewing agencies and included in the August 26, 2013 staff report should be made conditions of approval if the project is approved.