

# PLANNING DIVISION STAFF REPORT

---

PREPARED FOR THE PLAN COMMISSION



**Project Address:** 1004-1032 S. Park Street  
**Application Type:** Amended Planned Development (PD) District–General Development Plan and Specific Implementation Plan  
**Legistar File ID #** [53953](#)  
**Prepared By:** Timothy M. Parks, Planning Division  
Report includes comments from other City agencies, as noted.  
**Reviewed By:** Kevin Firchow, Planning Division

## Summary

**Applicant & Property Owner:** Terrence R. Wall, Peloton Residences, LLC; PO Box 620037; Middleton; Jon Hepner, representative.

**Requested Actions:** Approval of a major amendment to Planned Development zoning to approve an Amended General Development Plan and Specific Implementation Plan for a mixed-use building at 1004-1032 S. Park Street to increase the total number of dwelling units from 157 to 173.

**Proposal Summary:** The applicant is requesting approval of amended plans for the “Peloton” mixed-use building to convert 16 fourth floor apartments with lofts into 16 fifth floor apartments, which would increase the density of the project from 157 units to 173, including five live-work units located along the S. Park Street frontage. The amended plans also make changes to the architecture of the building, particularly at the six floor. In addition to the 168 apartments and five live-work units, the project includes 12,287 square feet of commercial space on the first and sixth floors (which includes approximately 800 square feet of first floor space per live-work unit). Parking for the revised project will include underground parking for 159 auto spaces and 123 bikes. No changes to the site plans approved for the project in 2017 are proposed with this amendment.

Construction of the 157-unit version of the Peloton project approved in 2017 is scheduled to commence imminently. If the proposed amendment to increase the project density were approved, the revisions would be incorporated into the construction plans and permit scope already in progress. Completion of the Peloton project is scheduled for April 2020.

**Applicable Regulations & Standards:** Section 28.182 of the Zoning Code provides the process for zoning map amendments. The approval process and standards for the Planned Development district is outlined in Section 28.098 of the Zoning Code.

**Review Required By:** Urban Design Commission, Plan Commission and Common Council.

**Summary Recommendation:** The Planning Division recommends that the Plan Commission forward Zoning Map Amendment IDs 28.022–00354 and 28.022–00355, approving an Amended Planned Development District General Development Plan and Specific Implementation Plan for 1004-1032 S. Park Street, to the Common Council with a recommendation of **approval** subject to input at the public hearing, the conditions of approval by the Urban Design Commission, and the conditions from reviewing agencies beginning on page 6 of this report.

## Background Information

**Parcel Location:** The subject site is a 1.64-acre parcel bounded by S. Park Street on the east, a private drive located opposite High Street on the south, and Fish Hatchery Road on the west; Urban Design District 7; Aldermanic District 13 (Arntsen); Madison Metropolitan School District.

**Existing Conditions and Land Use:** The subject site is undeveloped and zoned PD.

### Surrounding Land Uses and Zoning:

South: Wingra Clinic, zoned PD;

West: Sweeney Construction, MexMuffler auto repair, and Toby’s Auto, zoned TSS (Traditional Shopping Street District); Wingra Point Residences, zoned PD; single-, two- and multi-family residences, zoned TR-V1 (Traditional Residence–Varied 1 District);

East: Various commercial businesses across S. Park Street (Barriques, Atomic Interiors, Taqueria Guadalajara, etc.), zoned TSS.

**Adopted Land Use Plans:** The 2018 Imagine Madison Comprehensive Plan recommends the subject site and adjacent Wingra Clinic site for Community Mixed-Use development.

The subject site is also located within the boundaries of the [South Madison Neighborhood Plan](#), which generally recommends that redevelopment activities in the same triangle formed by S. Park Street, Fish Hatchery Road and Wingra Creek emphasize business retention and expansion, increased connectivity, street-oriented development with an emphasis on urban building forms, and the placement of parking to the side and rear of buildings.

The [Wingra Market Study and Conceptual Redevelopment Plan Summary Report](#) studied the market potential for redevelopment of the triangle and provided a series of broad planning and urban design recommendations to guide future redevelopment activities. With regard to the proposed Wingra Clinic and Clark Street Development properties, the plan recommends redevelopment of the former Bancroft Dairy along S. Park Street with high-density residential or lodging uses with first floor commercial uses, with less specific commercial uses recommended further south along S. Park between the dairy and [Pick ‘N Save] grocery store further to the south.

**Zoning Summary:** The site will be zoned Amended PD with this request. The project will be reviewed in the following sections.

Other Critical Zoning Items	
Yes:	Urban Design (PD zoning, Urban Design Dist. 7), Utility Easements, Barrier Free
No:	Floodplain, Wellhead Protection, Waterfront Development, Landmark, Adjacent to Park
<i>Prepared by: Jenny Kirchgatter, Asst. Zoning Administrator</i>	

**Environmental Corridor Status:** The property is not located within a mapped environmental corridor.

**Public Utilities and Services:** The site is served by a full range of urban services, including seven-day Metro Transit service along S. Park Street and Fish Hatchery Road. Bus stop ID #0174 is adjacent the proposed project site along the west side of S. Park Street, with the bus stop zone encompassing the area from the existing bus stop sign pole and concrete boarding pad surface north back towards the intersection.

## Previous Approvals and Related Requests

On October 4, 2011, the Common Council approved a request to rezone 1002-1102 S. Park Street, 906-918 Midland Street and 1101-1109 Fish Hatchery Road from R4 (General Residence District) and C3 (Highway Commercial District) to Planned Unit Development-General Development Plan (PUD-GDP) [1966 Zoning Code] to guide redevelopment of the site as a mixed-use/ employment development, and Planned Unit Development-General Development Plan-Specific Implementation Plan (PUD-GDP-SIP) to allow construction of a four-story, 76,800 square-foot medical office/ clinic building and parking ramp on a 2.64-acre parcel in the first phase following the demolition permit of a former dairy, eight residential structures and an electrical substation. On September 19, 2011, the Plan Commission approved the demolition of the existing buildings on the site and recommended to the Common Council approval of the PUD zoning, related Certified Survey Map to divide the site into three lots, and the vacation of the section of High Street from Midland Street to Fish Hatchery Road.

On June 16, 2015, the Common Council approved a request to rezone 1004-1032 S. Park Street from PD(GDP) (Planned Development District–General Development Plan) to PD(SIP) (Planned Development District–Specific Implementation Plan) and approval of a Specific Implementation Plan to allow construction of a mixed-use building with 6,000 square feet of commercial space, 5,000 square feet of live-work space and 164 apartments.

On September 5, 2017, the Common Council approved an amended Planned Development General Development Plan and Specific Implementation Plan for the mixed-use building to include 12,287 square feet of commercial space, five live-work spaces, and 157 apartments, with one level of underground parking for 156 autos.

## Project Description

The applicant is requesting approval of a second amended General Development Plan and Specific Implementation Plan for the “Peloton” mixed-use building approved for the corner of S. Park Street and Fish Hatchery Road. The proposed plan revisions call for the addition of 16 dwelling units to the 157 apartments previously included in the approved development, which will also contain 12,287 square feet of commercial space on the first and sixth floors, including in five live-work spaces proposed along the S. Park Street frontage. Parking in the amended plan continues to be provided on one underground level below the footprint of the building, with parking for 159 autos and 123 bikes proposed.

The massing and architecture of the proposed building are not significantly changed compared to the building approved in 2017. The mixed-use building will continue to feature three distinct building components designed around a central courtyard, including the three-story live-work units along S. Park Street, a five- to six-story V-shaped building along most of Park and Fish Hatchery frontages, and a four-story wing that extends along the southern edge of the triangularly shaped site, which is formed by a private drive that also serves the adjacent Wingra Clinic. **The building placement approved in 2017, including the setbacks along S. Park Street and Fish Hatchery Road, is unchanged with the amended plans.**

The limestone, brick, and composite panel exterior of the building is largely unchanged from the approved exterior, and no changes to the prominent glass “prow” approved above the flatiron intersection are proposed. A rooftop patio at the sixth floor level overlooking S. Park Street remains. The area of the sixth floor has expanded slightly to accommodate two elevators and stairs to access the floor, and larger bathroom facilities, including the

addition of an egress stair that serves the rooftop terrace. The window patterning on the fifth floor has also changed slightly.

The 16 additional dwelling units proposed with the amended plans will be created by converting the loft space previously approved as the second level of 16 fourth floor apartments into a standard residential floor configuration on the fifth floor. The amendment will result in 173 dwelling units in the project, which includes 168 apartment units and the living space in the five live-work units, each of which contains two bedrooms. The 2017-approved plans had up to 209 bedrooms located in 36 studio units, 70 one-bedroom units, 46 two bedroom-units (one of which may have accommodated a third bedroom in a loft), and five two-bedroom live-work units based on a review of the unit designations on the floorplans. The revised floorplans include 41 studio units, 90 one-bedroom units, 37 two-bedroom units, and five two-bedroom live-work units, for 215 bedrooms. By this count, the number of dwelling units will increase by 16, although the total number of bedrooms will increase by six to seven bedrooms due to the reduction in two-bedroom units. A summary of the units in the 2017 approved project and the proposed amendment follows:

Approved 2017 Plans (Units include units with lofts)				
Floor	Studios	1-Bdrm Units (All)	2-Bdrm Units	Total Units
1	8	15	6	29
2	9	22	10	41
3	9	22	10	41
4	10	11	20*	41
5				
Lv/Wk	0	0	5	5
				157
Total Beds	36	70	102	209*

Proposed Plans				
Floor	Studios	1-Bdrm Units (All)	2-Bdrm Units	Total Units
1	8	15	6	29
2	9	22	10	41
3	9	22	10	41
4	10	21	10	41
5	5	10	1	16
Lv/Wk	0	0	5	5
				173
Total Beds	41	90	84	215

\*: Includes one two-bedroom unit with potential for third bedroom on loft level

Overall, the gross floor area of the proposed building will increase 400 square feet compared to the current approved square-footage.

## Analysis and Conclusion

The Planning Division believes that the amended General Development Plan and Specific Implementation Plan to increase the number of dwelling units in the Peloton mixed-use building can meet the standards for approval. The moderately denser development is effectively the same building mass and design as was approved in 2017. Staff believes that the revised building plans continue to be consistent with the desire for a “gateway” flatiron building expressed during review of the General Development Plan in 2011 and the intensity of development envisioned for the S. Park Street-Fish Hatchery Road intersection in the 2006 Wingra BUILD Plan and 2006 and 2018 editions of the Comprehensive Plan.

However, the Plan Commission should give consideration to the automobile parking that will be provided for the revised mixed-use project. During the previous public hearings about the Peloton development in 2015 and 2017, concerns were expressed by residents in the surrounding Bay Creek neighborhood about parking for the proposed development spilling into the neighborhood. Like the 2017 project, no dedicated parking is proposed for the

commercial spaces with the proposed amendment. The 159 auto stalls proposed will primarily serve the 173 dwelling units, for a parking ratio of 0.9 auto stalls per dwelling unit. Previous iterations of the development generally provided one parking stall per dwelling unit, with the project approved in 2017 required to include one parking space in the price of rent for each dwelling unit in the project (i.e. no separate rent shall be charged for the first parking space leased by the tenant of a unit), with the ability for a residential tenant to opt-out of this requirement. Additionally, a condition of both the 2015 and 2017 approvals requires that any restaurant, nightclub, brewpub, restaurant-tavern, or restaurant-nightclub proposed to occupy the commercial areas of the building open past 8:00 p.m. be approved by the Plan Commission as a conditional use, in part to address how parking for such uses will be managed. The requirement for food and beverage uses open past 8:00 p.m. will not change with the current amendment (staff recommends that the zoning text be left as approved expect to reflect the revised development data and parking condition).

Staff believes that the Plan Commission can find that there is adequate parking for the slightly denser mixed-use project despite no longer having one auto stall per dwelling unit. Even with the slightly reduced parking ratio, the amended project is generally consistent with the parking ratios for other recent mixed-use projects in the urban areas of Madison. Parking impacts from the 16 additional units should be minimal compared to the approved project. The project will have a community vehicle per a condition of the 2017 approval, is required to have at least one bike parking stall per dwelling unit per the Zoning Code, and the site is served by seven-day Metro Transit service on both S. Park Street and Fish Hatchery Road. The site is also located close to designated on- and off-street bike routes leading to the University of Wisconsin campus, downtown, and Southwest Commuter Path.

While the project is a Planned Development and therefore may be exempted from pre-determined parking minimums, all of the above transportation alternatives would be applicable when considering a parking reduction under conventional zoning. Additionally, the site is located in Residential Permit Parking Zone 7 (which extends between S. Park Street and Wingra Drive); therefore, residential units in the development are not eligible for residential parking permits per MGO Section 12.138(14), which restricts eligibility to multi-family buildings with three or fewer units. However, given the concerns stated previously about parking for this project, staff believes that it would be appropriate for the Plan Commission to inquire of the applicant whether more can be done within this development to allay any concerns about parking impacts from the project, and to potentially add conditions of approval to this request consistent with the Planned Development District standards for approval.

The subject site is located in Urban Design District 7. The Urban Design Commission gave initial approval to the project with conditions at its January 2, 2018 meeting. Final approval of the project will be required prior to final staff approval and issuance of permits for the 173-unit project.

## Recommendation

### Planning Division Recommendation (Contact Timothy M. Parks, 261-9632)

The Planning Division recommends that the Plan Commission forward Zoning Map Amendment IDs 28.022–00354 and 28.022–00355, approving an Amended Planned Development District General Development Plan and Specific Implementation Plan for 1004-1032 S. Park Street to increase the dwelling units in the mixed-use project from 157 to 173, to the Common Council with a recommendation of **approval** subject to input at the public hearing, the conditions of approval by the Urban Design Commission, and the following Planning Division condition(s) and conditions from reviewing agencies.

**Recommended Conditions of Approval** Major/Non-Standard Conditions are Shaded

**Planning Division**

1. Revise the revised floorplans to provide a unit count by type for each floor, and provide corrected unit, bedroom, gross square-footage, and auto and bike parking data for the entire project at the beginning of the plan set and in a revised letter of intent prior to final approval and issuance of building permits.
2. The zoning text approved by the Planning Division for the 157-unit project (attached) shall be updated to include a revised Statement of Purpose and to remove reference to the parking/rent provision in Section I prior to final approval and issuance of permits for the current project. No other changes shall be allowed.
3. If dogs are allowed in the building, the applicant shall provide one to two dog waste stations on the property per the 2017 condition of approval.
4. That the applicant provide a ridesharing vehicle per the 2017 condition of approval.
5. That the applicant explore a bike-sharing station per the 2017 condition of approval.
6. Per the 2017 condition of approval, that construction laborers be encouraged to not park on streets when working on the site and that the developer attempts to work out a solution with UW Health for shared parking and explore the possibility of providing a shuttle service for construction workers during the construction of this project.
7. That exterior facade illumination on street-facing facades above the first floor be limited to balcony and patio illumination per the 2017 condition of approval.
8. That the applicant explore installation of a bike-themed sculpture on the site per the 2017 condition of approval.

**Urban Design Commission**

***Initial approval granted on January 2, 2019 subject to the following conditions to be addressed at final approval:***

9. Redesign the fifth floor windows to be more reflective of the original approval.
10. Redesign the sixth floor commercial space to have more windows.
11. Provide access for tenants to the sixth floor roof top patio.
12. Revisit Fish Hatchery Road and Park Street elevations and the transition from fifth to sixth floor – including the roof alignment of the fifth floor along Fish Hatchery to extend to the prow, not cut short at the corner.

**The following conditions have been submitted by reviewing agencies:**

**City Engineering Division** (Contact Tim Troester, 267-1995)

13. The City recommends revising the plan to install the two laterals onto S. Park Street rather than Fish Hatchery Road because there is significantly more sewer capacity on S. Park Street. The applicant shall provide flow projections for the proposed development along with the elevations of the sewer being connected to confirm the slope of the sewer being connected to so that the City can complete the City sewer capacity analysis.
14. All outstanding Madison Metropolitan Sewerage District (MMSD) charges are due and payable prior to City Engineering sign-off, unless otherwise collected with a Developer's / Subdivision Contract. Contact Mark Moder (261-9250) to obtain the final MMSD billing a minimum of two (2) working days prior to requesting City Engineering signoff.
15. The site plan shall be revised to show all existing public sanitary sewer facilities in the project area as well as the size, invert elevation, and alignment of the proposed service.
16. This project appears to require construction dewatering. A dewatering plan shall be submitted to City Engineering as part of the Erosion Control Permit application and plan. If contaminated soil or groundwater conditions exist on or adjacent to this project, additional WDNR, Madison-Dane County Public Health, and/or City Engineering approvals may be required prior to the issuance of the required Erosion Control Permit.
17. This project appears to require permanent dewatering. A permit to connect to the public stormwater system shall be required from City Engineering. Additionally, a permit for non-storm discharge to the storm sewer system from the Madison-Dane County Public Health shall also be required. If contaminated soil or groundwater conditions exist on or adjacent to this project additional WDNR, Public Health, and/or City Engineering approvals may be required prior to issuance of the connection and non-storm discharge permits.
18. This project falls in the area subject to increased erosion control enforcement as authorized by the fact that it is in a TMDL ZONE. The project will be expected to meet a higher standard of erosion control than the minimum standards set by the WDNR in order to comply with TMDL limits.
19. The applicant shall submit, prior to plan sign-off but after all revisions have been completed, a digital CAD file (single file) to the Engineering Division with any private storm and sanitary sewer utilities. The CAD file shall be in a designated coordinate system (preferably Dane County WISCRS, US Ft). The single CAD file submittal can be either AutoCAD (dwg) Version 2013 or older, MicroStation (dgn) V8i Select Series 3 or older, or Universal (dxf) format and shall contain the only the following data, each on a separate layer name/level number. The digital copies shall be drawn to scale and represent final construction including: building footprints; internal walkway areas; internal site parking areas; other miscellaneous impervious areas (i.e. gravel, crushed stone, bituminous/asphalt, concrete, etc.); right-of-way lines (public and private); plat name and lot lines (metes & bounds parcel lines if unplatted); platted lot numbers (noted "unplatted lands" if not platted); lot/plat property dimensions; street names; private on-site sanitary sewer utilities (including all connections to public sanitary); private on-site storm sewer utilities (including all connections to public storm). All other levels (contours, elevations, etc.) are not to be included with this file submittal. E-mail CAD file transmissions are preferred to: bstanley@cityofmadison.com (East) or ttroester@cityofmadison.com (West). Include the site address in the subject line of this transmittal. Any changes or additions to the location of the

building, sidewalks, parking/pavement, private on-site sanitary sewer utilities, or private on-site storm sewer utilities during construction will require a new CAD file.

20. Provide additional detail how the enclosed depression(s) created by the parking entrance(s) to the below building parking area(s) is/are served for drainage purposes. The building must be protected from receiving runoff up through the 24-hour, 100-year design storm. If the enclosed depression(s) is/are to be served by a gravity system, provide calculations stamped by a Wisconsin P.E. that show inlet and pipe capacities meet this requirement. If the enclosed depression(s) is/are to be served by a pump system, provide pump sizing calculations stamped by a Wisconsin P.E. or licensed Plumber that show this requirement has been met.
21. The applicant shall demonstrate compliance with Section 37.07 and 37.08 of 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 5.0-tons per acre per year.
22. This site appears to disturb over one (1) acre of land and requires a permit from the WDNR for stormwater management and erosion control. The City of Madison has been required by the WDNR to review projects for compliance with NR-216 and NR-151 however a separate permit submittal is still required to the WDNR for this work. The City of Madison cannot issue our permit until concurrence is obtained from the WDNR via their NOI or WRAPP permit process.
23. This project will require a concrete management plan as part of the erosion control plan to be reviewed and approved by the City Engineer's Office.
24. The applicant's utility contractor shall obtain a connection permit and excavation permit prior to commencing the storm sewer construction.
25. Complete an erosion control plan and complete weekly self-inspection of the erosion control practices and post these inspections to the City of Madison website as required by Chapter 37 of Madison General Ordinances.
26. The developer shall provide information on how the Department of Commerce's requirements regarding treatment of stormwater runoff from parking structures shall be satisfied prior to discharge to the public sewer system. Additionally, information shall be provided on which system (storm or sanitary) the pipe shall be connected to.
27. This development includes multiple building permits within a single lot. The City Engineer and/or the Director of the Building Inspection Division may require individual control plans and measures for each building.
28. The applicant shall provide the City Engineer with the proposed earth retention system to accommodate the restoration. The earth retention system must be stamped by a Professional Engineer. The City Engineer may reject or require modifications to the retention system.
29. The construction of this project will require that the applicant shall enter into a City/ Developer agreement for the required infrastructure improvements. The applicant shall contact City Engineering 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. Note: Obtaining a developers agreement generally takes approximately 4-6 weeks, minimum.

30. The approval of this planned development 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.
31. 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.
32. The applicant shall construct sidewalk and terrace improvements according to a plan approved by the City Engineer.

**City Engineering Division–Mapping Section** (Contact Jeff Quamme, 266-4097)

33. Submit a PDF of all floor plans to [lzenchenko@cityofmadison.com](mailto:lzenchenko@cityofmadison.com) that includes a floor plan for each floor on a separate sheet for the development of a revised interior addressing plan. The Addressing Plan for the entire project shall be finalized and approved by Engineering (with consultation and consent from the Fire Marshal if needed) prior to the application submittal for the final Site Plan Approval with Zoning. The approved Addressing Plan shall be included in the final application. For any changes pertaining to the location, deletion or addition of a unit, or to the location of a unit entrance, (before, during, or after construction), a revised Address Plan shall be resubmitted to Lori Zenchenko to review addresses that may need to be changed and/or reapproved. The final revised Addressing Plan shall be submitted by the applicant to Zoning to be attached to the final filed approved site plans.

**Traffic Engineering Division** (Contact Sean Malloy, 266-5987)

34. Work with Traffic Engineering to alter the geometry of the side bicycle path for the garage ramp. Due to the steepness of the path, the narrow width, and the poor vision triangle at the bottom, Traffic Engineering has concerns over the operations and safe use of this amenity.

35. The applicant shall submit one contiguous plan showing proposed conditions and one contiguous plan showing existing conditions for approval. The plan drawing 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.
36. 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.

37. 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.
38. All parking facility design shall conform to the standards in MGO Section 10.08(6).
39. 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-of-way on S. Park Street and Fish Hatchery Road will be granted for construction purposes. Provide a detailed construction plan to Traffic Engineering for review by the Traffic Control Specialist (Mike Duhr) prior to final signoff.
40. City of Madison radio systems are microwave directional line of sight to remote towers citywide. The building elevation will need to be reviewed by Traffic Engineering staff to accommodate the microwave sight and building. The applicant shall submit grade and elevations plans if the building exceeds four stories prior to sign-off to be reviewed and approved by Austin Scheib, (266-4766) Traffic Engineering Shop, 1120 Sayle Street. The applicant shall return one signed approved building elevation copy to the City of Madison Traffic Engineering office with final plans for sign off.

**Zoning Administrator** (Contact Jenny Kirchgatter, 266-4429)

41. Submit an updated Zoning Text with an updated Statement of Purpose.
42. Bicycle parking for the commercial tenant uses shall comply with the requirements of MGO Sections 28.141(4)(g) and 28.141(11). Provide a minimum of four (4) short-term bicycle parking stalls located in a convenient and visible area on a paved or impervious surface. Bicycle parking shall be located at least as close as the closest non-accessible automobile parking and within 100 feet of a principal entrance. Bicycle parking for the commercial uses will be reviewed for compliance with the amount, design, and location requirements prior to obtaining zoning approval for each use. Note: A bicycle stall is a minimum of two (2) feet by six (6) feet with a five (5)-foot wide access area. Provide a detail of the proposed bike rack.
43. Provide a minimum of 173 resident bicycle stalls plus a minimum of 17 short-term guest stalls. A minimum of 90% of the resident stalls shall be designed as long-term parking. Up to 25% of bicycle parking may be structured parking, vertical parking or wall mount parking, provided there is a five-foot access aisle for wall mount parking. Show the typical dimensions of the bicycle stalls and access aisles. Note: A bicycle stall is a minimum of two (2) feet by six (6) feet with a five (5)-foot wide access area. Submit a detail showing the model of bike rack to be installed including any wall mounted or structured racks.
44. Per Section 28.186(4)(b), the property owner or operator is required to bring the property into compliance with all elements of the approved site plans by the date established by the Zoning Administrator as part of the site and building plan approval. Work with Zoning staff to establish a final site compliance date.

**Water Utility** (Contact Adam Wiederhoeft, 266-9121)

45. For new water lateral connections, a Water Service Application Form and fees must be submitted before connecting to the existing water system. Provide at least two working days' notice between the application

submittal and the requested installation or inspection appointment. Application materials are available on the Water Utility's Plumbers and Contractors website, (<http://www.cityofmadison.com/water/plumberscontractors>), otherwise they may be obtained from the Water Utility Main Office at 119 E. Olin Avenue. A licensed plumber signature is required on all water service applications. For new or replacement services, the property owner or authorized agent is also required to sign the application. A Water Meter Application Form will subsequently be required to size and obtain a water meter establish a Water Utility customer account and/or establish a Water Utility fire service account. If you have questions regarding water service applications, please contact Madison Water Utility at 266-4646.

46. For connection to existing water lateral stubs, a Water Meter Application Form and fees must be submitted before connecting to the existing water lateral. Provide at least two working days' notice between the application submittal and the scheduled lateral connection/extension. Application materials are available on the Water Utility's Plumbers and Contractors website (<http://www.cityofmadison.com/water/plumberscontractors>), otherwise they may be obtained from the Water Utility Main Office at 119 E. Olin Avenue. A licensed plumber signature is required on all water service applications. For new or replacement services, the property owner or authorized agent is also required to sign the application. If you have questions regarding water service applications, please contact Madison Water Utility at 266-4646.

**Fire Department** (Contact Bill Sullivan, 261-9658)

This agency reviewed this request and has recommended no conditions of approval.

**Parks Division** (Contact Sarah Lerner, 261-4281)

47. Park Impact Fees (comprised of the Park Infrastructure Impact Fee, per MGO Sec. 20.08(2)), and Park-Land Impact Fees, per MGO Sec. 16.23(8)(f) and 20.08(2) will be required for all new residential development associated with this project. This development is within the Central Park-Infrastructure Impact Fee district. Please reference ID# 15122.1 when contacting Parks Division staff about this project.

**Metro Transit** (Contact Tim Sobota, 261-4289)

48. In coordination with public works improvements, the applicant shall maintain or replace the concrete passenger boarding pad at the existing Metro bus stop on the west side of S. Park Street, south of Fish Hatchery Road (#0174). The concrete pad shall occupy the full distance of the terrace, measure a minimum of 10 feet in width parallel to the street, and lie flush between the sidewalk and the top of curb. A continuous concrete terrace, or other accessible surface materials, would also be suitable.

49. The applicant shall install and maintain a bench or other seating amenity in the adjacent property landscape plan, ideally taking advantage of any building overhang or canopy to provide the seating amenity some shelter from the elements. The applicant shall include the location of these transit amenities on the final documents filed with their permit application so that Metro Transit may review the design.

50. Metro Transit operates daily transit service along S. Park Street through the Fish Hatchery Road intersection. Bus stop ID #0174 is adjacent the proposed project site along the west side of Park Street, with the bus stop zone encompassing the area from the existing bus stop sign pole and concrete boarding pad surface north

back towards the intersection. The applicant shall accommodate these bus stop operational conditions and consult with Metro Transit when coordinating any traffic control plans or street occupancy permit requests.