



PREPARED FOR THE PLAN COMMISSION

Project Address: 201 Corry Street (6th Aldermanic District, Alder Rummel)
Application Type: Conditional Use
Legistar File ID #: [46631](#)
Prepared By: Chris Wells, Planning Division
Report Includes Comments from other City Agencies, as noted
Reviewed By: Kevin Firchow, AICP, Principal Planner

Summary

Applicant & Contact: Cliff Goodhart; Eppstein Uhen Architects; 309 West Johnson Street; Madison, WI 53703

Contact: Tony Koblinski; Madison-Kipp Corporation; 210 Waubesa Street; Madison, WI 53704

Requested Action: Approval of a conditional use to establish a private parking facility at 201 Corry Street.

Proposal Summary: The applicant proposes to construct a 43-stall private parking facility to serve its industrial facility at 201 Waubesa Street, located immediately across Waubesa Street to the east. The parking lot is being realigned in order to reapportion land to the site to the northeast. Doing so will enable the Goodman Community Center to construct an addition to the site's existing building.

Applicable Regulations & Standards: This proposal is subject to the approval standards for conditional uses [MGO §28.183 (6)], as §28.082(1) of the Zoning Code lists *Private Parking Facilities*, including surface lots serving other properties, as a conditional use in the Traditional Employment (TE) zoning district.

Review Required By: Plan Commission (PC)

Summary Recommendation: The Planning Division recommends that the Plan Commission find that the conditional use standards are met and **approve** the request to establish a private parking facility at 201 Corry Street. This recommendation is subject to input at the public hearing and the conditions recommended by the Planning Division and other reviewing agencies.

Background Information

Parcel Location: The 21,250-square-foot (0.49-acre) property is a through-lot onto both Corry Street and Waubesa Street and is located just south of the Capital City Bicycle Trail as well as St. Paul Avenue just beyond. It is within Aldermanic District 6 (Ald. Rummel), Tax-Increment Finance District 37, and the limits of the Madison Metropolitan School District.

Existing Conditions and Land Use: The property currently contains a 48-stall surface parking lot (i.e. a private parking facility) for the Madison-Kipp Corporation industrial facility located across the street to the east. The existing parking lot is non-conforming having been constructed before the current Zoning Code was adopted in 2013.

A two-lot CSM to formally adjust the lot line between the subject property and the parcel to the northeast (at 214 Waubesa Court) was submitted, is being reviewed administratively, and is not before the Plan Commission.

If approved, the CSM would shift the common lot line roughly 21 feet to the south thereby shrinking the subject property from approximately 21,250 square-feet to 15,960 square-feet. The proposed lot line is depicted on the applicant’s plans. The existing parking lot will be reconfigured to conform with the City’s parking lot standards.

Surrounding Land Use and Zoning:

North: The Capital City Bicycle Trail (and associated right-of-way) and a commercial/industrial building, both zoned TE (Traditional Employment); beyond which are single-family residences, zoned TR-C1 (Traditional Residential – Consistent 1);

South: Single-family residences, zoned TR-C1;

East: Across Waubesa Street is the Madison-Kipp Corporation industrial facility, zoned TE; and

West: The Capital City Bicycle Trail (and associated right-of-way), zoned TR-C1.

Adopted Land Use Plan: The [Comprehensive Plan \(2006\)](#) recommends Industrial uses while the [Schenk-Atwood-Starkweather-Worthington Park Neighborhood Plan \(2000\)](#) does not provide specific recommendations for the subject property.

Zoning Summary: This property is in the Traditional Employment (TE) District.

Requirements	Required	Proposed
Lot Area (sq. ft.)	6,000 sq. ft.	15,959 sq. ft. proposed Lot 2
Lot Width	50’	67.0’ proposed Lot 2
Front Yard Setback	None	N/A
Side Yard Setback: Where buildings abut residentially-zoned lots at side lot line.	Minimum side yard required in the adjacent residential district	N/A
Rear Yard Setback	Lesser of 20% lot depth or 20’	N/A
Maximum Lot Coverage	85%	84.6%
Minimum Building Height	22’ measured to building cornice	N/A
Maximum Building Height	5 stories/ 68’	N/A
Number Parking Stalls	None	43
Accessible Stalls	None	2
Loading	None	None
Number Bike Parking Stalls	None	None
Landscaping and Screening	Yes	Yes (See Comment #22)
Lighting	Yes	Yes
Other Critical Zoning Items	Utility Easements	

Table Prepared by Jenny Kirchgatter, Assistant Zoning Administrator

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

Public Utilities and Services: This property is served by a full range of urban services. Regarding Metro Transit service, the nearest stop is located 0.2-miles to the south at the intersection of Atwood Avenue and Elmside Boulevard.

Project Description, Analysis, and Conclusion

The applicant, Madison-Kipp Corporation, requests conditional use approval to establish a private parking facility in the TE (Traditional Employment) Zoning District. This proposal is subject to the standards for conditional uses [MGO §28.183(6)]. In regards to the approval standards, the Plan Commission shall not approve a conditional use without due consideration of the City's adopted plan recommendations, design guidelines, and finding that all of the conditional use standards of MGO §28.183(6) are met.

As the existing parking lot on the site is skewed on the site (i.e. not oriented orthogonally in relation to the streets and neighboring parcels), the intent behind the applicant's proposal is to realign the existing parking lot so that it runs parallel to the lot lines to the south. As a result, the proposed and similarly-sized parking lot would require a parcel approximately 21 feet narrower than before (bringing the lot size from 21,250 square-feet down to 15,960 square-feet). (Note: the applicant has also submitted a two-lot CSM in order to make this new property line formal. This transfer of land between the two parcels is being reviewed administratively, and is not before the Plan Commission). By realigning the parking lot, the land will be better utilized and the roughly 5,300 square-feet of property that will be acquired by the lot to the north, which was recently purchased by the Goodman Community Center, would enable the Center to construct a large addition to the portion of the existing Brass Works building that they propose to preserve, and importantly, enable the proposed building to comply with the Zoning Code's site setback requirements.

The proposed private parking facility is a surface lot with 43 stalls (down five from the previous lot's 48) which includes the two accessible stalls. It will continue to have access from both Waubesa Street and Corry Street. The number of parking stalls will be reduced to conform to City Zoning standards, in particular the 85-percent lot coverage limit in the Traditional Employment (TE) Zoning District as well as landscaping requirements. This will be accomplished by including tree islands to break up the string of parking stalls (one island in particular will be added in order to preserve the mature tree along the southern lot line). A sidewalk will be added straddling the northern lot line and will have a curb cut adjacent the two accessible stalls. In order to comply with MGO §28.142(8) which requires screening to be provided alongside property boundaries between commercial, mixed-use, or industrial districts and residential districts, a six-foot-tall wooden picket fence (six-inch wide pickets spaced three-inches apart) is proposed along the southern property line. (The applicant will need to make this a solid fence to satisfy MGO §28.184(8)). Landscaping will also be added in order to bring the site up to code. Overstory trees such as Glen Maples and Honeylocusts, along with shrubs like Yews, Spirea, and Ninebark will be added in the parking lot islands. Boxwoods, False Indigo and Blazingstar will provide a textural buffer along the southern fence line.

The surface parking lot will continue to serve the Madison-Kipp industrial facility located across the street to the east (at 201 Waubesa Street). There is an existing formal agreement currently in place between Madison-Kipp and the Goodman Community Center, which will continue, that allows the Community Center to use ten stalls during the day (they park their vans here) and the entire parking lot starting at 4:30 pm.

The Planning Division believes that the proposed private parking facility is consistent with the general recommendations for industrial land uses recommended for the subject site. Staff also believes the parking facility meets the conditional use approval standards and recommends that it be approved by the Plan Commission.

At the time of report writing, the Planning Division was not aware of concerns on this request.

Recommendation

Planning Division Recommendation (Contact Chris Wells, (608) 261-9135)

The Planning Division recommends that the Plan Commission find that the conditional use standards are met and **approve** the request to establish a private parking facility at 201 Corry Street. This recommendation is subject to input at the public hearing and the conditions recommended by the Planning Division and other reviewing agencies.

Recommended Conditions of Approval

Major/Non-Standard Conditions are Shaded
--

City Engineering Division (Contact Brenda Stanley, (608) 261-9127)

1. The applicant shall submit, prior to plan sign-off but after all revisions have been completed, digital PDF files to the Engineering Division. Email PDF file transmissions are preferred to: bstanley@cityofmadison.com (East) or ttroester@cityofmadison.com (West). The digital copies shall be to scale, and shall have a scale bar on the plan set. (POLICY and MGO 37.09(2))

PDF submittals shall contain the following information:

- a) Building Footprints
 - b) Internal Walkway Areas
 - c) Internal Site Parking Areas
 - d) Other Miscellaneous Impervious Areas (i.e. gravel, crushed stone, bituminous/asphalt, concrete, etc.)
 - e) Right-of-Way lines (public and private)
 - f) Lot lines or parcel lines if unplatted
 - g) Lot numbers or the words unplatted
 - h) Lot/Plat dimensions
 - i) Street names
 - j) Stormwater Management Facilities
 - k) Detail drawings associated with Stormwater Management Facilities (including if applicable planting plans).
2. The Applicant shall submit prior to plan sign-off, electronic copies of any Stormwater Management Files including:
 - a) SLAMM DAT files
 - b) RECARGA files
 - c) TR-55/HYDROCAD/Etc
 - d) Sediment loading calculations. If calculations are done by hand or are not available electronically the hand copies or printed output shall be scanned to a PDF file and provided. (POLICY and MGO 37.09(2))
 3. Submit a draft Stormwater Management Maintenance Agreement (SWMA) for review and approval that covers inspection and maintenance requirements for any BMP used to meet stormwater management requirements on this project. Include copies of all stormwater, utility, and detail plan sheets that contain stormwater practices on 8.5x14 size paper in the draft document. These drawings do not need to be to scale as they are for informational purposes only. Once City Engineering staff have reviewed the draft document and approved it with any required revisions submit a signed and notarized original copy to City Engineering. Include a check for \$30.00 made out to Dane County Register of Deeds for the recording fee. City Engineering will forward the document and fee for recording at the time of issuance of the stormwater management permit. Draft document can be emailed to Tim Troester (west) at ttroester@cityofmadison.com, or Jeff Benedict at jbenedict@cityofmadison.com final document and fee should be submitted to City Engineering.

4. Prior to approval, this project shall comply with Chapter 37 of the Madison General Ordinances regarding stormwater management. Specifically, this development is required to Reduce TSS by 80% off of the proposed development when compared with the existing site.
5. 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. (POLICY)
6. All work in the public right-of-way shall be performed by a City licensed contractor. (MGO 16.23(9)(c)5) and MGO 23.01)
7. All damage to the pavement on Corry St & Waubesa St, adjacent to this development shall be restored in accordance with the City of Madison's Pavement Patching Criteria. For additional information please see the following link: <http://www.cityofmadison.com/engineering/patchingCriteria.cfm> (POLICY)
8. The Applicant's project requires the minor restoration of the street and sidewalk. The Applicant shall obtain a Street Excavation Permit for the street restoration work, which is available from the City Engineering Division. The applicant shall pay all fees associated with the permit including inspection fees. (MGO 16.23(9)(d)(6) This permit application is available on line at <http://www.cityofmadison.com/engineering/permits.cfm>.

City Engineering Division - Mapping (Contact Jeffrey Quamme, (608) 266-4097)

9. Applicant shall provide for review a reciprocal easement /agreement including, but not limited to, vehicular access, fire access, parking, pedestrian access utilities, common areas, storm sewer and storm water drainage and that are necessary to accomplish the development as proposed. The document(s) shall then be executed and recorded and copies provided prior to final sign off.
10. Provide a recorded document providing access through this site allowing access for the 1 stall car port on the adjacent parcel to the south at 230 Waubesa Street. This document shall be provided prior to final sign off.
11. The site plans shall distinctly identify and denote the parcel (proposed Certified Survey Map Lot 2) that is subject to this Conditional use.
12. The pending Certified Survey Map application for this property shall be completed and recorded with the Dane County Register of Deeds (ROD) prior to issuance of any building permits for new construction. When the recorded CSM image is available from the ROD, the Assessor's Office can then create the new Address-Parcel-Owner (APO) data in GEO so that the Accela system can upload this data and permit issuance made available for this new land record.

Traffic Engineering (Contact Eric Halvorson, (608) 266-6527)

13. The applicant shall reorient the building to either the parking lot or Waubesa Street. This shall be done to protect the public interest adjacent the Isthmus Bike Path for when the City decides to make public transport improvements in the corridor. This will also negate the need for the applicant to reprogram/remodel the interior of the site in the event of said improvements

14. The applicant shall submit one contiguous plan showing proposed conditions and one contiguous plan showing existing conditions for approval. The plan drawings 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.
15. 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.
16. 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.
17. All parking facility design shall conform to MGO standards, as set in section 10.08(6).
18. The applicant shall provide a clearly defined 5' walkway clear of all obstructions to assist citizens with disabilities, especially those who use a wheel chair or are visually impaired. Obstructions include but are not limited to tree grates, planters, benches, parked vehicle overhang, signage, steps, ramps and doors that swing outward into walkway.
19. Items in the Right-of-Way are not approvable though site plan approval, work with City Real Estate to get a 'Privilege in Streets' permit for items in the Right-of-Way (bicycle racks, planters, etc.)
20. The applicant shall add a note to the site plan stating, "The public Right-of-Way is the jurisdiction of City Engineering and City Traffic Engineering and may be modified at anytime and for any reason."

Fire Department (Contact Bill Sullivan, (608) 261-9658)

21. Any potential fire access easements for the benefit of neighboring lots shall be documented at the site verification stage.

Zoning Administrator (Contact Jenny Kirchgatter, (608) 266-4429)

22. Submit the landscape plan and landscape worksheet stamped by the registered landscape architect. Per Section 28.142(3) Landscape Plan and Design Standards, landscape plans for zoning lots greater than ten thousand (10,000) square feet in size must be prepared by a registered landscape architect.
23. 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.
24. 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.