

Excerpt from the 6/20/05 Plan Commission Minutes:

Approval recommended subject to the comments and conditions contained in the Plan Commission materials, with the following revisions and amendments:

1. The SIP shall not be signed-off and recorded until the SIP for the Broom Street Lofts are approved by the Common Council, as stated as condition #2 of the Planning Unit report.
2. That condition #3 of the Planning Unit report be revised to state: "The condominium area shall include a fitness center and concierge desk and be provided as part of the first phase building, unless waived by the Plan Commission. Condominium Common Areas including a community room shall be provided for in Phase II SIP and shall be made available to the homeowners in Phase I."
3. That condition #4 of the Planning Unit report be revised to state: "That there be no above grade building encroachments into the W Washington Avenue right of way except for grade-level entryway access to the buildings as allowed under the minor alteration process." (The applicant shall note that all encroachments must obtain a separate approval by the Common Council through approval of a lease or similar vehicle.)
4. That condition #5 of the Planning Unit report be revised to state: "That the pedestrian walkway bridge as shown on the approved GDP over Washington Row and parking area shall be a condition of approval for any SIP addressing construction at 333 W Washington Avenue."
5. That, on a motion by Ald. Konkell and seconded by Lanier, a 12-15 foot setback be provided for the lofts along S Broom Street, replacing condition #6 of the Planning Unit report and condition #1 of the Traffic Engineer's report. (The motion passed unanimously)
6. That all street lighting on each of the block faces, which have not yet been replaced, shall be modified as part of this project to incorporate Bassett Neighborhood Pedestrian Streetlight Standards and W Washington Avenue light standards, as stated as condition #8 of the Planning Unit report and condition #15 of the Traffic Engineer's report.
7. That condition #3 of the Traffic Engineer's report be revised to state: "That no residential parking permits will be issued to market rate units in this phase of development. The applicant shall inform all owners and/or tenants of this facility of this requirement in their condominium documentation, apartment leases and zoning text. However, all designated inclusionary dwelling units shall be eligible for residential parking permits according to the inclusionary zoning ordinance. The applicant shall provide addresses and apartment numbers for designated inclusionary dwelling units, eligible for residential parking permits to the City Traffic Engineer/ Parking Manager. The applicant shall note in the zoning text the inclusionary zoning dwelling units."
8. That condition #14 of the Traffic Engineer's report be revised to state: "That the applicant execute a modified waiver of notice and hearing on special assessments for future traffic signals, street lights and associated street improvements. The traffic signal waiver may also require a deposit for future area traffic signals and associated intersection changes.
9. That any modification to the pedestrian [walkway] extending from S Henry Street through the Capitol Court Mews and between 345 W Washington Avenue and the existing parking garage to S Broom Street that would restrict public access shall be considered as a major alteration to the PUD-SIP. Such modifications shall require approval by the Plan Commission at a public hearing. The City's Risk Manager is asked for comment on the public liability that might result from this provision.
10. That all trash and recycling containers be located within enclosures.
11. That as part of the Phase I construction the drive access from W Main Street to the new parking garage shall be designed, to the extent possible, to be wide enough to allow for parking large delivery vehicles and tractor trailer-type moving vans without blocking the sidewalk or the street. As part of a future phase that constructs the building at 306 W Main Street, provisions shall be made to accommodate this same delivery parking area within the building structure. The overall delivery service capacity will be reviewed and approved by Traffic Engineering.
12. That air conditioning condensers for the W Main Street townhomes be located inside the parking structure adjacent to the townhomes where feasible.

13. A construction staging and parking plan shall be submitted and approved by the Traffic Engineer that minimizes cut-through traffic by construction vehicles on the residential streets of the Bassett Neighborhood west of Broom Street (Specifically W Main Street, W Doty Street and W Wilson Street) for the duration of Phase I.

14. That the Madison Environmental Group reuse and recycling plan shall be part of this approval.

15. That the applicant provide a detailed diagram showing location and quantity of bicycle parking for residents within parking and/ or storage spaces. The total quantity of bicycle parking spaces for residents shall be equal to the number of bedrooms in the dwelling units to be constructed.

16. That details of the rain catchment system for all components of Phase I be provided prior to issuance of building permits for this phase.

17. That a bicycle ramp be provided as part of the grand stairs from Washington Row to the Capitol Mews.

18. That all rooftop mechanicals be screened in a method acceptable to the urban Design Commission.

19. That the landscaping plans be modified to include provision of additional trees in the street terrace, and that the plans be revised to include a plan for protection of existing trees within the street terrace. [Planting in the right of way shall be subject to the prior approval of the City Forester.]

20. That installation of pedestrian scale street lighting that has been installed elsewhere in the [Bassett] neighborhood be included as part of each phase of construction as it is completed.

21. That Inclusionary Zoning waiver option A2 be adopted subject to approval of the Broom Street lofts.

- All other Planning Unit and Traffic Engineering comments are recommended as stated in the attached review memos.

An earlier motion by Thimmesch and seconded by Forster Rothbart to require a 15-17 foot setback along S Broom Street failed (AYE: Thimmesch; NAY: Ald. Konkel, Ald. Golden, Forster Rothbart, Lanier).