



PREPARED FOR THE PLAN COMMISSION

Project Address: 906-910 Williamson Street (Aldermanic District 6, Alder Rummel)
Application Type: Demolition and Conditional Use
Legistar File ID #: [39833](#)
Prepared By: Heather Stouder, AICP, Planning Division
Report Includes Comments from other City Agencies, as noted

Summary

Applicant: Louis Fortis; Shepherd Express; 1610 N. Prospect Ave. #1501, Milwaukee, WI 53202

Project Contact: Randy Bruce; Knothe and Bruce Architects; 7601 University Ave., Middleton, WI 53562

Property Owner: Michael Kohn; 1014 Williamson St., Madison, WI 53703

Requested Action: Approval of the demolition of a single-family home and a conditional use for construction of a mixed-use building exceeding three stories in height; a building exceeding 10,000 square feet in size; a building with over eight (8) dwelling units; and a mixed-use building with less than 75% of the ground floor programmed for non-residential uses.

Proposal Summary: The applicant proposes to demolish a single-family home for the construction of a four-story mixed use building with 4,428 square feet of commercial space and 25 residential units.

Applicable Regulations & Standards: This proposal is subject to the standards for demolitions (MGO Section 28.185) and conditional uses (MGO Section 28.183(6)).

Review Required By: Landmarks Commission (LC), Plan Commission (PC)

Summary Recommendation: The Planning Division recommends that the Plan Commission find that the demolition and conditional use standards are met, and **approve** the request at 906-910 Williamson 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 13,000 square foot property is located on the northeast corner of Williamson and Paterson Streets; Third Lake Ridge Local Historic District; Aldermanic District 6 (Rummel); Madison Metropolitan School District.

Existing Conditions and Land Use: The site is currently comprised of two parcels which would be combined as part of the proposal. 906 Williamson Street is a 8,712 square foot property with a two-story single family home constructed in 1901. 910 Williamson Street is a 4,356 property with surface parking stalls.

Surrounding Land Use and Zoning:

North: Two-story metal office buildings and associated surface parking in the TSS District.

East: Small two-story commercial building in the TSS District.

South: Across Williamson Street to the south, a two-story mixed-use building in the TSS District.

West: Across Paterson Street to the west, a two-story tavern in the TSS District.

Adopted Land Use Plan: The Comprehensive Plan (2006) recommends Community Mixed-Use for this area. The Marquette-Schenk-Atwood Neighborhood Plan (1994) included this property within the “Williamson Street Downtown Commercial District B”, which the Plan notes should serve downtown workers first and neighborhood consumers second. In this area, businesses should serve the downtown worker, outside patrons, and commuters, while also contributing to the vitality of the neighborhood. Residential dwelling units are encouraged on upper floors. The Williamson Street Design Guidelines (2004) recommend this site for potential redevelopment. For mixed-use buildings on this property, flat-roofed, three-story structures are recommended. The plan recommends that a fourth floor, stepped back at least 30 feet from the Williamson Street facade, be allowable if the proposal includes structured parking and/or affordable housing.

Zoning Summary: The property is in the Traditional Shopping Street (TSS) District
(Note: The numbers below reflect the original submittal. Parking for both automobiles and bicycles has since increased.)

Requirements	Required	Proposed
Front Yard Setback	25' maximum	2.2'
Side Yard Setback: Where proposed buildings or abutting buildings have window openings in side walls within 6 feet of lot line	One-story: 5' Two-story or higher: 6'	LS- 0 RS- 6'
Rear Yard Setback	20'	21.7'
Usable Open Space	40 sq. ft. per unit (26 x 40 = 1,040 sq. ft.)	5,635 sq. ft.
Maximum Lot Coverage	85% (11,200.45 sq. ft.)	84.7%
Maximum Building Height	3 stories/ 40'	4 stories/ 54'

Site Design	Required	Proposed
Number Parking Stalls	Multi-family dwelling: 1 per dwelling (26) General retail/ service business: 1 per 400 sq. ft. floor area (12) (38 total)	21 enclosed
Accessible Stalls	Yes	No
Loading	No	No
Number Bike Parking Stalls	Multi-family dwelling: 1 per unit up to 2-bedrooms (26) 1 guest space per 10 units (3) General retail/ service business: 1 per 2,000 sq. ft. floor area (2) (31 total)	12 surface located in right-of-way 19 enclosed (31)
Landscaping	Yes	Yes
Lighting	Yes	No
Building Forms	Yes	Yes, Flex Building
Other Critical Zoning Items: Third Lake Ridge Historic District; Barrier Free (ILHR 69); Utility easements		

Table Prepared by Jenny Kirchgatter, Assistant Zoning Administrator

Environmental Corridor Status: The subject site is not located in a mapped environmental corridor.

Public Utilities and Services: This property is served by a full range of urban services, including several Metro Transit Routes running along Jenifer Street and East Washington Avenue.

Related Reviews and Approvals

Landmarks Commission Review – The Landmarks Commission reviewed and approved Certificates of Appropriateness (COA) for both the proposed demolition and the new building, since the property is located in the Third Lake Ridge Local Historic District. Following a March 16, 2015 Informational Presentation and an April 27, 2015 referral, the Landmarks Commission denied the COA for demolition on June 15, 2015. On July 6, the Landmarks Commission voted to reconsider their action, and approved on a vote of 3-2 the COA for demolition of the existing building, contingent on a future approval of a COA for the new building, which was approved unanimously on July 20, 2015 (Legistar [37499](#) - see attached materials for reference).

Certified Survey Map – The applicant has submitted a one-lot Certified Survey Map to dissolve an underlying platted lot line, which will go before the Common Council on October 20, 2015

Project Description

Proposed Demolition – The existing building on the site is a single-family home constructed in 1901. The 2,111 square foot home has four bedrooms and one and a half bathrooms. The Historic Preservation Planner in the original April 27, 2015 report to the Landmarks Commission recommended that the COA for demolition not be approved. In June, after review of a home inspection, the Historic Preservation Planner noted that the maintenance and system upgrades needed for this structure are not unique to this building. After considering it on a few occasions, the Landmarks Commission approved a COA for the demolition of the building. Staff is unaware of any promising efforts to relocate the building at this time.

Land Use – The ground floor commercial space is 4,428 square feet, divided into two similarly sized tenant spaces oriented toward Williamson Street. The residential portion of the building encompasses the back of the first floor and the three upper floors. The 25-units include 4 efficiencies, 15 one-bedroom, and 6 two-bedroom units. Plans show in-unit laundry facilities in all units, individual balconies for nearly all of the units, and an at-grade patio in the southeast corner of the site.

Building Placement and Massing- The proposed building is essentially placed right at the property lines along both Williamson and Paterson Streets, and is 110 feet deep along Paterson and 93 feet wide along Williamson Street, although about one-third of the building width is set back approximately 30 feet from Williamson Street to provide an outdoor patio at grade. The height of the three-story element facing Williamson Street is just over 40 feet, and the fourth story, which is significantly stepped back from the Williamson Street façade by approximately 30 feet, is just over 51 feet tall. The rounded architectural element in the center of the building is up to 56 feet tall.

Access, Circulation, and Parking – Vehicular access to the site is proposed from Paterson Street, where a driveway leads behind the building to the entrance to an underground parking area with 25 automobile parking stalls, 24 standard bike parking stalls, 31 vertical mount bicycle stalls, and a mechanicals room. 12 outdoor bicycle parking are shown in the right-of way, which is typical along many blocks of Williamson Street. However, should an encroachment agreement for bicycle parking not be approved for any reason, the applicant will need to provide sufficient bicycle parking for visitors and commercial customers on the property itself.

For pedestrians, there are two commercial entrances along Williamson Street, and a third commercial entrance on the Paterson Street side of the building close to Williamson Street. The main residential entrance leading to the elevator is from the Paterson Street sidewalk. The trash enclosure is located on the northeast corner of the building on the first floor, behind swinging doors in an area accessible to the residents and trash management company.

Building Design and Site Details – The building has a cast stone base, with modular brick and green metal panels as primary building materials. Metal siding is used as an accent and fourth floor material. As approved by the Landmarks Commission, the central part of the building has a curved metal roof, an architectural element most visible from the Paterson Street facade. Along Williamson Street, the building has two distinct commercial storefronts, with brick utilized from the ground all the way up to the top of the third floor. The three-story brick exterior continues around large portions of all four sides of the building.

Atop the third floor roof, the building includes a green roof element nearly 2,000 square feet in size with a variety of plants including sedum, spurge, and alliums.

Project Analysis and Conclusion

Land Use and Plan Consistency – The proposed building is generally consistent recommendations in the Williamson Street Design Guidelines (2004). The site is recommended for potential redevelopment. In this area, the Plan notes that mixed-use buildings should have flat roofs. A maximum of three stories is recommended, with an option for a substantially stepped back fourth story, if the proposal includes structured parking and/or affordable housing. This proposal includes structured parking at a 1:1 ratio for the residential units. The applicant indicates that two of the dwelling units will be maintained as affordable housing opportunities. While this effort will be made outside of the formal City review and approval process, it is certainly appreciated.

Access, Parking, and Circulation - Staff notes that while the residential units will have a parking ratio of 1:1 in the underground parking area, there is no off-street parking specifically designated for the two commercial spaces. As general retail spaces, they would together require a minimum of nine (9) parking stalls under the general regulations in the zoning code. If they were to be utilized for restaurant spaces, the parking requirement would instead be driven by the overall capacity, and is unknown at this time. A parking reduction of up to 20 stalls to allow for the building can be administratively approved by the Zoning Administrator, and any reduction exceeding 20 stalls would require approval by the Plan Commission as a conditional use.

Along this portion of Williamson Street, it is not at all uncommon for commercial spaces (retailers and restaurants) to operate without off-street parking. Based on the relatively small size of the commercial spaces, and its location within easy biking and walking distance from thousands of residents, staff is comfortable supporting the proposal with no dedicated commercial parking.

Demolition and Design Details – In their consideration of a Certificates of Appropriateness for the proposal from April through July, 2015, the Landmarks Commission reviewed extensively the proposed demolition, building mass, and design details for the building, and staff supports their conclusions.

Conditional Use Standards – The Planning Division staff evaluation of the proposed project’s ability to meet the standards for conditional use approval is summarized below.

As stated in MGO Section 28.183(6)(a), *“The City Plan Commission shall not approve a conditional use without due consideration of the recommendations in the City of Madison Comprehensive Plan and any applicable neighborhood, neighborhood development, or special area plan, including design guidelines as adopted as supplements to these plans. No application for a conditional use shall be granted by the Plan Commission unless it finds that all of the following conditions are present:*

1. *The establishment, maintenance, or operation of the conditional use will not be detrimental to or endanger the public health, safety, or general welfare.*

Staff believes that this standard is met.

2. *The City is able to provide municipal services to the property where the conditional use is proposed, given due consideration of the cost of providing these services.*

Staff believes that this standard is met.

3. *The uses, values, and enjoyment of other property in the neighborhood for purposes already established will not be substantially impaired or diminished in any foreseeable manner.*

Staff believes that this standard is met. Should the property owner continue to work with the adjacent property owner to the east to provide access to the rear of that property, staff would support such a change as a Minor Alteration to the conditional use.

4. *The establishment of the conditional use will not impede the normal and orderly development and improvement of the surrounding property for uses permitted in the district.*

Staff believes that this standard is met.

5. *Adequate utilities, access roads, drainage, parking supply, internal circulation improvements, including but not limited to vehicular, pedestrian, bicycle, public transit, and other necessary site improvements have been or are being provided.*

Staff believes that this standard can be met, so long as all conditions of approval from Traffic Engineering staff are sufficiently addressed.

6. *Measures, which may include transportation demand management (TDM) and participation in a transportation management association have been or will be taken to provide adequate ingress and egress, including all off-site improvements, so designed as to minimize traffic congestion and to ensure public safety and adequate traffic flow, both on-site and on the public streets.*

Staff believes that this standard can be met, and does not believe that there is a need for a TDM in this case.

7. *The conditional use conforms to all applicable regulations of the district in which it is located.*

Staff believes that this standard is met, so long as all Zoning conditions of approval are sufficiently addressed.

9. *When applying the above standards to any new construction of a building or an addition to an existing building, the Plan Commission shall find that the project creates an environment of sustained aesthetic desirability compatible with the existing or intended character of the area and the statement of purpose for the zoning district. In order to find that this standard is met, the Plan Commission may require the applicant to submit plans to the Urban Design Commission for comment and recommendations.*

Statement of Purpose for Traditional Shopping Street (TSS) District

The TSS District is established to encourage and sustain the viability of Madison's mixed-use corridors, which sustain many of the City's traditional neighborhoods. The district is also intended to:

- a) Encourage pedestrian, bicycle and transit use as a means of accessing and moving through these corridors.*
- b) Encourage diversification of uses, including residential, commercial, and civic uses, in order to enhance the vitality and appeal of these areas.*
- c) Maintain the viability of existing residential buildings located within or adjacent to these corridors.*
- d) Encourage appropriate transitions between higher-intensity uses within TSS districts and adjacent lower-density residential districts.*
- e) Facilitate preservation, development or redevelopment consistent with the adopted goals, objectives, policies, and recommendations of the Comprehensive Plan and of adopted neighborhood, corridor, or special area plans.*

Staff believes that this standard is met, following detailed review and approval by the Landmarks Commission regarding the appropriateness of the design of the building in the Third Lake Ridge Local Historic District.

12. *When applying the above standards to an application for height in excess of that allowed in the district, the Plan Commission shall consider recommendations in adopted plans; the impact on surrounding properties, including height, mass, orientation, shadows, and view; architectural quality and amenities; the relationship of the proposed building(s) with adjoining streets, alleys, and public rights of ways; and the public interest in exceeding the district height limits.*

Staff believes that this standard is met, noting that the fourth floor of the building is stepped back from the front facade by 30 feet, as is recommended in the Williamson Street Design Guidelines (2004). The impacts on surrounding commercial properties based on height will be minimal.

[Standards 8, 10, 11, and 13-15 do not apply to this request]

Conclusion – The proposed land use, building mass, height, and design will bring a significant change to this important corner in the Third Lake Ridge Local Historic District. Given the review and approval by the Landmarks Commission, the consistency with the Williamson Street Design Guidelines (2004), and staff’s analysis of relevant standards of approval, staff supports the proposed demolition and conditional use request on this site.

Recommendation

Planning Division Recommendation (Contact Heather Stouder, 266-5974)

The Planning Division recommends that the Plan Commission find that the demolition and conditional use standards are met, and **approve** the request at 906-910 Williamson 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

Planning Division (Contact Heather Stouder, 266-5974)

1. Final plans submitted for staff review and approval shall address all conditions of the July 20, 2015 Landmarks Commission approval of a Certificate of Appropriateness for the proposed building.
2. If an encroachment agreement for the proposed exterior bicycle parking is not provided for any reason, plans shall be revised to include required exterior bicycle parking on the subject property.
3. Final plans submitted for staff review and approval shall include revised usable open space calculation excluding the green roof area, unless this area is being designed to accommodate people.

City Engineering Division (Contact Brenda Stanley, 266-4537)

4. As designed, the entrance to the underground parking does not have a safe overflow to the street when storm sewer is at capacity. Design shall be revised to show 0.25' of freeboard to overflow the sidewalk before entering the underground parking.

5. 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.
6. Correct street name on appropriate sheets. Street name is S Paterson St.
7. The base address of the apartments is 315 S Paterson St. Sheet A-1.1 does not show Commercial primary entrances. Commercial addresses TBD when details plans are submitted/received.
8. All outstanding Madison Metropolitan Sewerage District (MMSD) charges are due and payable prior to Engineering sign-off, unless otherwise collected with a Developer's / Subdivision Contract. Contact Mark Moder (608-261-9250) to obtain the final MMSD billing a minimum of two (2) working days prior to requesting City Engineering signoff (MGO 16.23(9)(d)(4)).
9. Prior to approval, the owner or owner's representative shall obtain a permit to plug each existing sanitary sewer lateral that serves a building which is proposed for demolition. For each lateral to be plugged the owner shall complete a sewer lateral plugging application and pay the applicable permit fees. NOTE: As of January 1, 2013 new plugging procedures and permit fees go into effect. The new procedures and revised fee schedule is available on line at <http://www.cityofmadison.com/engineering/permits.cfm> (MGO CH 35.02(14)).
10. The Applicant shall submit, prior to plan sign-off, a digital CAD file (single file) to the Engineering Division (storm/sanitary section). The digital CAD file shall be to scale and represent final construction. 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:
 - 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) Plat name and lot lines (metes & bounds parcel lines if unplatted)
 - g) Platted lot numbers (noted "unplatted lands" if not platted)
 - h) Lot/Plat property dimensions
 - i) Street names.All other levels (contours, elevations, etc) are not to be included with this file submittal. THE CAD FILE WILL ONLY BE REQUIRED PRIOR TO FINAL PLAN REVIEW SO THAT MULTIPLE FILES DO NOT NEED TO BE SUPPLIED OR REVIEWED. the project site address in the email subject line. Any changes or additions to the location of the building, private utilities, sidewalks, parking/pavement during construction will require a new CAD file transmittal.
11. The applicant's utility contractor shall obtain a connection permit and excavation permit prior to commencing the storm sewer construction. MGO 37.05(7)-This permit application is available on line at <http://www.cityofmadison.com/engineering/permits.cfm>.
12. This project appears to require construction dewatering. A dewatering plan shall be submitted to City Engineering as part of the Erosion Control Permit.
13. 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 City/County Health Department shall be required.

14. 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.
15. The applicant shall demonstrate compliance with Section 37.07 and 37.08 of the 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.
16. The Applicant shall close all abandoned driveways by replacing the curb in front of the driveways and restoring the terrace with grass (POLICY).
17. 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 (POLICY).
18. 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).
19. 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).
20. All damage to the pavement on Paterson 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)
21. The construction of this project will require 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. Obtaining a developer's agreement generally takes approximately 4-6 weeks, minimum (MGO 16.23(9)c).
22. Applicant shall provide for review reciprocal easements and agreements including, but not limited to, access, parking and storm water management (drainage) that are necessary to accomplish the development as proposed in cooperation with the adjacent property to the east. The document(s) shall then be executed and recorded and recorded copies provided prior to building permit issuance.
23. The Site Plan indicates Private Bike Stalls that will encroach into the Paterson Street right of way. Additionally, any canopies or balconies that encroach into the right of ways shall be shown and noted on the site plans. Applicant shall make an application with City of Madison for a privilege in streets for all encroachments into public right of ways administered by the City of Madison Office of Real Estate Services. Use the following link for application information:
<http://www.cityofmadison.com/developmentcenter/landdevelopment/streetencroachment.cfm>

An approval of the development does not constitute or guarantee approval of any encroachments within a public right of way.
24. Submit a PDF of all floor plans to lzenchenko@cityofmadison.com so that a preliminary interior addressing plan can be developed prior to plans being submitted for permit review. If there are any changes pertaining to the location of a unit, the deletion or addition of a unit, or to the location of the entrance into any unit,

(before, during, or after construction) the addresses may need to be changed. The interior address plan is subject to the review and approval of the Fire Marshal.

25. The site plan shall reflect a proper street address of the property as reflected by official City of Madison Assessor's and Engineering Division records.

Traffic Engineering (Contact Eric Halvorson, 266-6527)

26. Applicant shall provide a 10' vision clearance along the property line at all access points to the site in conformance with M.G.O. 27.05(2)(w)(bb).
27. The building as currently designed is placed in the intersection vision clearance triangle as set forth in M.G.O. 27.05(2)(w)(bb). Applicant shall apply for a waiver of the vision clearance from the City Traffic Engineer as provided for in the ordinance. This may result in modifications to the building to provide adequate sight distance for motorists, bicyclists and pedestrians.
28. Residents of this property shall not be eligible for the Residential Permit Parking Program. Landlord shall include this information in the lease and provide a copy to Parking Utility. Landlord is encouraged to inform tenants of this restriction.
29. 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 Williamson St 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.
30. Applicant shall provide a move in/out plan prior to final sign off for the proposed residential units.
31. 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.
32. 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.
33. 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.
34. All parking facility design shall conform to MGO standards, as set in section 10.08(6).
35. As of October 2nd Traffic Engineering will no longer be accepting paper plans; to ensure a timely review all submittals will include an electronic copy (.pdf preferred).
36. Covered parking is not dimensioned and as such not reviewable at this time. The applicant should be aware this may lead to major site changes once the dimensions are provided.
37. Any encroachment into the public right-of-way for building foundation earth retention must be reviewed by Traffic Engineering prior to approval.
38. Along any public Right-of-Way classified as an arterial or a collector the applicant can expect to be required to use pile and lagging for their shoring.

Zoning Administrator (Contact Jenny Kirchgatter, 266-4429)

39. Section 28.185 (7)(a)5 requires approval of a reuse and recycling plan by the Recycling Coordinator, Mr. George Dreckmann(608-267-2626), prior to the issuance of the demolition permit.
40. Section 28.185 (10) Every person who is required to submit a reuse and recycling plan pursuant to Sec. 28.185(7)(a)5 shall submit documents showing compliance with the plan within sixty (60) days of completion of demolition.
41. Section 28.185(9)(a) A demolition or removal permit is valid for one (1) year from the date of the Plan Commission.
42. A vehicle parking reduction will be required per Section 28.141(5). As the commercial tenant spaces are leased, the entire development must reflect compliance in the required amount, type and number of auto and bike parking spaces, to be reviewed prior to obtaining zoning approval for each future tenant space use.
43. Parking requirements for persons with disabilities must comply with Section 28.141(4)(e). Final plans shall show the required accessible stalls, including van accessible stalls. A minimum of one (1) van accessible stall is required.
44. Bicycle parking shall comply with Sections 28.141(4)(g) and 28.141(11). A minimum of 26 bicycle stalls are required for the residential use plus 3 guest stalls. A minimum of 90% of the required bicycle parking stalls for the residential use shall be designed as long term stalls, and the remaining 10% may be short-term stall. Guest stalls for the residential use shall be short-term. A minimum of 2 short-term bicycle stalls will be required for the commercial tenants. A maximum of 25% of the required bike parking may be structured (wall mounts). Show the dimensions of the bicycle stalls and access aisles on the final plans and provide a detail of the bike racks to be installed.
45. Bicycle parking proposed for placement in the public right-of-way will require approval from the City Real Estate section.
46. Submit revised calculations and plan sheets for useable open space and lot coverage consistent with the Chapter 28 Zoning Code definitions and Section 28.140 Useable Open Space.
47. Per Section 28.142(3) Landscape Plan and Design Standards, submit the landscape plan and landscape worksheet stamped by the registered landscape architect. Landscape plans for zoning lots greater than ten thousand (10,000) square feet in size must be prepared by a registered landscape architect.
48. Submit a rooftop plan with the final plans with details of any rooftop mechanical equipment and green roof details.
49. Exterior lighting provided shall be in accordance with City of Madison General Ordinances Section 10.085. If exterior building lighting is provided, submit an exterior lighting plan and fixture cut sheets with the final plan submittal.
50. Signage approvals are not granted by the Plan Commission. Signage must be reviewed for compliance with Chapter 31 Sign Codes of the Madison General Ordinances. Signage permits are issued by the Zoning Section of the Department of Planning and Community and Economic Development.

Fire Department (Contact Bill Sullivan, 261-9658)

51. Provide standpipes in accordance with IFC 905.

52. The Madison Fire Department does not object to this proposal provided the project complies with all applicable fire codes and ordinances

53. Please consider allowing Madison Fire Department to conduct training sequences prior to demolition. Contact MFD Training Division to discuss possibilities: Lt Scott Bavery (608) 576-0600.

Parks Division (Contact Janet Schmidt, 261-9688)

54. Park impact fees (comprised of the Park Development Impact Fee per MGO Sec. 20.08(2) and the Parkland Impact Fee in lieu of land dedication per MGO Sec. 16.23(8)(f) and 20.08(6)) will be required for all new residential development. The developer must select a method for payment of park fees before signoff. This development is within the Tenney – Law – James Madison park impact fee district (SI26). Please reference ID# 15150 when contacting Parks about this project.

55. Please update site plan to show an existing 2” Ornamental Pear tree on the Williamson St side of the property. No new trees will need to be planted as part of the project.

56. Existing street trees shall be protected. Please include the following note on the site plan: Contractor shall install tree protection fencing in the area between the curb and sidewalk and extend it at least 5 feet from both sides of the tree along the length of the terrace. No excavation is permitted within 5 feet of the outside edge of a tree trunk. If excavation within 5 feet of any tree is necessary, contractor shall contact City Forestry (266-4816) prior to excavation to assess the impact to the tree and root system. Tree pruning shall be coordinated with City Forestry. Tree protection specifications can be found in section 107.13 of City of Madison Standard Specifications for Public Works Construction - <http://www.cityofmadison.com/business/pw/documents/StdSpecs/2013/Part1.pdf>.

Water Utility (Contact Dennis Cawley, 266-4651)

57. The new water service lateral shall be installed as a cut-in connection.

58. The Madison Water Utility shall be notified to remove the water meters prior to demolition.

59. This property is not located in a wellhead protection district. All wells located on this property shall be abandoned if no valid well operation permit has been obtained from the Madison Water Utility.