



## Report to the Plan Commission

May 18, 2009

**Legistar I.D. #14303**

**1308 W. Dayton Street (South Campus Union)  
(PUD-SIP) Zoning Map Amendment**

**Report Prepared By:  
Kevin Firchow, AICP  
Planning Division**

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**Requested Action:** Approval of a request to rezone 1308 W. Dayton Street from Planned Unit Development-General Development Plan (PUD-GDP) to Planned Unit Development-Specific Implementation Plan (PUD-SIP) to allow the development of a new South Campus Union.

**Applicable Regulations & Standards:** Section 28.07 (6) of the Zoning Ordinance provides the requirements and framework for Planned Unit Developments; Section 28.12 (9) provides the process for zoning map amendments.

**Summary Recommendation:** The Planning Division recommends that the Plan Commission find that the standards for zoning map amendments and planned unit developments are met and forward Zoning Map Amendment 3431, rezoning 1308 W. Dayton Street from Planned Unit Development-General Development Plan (PUD-GDP) to Planned Unit Development-Specific Implementation Plan (PUD-SIP) with a recommendation of **approval**. This recommendation is subject to input at the public hearing, conditions recommended by the Planning Division, and the conditions recommended by other reviewing agencies.

### Background Information

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- Applicant:** Gary Brown, UW-Madison; 610 Walnut Street; Madison, WI 53726
- Agent / Contact:** Wally Johnson, Workshop Architects, Inc; 1736 North Second Street; Milwaukee, WI 53212
- Property Owner:** The Board of Regents of the University of Wisconsin System; c/o Alan Fish; Associate Vice Chancellor for Facilities Planning and Management; 9th Floor WARF Building; 610 N. Walnut Street; Madison, WI 53705

**Proposal:** This rezoning is proposed to allow construction of a new South Campus Union complex. Construction is estimated to begin in June 2009 and be completed by March 2011.

**Parcel Locations:** An area of approximately 3.6 acres on the University of Wisconsin campus in a block bounded by Campus Drive (north), W. Dayton Street (south), and Randall Avenue (west). The UW Computer Science building is adjacent to this site to the east. Aldermanic District 8; Madison Metropolitan School District.

**Existing Conditions:** Three demolitions were approved as part of previous applications. The Randall Towers apartments and Hi-Ray Hall buildings have since been demolished. At the time of report writing, demolition of the existing Union South is well underway. Wendt Library (on the western portion of the property) is not proposed for demolition at this time. The University has indicated the library could be demolished as part of a future phase.

**Surrounding Land Use and Zoning:**

North: UW-Center for Discovery (WID/MIR) (under construction), zoned PUD-SIP (Planned Unit Development-Specific Implementation Plan)

South: Multi-unit residences, zoned R6 (General Residence District) and PUD-SIP

East: UW-Computer Science Building, zoned R5 (General Residence District), and

West: UW-Engineering Hall, zoned R5 (General Residence District).

**Adopted Land Use Plan:** The Comprehensive Plan recommends this site for campus uses. Specific recommended uses include educational facilities, research and employment centers, and student-oriented retail, service, and dining. Most of this site is also within the planning boundary for the Regent Street – South Campus Plan. This plan recommends UW Student/Faculty services for much of the subject site. The area north of Johnson Street is outside the boundary of this plan.

**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.

**Zoning Summary:** This project is being rezoned to the (PUD) district and there are no predetermined bulk requirements. Zoning Staff have reviewed it based on the criteria for the C2 district, because of the surrounding land uses.

Bulk Requirements	Required	Proposed
Lot Area	6,000 sq. ft.	7,932 sq. ft.
Lot width	50'	405'
Usable open space	n/a	n/a
Front yard	0'	52'
Side yards	0'	29' RS / 33' LS
Rear yard	0'	29'
Floor area ratio	3.0	less than 3.0 of total site
Building height		5
Number parking stalls	Universities-1 stall per each 2	182
Accessible stalls	6	6
Loading	n/a	n/a
Number bike parking stalls	18	232 (See Condition #39)
Landscaping	as shown	adequate
Lighting	n/a	
<i>Table Prepared by Pat Anderson, Assistant Zoning Administrator</i>		

(Recommended conditions that correspond to requirements are noted in parentheses)

## **Project Review**

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### Existing Conditions and Surrounding Context

The subject site is located in the southern portion of the University of Wisconsin campus, bounded by Campus Drive, Randall Avenue, and Dayton Street. The 1300 block of West Johnson Street formerly bisected this site.

The General Development Plan and corresponding demolitions have previously been approved. Three of the four buildings on this site have been or are in the process of being demolished. The demolished structures include the Randall Towers apartment building and Hi-Ray Hall. Demolition of the existing Union South building was well underway at the time of report writing. Wendt Library is on the western portion of the property and is not proposed for demolition at this time. The University has indicated the library could be demolished as part of a future development phase. Other University buildings, including Engineering Hall and the Computer Sciences building, surround the subject site. Several non-university residential properties are located south of the project site, across from Dayton Street.

Other related approvals discussed in the Planning Division Report of December 1, 2008 have been granted. The Common Council approved the vacation of the 1300 block of West Johnson Street and corresponding changes to the surrounding rights-of-way. The Office of the Commissioner of Railroads (OCR) has approved the modification of one public rail crossing and the closing of a second crossing to accommodate this project.

### Zoning Map Amendment Request

The applicant requests approval to rezone the property from Planned Unit Development-General Development Plan (PUD-GDP) to Planned Unit Development-Specific Implementation Plan (PUD-SIP). This is the second step in the PUD approval process needed to allow the development of this project.

The proposed new union facility has an area of 291,500 square feet. The project site encompasses three separate parcels and the aforementioned portion of Johnson Street. Together, this combined area is roughly 3.6 acres.

The proposed South Campus Union is situated along the north and east sides of the site. Wendt Library holds the southwest corner of the property. On the east, the new structure would frame a proposed pedestrian mall on the previously vacated portion of South Orchard Street. On the west, the building is set roughly 30 feet from Randall Avenue to allow for a wide pedestrian zone. The Wisconsin and Southern rail line separates the northern property frontage from Campus Drive. The building setback varies in this area. The applicant notes that future connections to the proposed commuter rail system are being designed into the facility.

The new complex would provide dining, recreational facilities, offices, student organizational spaces, an art gallery, and a small theatre. In addition, plans call for 60 hotel-style guest rooms and other uses as described in the applicant's materials.

The applicant has proposed an outdoor dining terrace on the southern end of the building's second floor. This area has a total capacity of 585 people. The letter of intent notes this space could be used for a variety of gatherings including wedding receptions or other social gatherings. Other outdoor activities would be held in the plaza area between the Wendt Library and the new Union. Proposed

activities include outdoor movie nights and live music, including the UW Marching Band during “Football Saturdays.” The applicant anticipates that activity at both outdoor areas would cease at midnight, depending on the activity. The applicant further notes that outdoor noise would be minimized after 11:00 pm.

This “crescent-shaped” building is five stories in height with the fourth and fifth floors stepped back from the lower floors. Massing diagrams show the building would be approximately 68 feet in height. The main (ground) level of the building will house food kiosks, a convenience store, bike storage, and an art gallery. The second and third levels include additional eating, lounge, and indoor garden areas. The fourth and fifth floors include the guest rooms and ballrooms. Two levels of underground parking are proposed with some additional recreational space located below ground. A mechanical penthouse is shown above the fifth floor.

Detailed elevation drawings are included in this submittal. As noted in the staff report prepared for the General Development Plan (GDP), the proposed building form is not easily described in narrative. The Plan Commission and other readers of this report are directed to the elevation drawings and the illustrative renderings provided by the applicant. In summary, the character of the building includes contemporary and prairie-style design elements. The lower levels of the building are primarily clad in varied stone and brick veneers. Floors four and above are primarily clad in metal panels. Windows are provided throughout, and the ground level entrances largely transparent. Among the more prominent design features is the building’s rounded corner on the upper floors along the building’s northeast corner.

The SIP plans include approximately 182 underground vehicle-parking stalls with a mixture of parking for permit holders and hourly parking for visitors. This ramp is accessed from Dayton Street. In addition, short-term parking and drop-off and pick-up facilities are provided on the small turn-around area located along the southeast corner of the building, opposite South Orchard Street. Approximately 230 bicycle parking spaces will be distributed around the building and the applicant estimates approximately 33 moped parking stalls will be accommodated along the Orchard Street Mall. The applicant notes that the proposed parking is in compliance with the University’s Master Plan.

An underground loading dock accessed from Randall Avenue will include room for three full size semi-trailer trucks and two panel truck dock spaces.

Finally, a zoning text was submitted with the Specific Implementation Plan, and includes the list of permitted uses and other applicable standards pertaining to this project.

## **Project Analysis**

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The proposed project is consistent with the approved General Development Plan. In considering the more detailed design plans submitted with the SIP, staff note that the Urban Design Commission granted final approval on May 6, 2009. Their report is attached.

The Comprehensive Plan recommends “Campus” uses for the subject site. Specific recommended uses include educational facilities, research and employment centers, and student-oriented retail, service, and dining. This plan further states “campus” development “should be compatible with surrounding uses and their design characteristics, and mitigate potential negative impacts on adjacent areas.” Similar recommendations are contained within the Regent Street – South Campus Plan. Staff believe the proposed project is consistent with these recommendations.

The SIP submittal provides additional programming detail about the proposed indoor and outdoor activities. This information is primarily included in the letter of intent. Staff note that the proposed outdoor dining area is roughly 120 feet from the nearest non-university residences. The outdoor patio featuring outdoor movies and music events is roughly 200 feet from the closest residences. The zoning text indicates outdoor dining and other events will be permitted “as shown on the approved plans.” However, the plans themselves do not provide much additional detail on where these areas are or how they will be operated. Staff recommend that the areas proposed for approved outdoor uses be clearly labeled and that the hours of operation and other operating information contained in the letter of intent is included in a revised zoning text.

The Planning Division report of December 1, 2008 indicated several right-of-way issues were not finalized prior to the approval of the General Development Plan. Since that approval, the Common Council has approved the right-of-way improvements to Randall Avenue and Campus Drive. In addition to the vacation of Johnson Street, the approved improvements include a dedicated right turn lane from Randall Avenue onto Campus Drive. Bike lanes will be added onto both sides of Randall Avenue. Additionally, a new signal will be provided at the intersection of Campus Drive and Orchard Street. The Orchard Street pedestrian mall is intended to be the primary pedestrian connection to the new South Campus Union, though a series of crosswalks are also provided at the intersection of Campus Drive and Randall Avenue, across the new turn lane.

With the proposed changes, Madison Metro indicated they would eliminate the current stop on Campus Drive at Randall Avenue in the coming weeks as the intersection reconstruction commences. No temporary alternative stop location will be implemented during construction. Once construction is complete, Metro will temporarily close the existing stop at Johnson and Charter Streets, and begin a trial period of stopping buses on Campus Drive near Orchard Street. Depending on the safety and efficiency with this trial location, Metro will either revert back to the existing stop at Charter Street or make the new location at Orchard Drive permanent.

## **Conclusion**

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The proposed South Campus Union should be a significant improvement both aesthetically and functionally. The Urban Design Commission has granted final approval of the proposed project. The Planning Division believes that the proposed project is consistent with the underlying GDP, adopted City plans, and can meet the standards for approval for zoning map amendments and planned unit developments.

## **Recommendations and Proposed Conditions of Approval**

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Major/Non-Standard Conditions are Shaded

### **Planning Division Recommendation** (Contact Kevin Firchow, 267-1150)

The Planning Division recommends that the Plan Commission find that the standards for zoning map amendments and planned unit developments are met and forward Zoning Map Amendment 3431, rezoning 1308 W. Dayton Street from Planned Unit Development-General Development Plan (PUD-GDP) to Planned Unit Development-Specific Implementation Plan (PUD-SIP) with a recommendation of **approval**. This recommendation is subject to input at the public hearing, below conditions recommended by the planning division, and the conditions recommended by other reviewing agencies.

1. That the applicant clearly label all areas in which outdoor activities are proposed and that the hours of operation (noting closing times of midnight) be added to the zoning text for approval by staff.

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

**City Engineering Division** (Contact Janet Dailey, 261-9688)

2. Plans shall be revised to show proposed public storm, water and sanitary sewer work to be completed as part of the plans issued by City Engineering, Project Number 53B2220.
3. Proposed sanitary sewer connection on West Dayton Street will require a permit from Madison Metropolitan Sewerage District (MMSD) prior to approval. Provide a copy of the approved MMSD permit prior to sign off.
4. Televising records indicate the City sanitary manhole SAS 4651-011 is located within 5 ft of the proposed manhole. Revise plan to connect lateral for proposed Union South to the City manhole and shift storm sewer to avoid conflict. Adjust manhole to grade if it is currently buried.
5. Applicant shall record the CSM and convey any required easements as part of the public improvements required for this project prior to sign off.
6. The Developer's Contractor or their sub shall be responsible for all equipment, material and labor costs associated with the railroad crossing and signal work required for this project and shall enter into an agreement with WSOR to cover said costs.
7. The Developer's contractor(s) shall take out a permit to excavate in the Right of Way for the construction of the public works improvements adjacent to this development.
8. The Developer shall make improvements to Dayton Street, Randall Avenue, Campus Drive and Orchard Street as detailed in the Developer's Agreement. The Developer's Agreement and related cost reimbursements associated with it shall be in place prior to sign off of the SIP.
9. Revise site plans to clearly show delineation of the SIP boundary and areas off site, including off site right of way and WIDOT rail corridor. Clearly show all existing and proposed right of way and easements.
10. The drive opening on drawing 3-C105 is not acceptable. Coordinate with Traffic Engineering on an acceptable drive geometry.
11. If the Developer wishes to install special treatment to the terraces a maintenance agreement shall be required.
12. Drawing 3-C106 shows a walkway crossing the railroad. This will be considered a private crossing and was not covered in the OCR Decision recently obtained by the City. This will require a separate agreement between the Developer and the Railroad.

13. Drawing 3-LS101 calls for crosswalks at car ramp entrance on Dayton Street. The City's plans do not call for crosswalks in this location. Modify drawings to coincide with the City's approved plans for 53B2220.
14. The construction of this building will require removal and replacement of sidewalk, curb and gutter and possibly other parts of the City's infrastructure. The applicant shall enter into a City / Developer agreement for the improvements required for this development. The applicant shall be required to provide deposits to cover City labor and materials and surety to cover the cost of construction. The applicant shall meet with the City Engineer 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. The developer shall sign the Developer's Acknowledgement prior to the City Engineer signing off on this project.
15. The approval of this Rezoning 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. The curb location, grades, tree locations, tree species, lighting modifications and other items required to facilitate the development or restore the right of way shall be reviewed by the City Engineer, City Traffic Engineer, and City Forester.
16. 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.
17. 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.
18. All work in the public right-of-way shall be performed by a City licensed contractor.
19. The plan set shall be revised to show a proposed private internal drainage system on the site. This information shall include the depths and locations of structures and the type of pipe to be used.
20. 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 7.5-tons per acre per year.
21. The City of Madison is an approved agent of the Department of Commerce. This proposal contains a commercial building and as such, the City of Madison is authorized to review infiltration, stormwater management, and erosion control on behalf of the Department of Commerce. No separate submittal to Commerce or the WDNR is required.
22. Prior to approval, this project shall comply with Chapter 37 of the Madison General Ordinances regarding stormwater management. Specifically, this development is required to Control 40% TSS (20 micron particle) off of new paved surfaces. Stormwater management plans shall be submitted and approved by City Engineering prior to signoff.

23. The applicant shall submit, prior to plan sign-off, digital CAD files to the Land Records Coordinator in the Engineering Division. (Lori Zenchenko) [lzenchenko@cityofmadison.com](mailto:lzenchenko@cityofmadison.com). The digital copies shall be drawn to scale and represent final construction including: building footprints, internal walkway areas, internal site parking areas, lot lines/ numbers/ dimensions, street names, and other miscellaneous impervious areas. All other levels (contours, elevations, etc) are not to be included with this file submittal. Email file transmissions are preferred. The digital CAD file shall be to scale and represent final construction. Any changes or additions to the location of the building, sidewalks, parking/pavement during construction will require a new CAD file. The single CAD file submittal can be either AutoCAD (dwg) Version 2001 or older, MicroStation (dgn) Version J or older, or Universal (dxf) format. Please include the site address in this transmittal.
24. The applicant shall obtain all necessary sewer connection permits and sewer plugging permits prior to any utility work. This permit application is available on line at <http://www.cityofmadison.com/engineering/permits.cfm>.

**Traffic Engineering Division** (Contact John Leach, 267-8755)

25. The development's proposal to vacate Johnson Street, close-off services to Orchard Street, and to consolidate several nearby parking lots into this one location is expected to create traffic impacts. These impacts will be a challenge to manage. A package of transportation actions has been developed in consultation with UW officials in an attempt to provide adequate measures to address the City's transportation concerns and interests.

Due to the request to vacate Johnson Street, the applicant has additional steps and measures to provide replacement of that street's services and functions. This will require the UW widening Randall Avenue from north of Dayton Street to Campus Drive and securing the Railroad's approval for this and the other changes near Orchard St and Campus Drive.

26. The applicant shall enter into a developer's agreement / contract with the City for the above-noted changes and the following specific improvements required to support the development and impacts involved. Unless modified by an alternative financing plan or exception noted, the Developer is expected to finance 100% of the street or transportation facilities reconstruction, traffic signal and railroad costs, and other costs related to the changes proposed and required for the GDP.
- a. The applicant shall widen and reconstruct Randall Ave from north of Dayton Street to Campus Drive to include a dedicated right turn lane onto Campus Drive (to replace the capacity lost because of a vacated Johnson Street), and obtain the Office of Commissioner of Railroad's approval for this and the other changes near Orchard St. and Campus Dr. The OCR approval process takes several months and is required prior to the street vacation and SIP approval.
  - b. The applicant shall dedicate right of way along Randall Avenue in accordance with the plans approved by the OCR and the City. The exact right of way dedication required will need to be finally determined after the OCR approval. However, the plans shall included space to add marked bike lanes in the street and new sidewalk and terrace, specifically a 4-8 ft wide terrace buffer for street trees, snow storage, signage and street lights; and a 6-10 ft wide free and clear concrete sidewalk / pedestrian corridor and 1-2 ft setback from building face/property line/special features. (A 6 ft wide terrace and 9 ft wide free and clear sidewalk may be acceptable.)



- c. As agreed to with UW, the UW shall reconstruct the intersection of Engineering Drive and Randall Ave with special medians / islands to restrict access of left turns out onto Randall Ave.
- d. As agreed to with UW, in concert with restricting left turns out onto Randall Ave., the UW will support and provide additional use of the access drive to University Ave / Campus Drive at the Mechanical Engineering and Engineering Centers Buildings.
- e. As agreed to with UW, the applicant shall reconstruct portions of both sides of Dayton Street at the site's parking ramp driveway to provide adequate space for left turn access and operations to the new parking ramp and the traffic signal at Randall Ave.
- f. As agreed to with UW, the UW shall provide an off-street drop-off circle or cul de sac on Orchard Street at Dayton Street to minimize impacts to Dayton St. and the pedestrian and bicycle conditions there.
- g. As agreed to with UW, the building shall be set back and have the dimension noted from the railroad corridor for future transportation (commuter rail) purposes, consistent with the UW's consultant report reviewed and agreed to by the City.
- h. The applicant has requested traffic signals at N. Orchard and Campus Drive. A City Council resolution is required to approve any traffic signals. As a result the applicant will need to file a request to the City Council and Pedestrian Bicycle Motor Vehicle Commission for their review and approval. If and when signals are approved by the City, the University shall be responsible for 100% of the costs of installation according to the City's plans and specifications and responsible for executing an agreement with the City for 100% of the traffic signal operation and maintenance costs of the traffic signals installed for the benefit of the University (similar to existing agreement for the traffic signals at Highland Avenue and Observatory Drive). If traffic signals are approved, then this intersection shall be reconstructed to provide a special, mid-block intersection re-marking treatment of double crosswalks 60 feet apart for intersection recognition (similar to treatment of East Campus Mall at Johnson St).
- i. The applicant's proposal to vacate Johnson Street results in the loss or removal of public on-street parking and loading facilities. This includes the existing seven (7) metered public parking stalls, one loading zone, one taxi stand, and bus stop. The City's Transit and Parking Commission and the University have entered into an agreement to resolve this and other University-related removal of public on-street parking (see City Legislative ID 11150), which will need to be considered with this GDP and prior to SIP approval.

27. The final locations and number of bicycle parking shall be reviewed and approved by the Traffic Engineer.

28. The applicant shall indicate the type of bicycle racks to be installed both inside and outside of the building.

29. When the applicant submits final plans for approval, the applicant shall show the following: items in the terrace as existing (e.g., signs and street light poles), type of surfaces, existing property lines, addresses, one contiguous plan, adjacent driveway approaches to lots on either side, signage, percent of slope, vehicle routes, and a scaled drawing at 1" = 20'.

30. All existing driveway approaches on which are to be abandoned shall be removed and replaced with curb and gutter and noted on the plan.
31. The applicant shall modify the West Dayton Street driveway approaches according to the design criteria for a "Class 3" driveway in accordance to Madison General Ordinance Section 10.08 (4).
32. The applicant shall redesign the Randall Avenue truck service driveway approach according to the design criteria for a "Class III (a)" driveway in accordance to Madison General Ordinance Section 10.08(4)(a) 4. The proposed increase in the driveway width is not permitted according to the ordinance. The maximum is forty (40) ft and maximum of ten (10) ft flares.
33. The applicant shall post a deposit or letter of credit and reimburse the City for all costs associated with any modifications to traffic signals, street lighting, signing and pavement marking, and conduit and hand holes, including labor, engineering and materials for both temporary and permanent installations. This will include the costs for installation, operation, and maintenance of any new traffic signals.
34. The applicant should show the dimensions for proposed and existing parking stalls' items A, B, C, D, E, and F, and for ninety-degree angle parking width and backing up, according to Figures II "Medium and Large Vehicles" parking design standards in Section 10.08(6)(b) 2. This is a State of Wisconsin project, the applicant could note on the plan sheet or submit a letter to Traffic Engineering, City Of Madison "The parking stalls design is according to State of Wisconsin parking design standards and approved by the State of Wisconsin."
35. The final design and/or improvements to Randall Ave, Orchard St., Dayton St. Campus Drive, and Johnson St. shall be reviewed and approved by the City Traffic Engineer and City Engineer. The applicant shall need to obtain separate approval by the Board of Public Works and Common Council for the restoration and/or reconstruction of the public right-of-way including any changes requested by the developer. The applicant shall note on the site plan, " All work proposed in the right-of-way is not being approved as part of the PUD (GDP). All work in the right-of-way is approved separately by the Board of Public Works, City of Madison."
36. "Stop" and "No Left Turn" signs shall be installed at a height of seven (7) feet to the bottom of the first sign at the driveway approaches where medians or one-way streets prohibit turns. "Stop" signs shall be installed at a height of seven (7) feet at driveway approaches. All signs at the approaches shall be installed behind the property line. All directional/regulatory signage and pavement markings on the site shall be shown and noted on the plan.
37. The Developer shall post a deposit and reimburse the City for all costs associated with any modifications to Traffic Signals, Street Lighting, Signing and Pavement Marking, and conduit and handholes, including labor, engineering and materials for both temporary and permanent installations.
38. Public signing and marking related to the development may be required by the City Traffic Engineer for which the developer shall be financially responsible.

**Zoning Administrator** (Contact Pat Anderson, 266-5978)

39. Please modify the Zoning Text, Subsection "Signage" as follows: Signage shall be placed in compliance with MGO 31, unless otherwise approved by the UDC as part of a comprehensive signage package. Add to "Lighting" as follows and shall comply with City of Madison outdoor lighting standards
40. The provision of all bicycle and scooter parking facilities appears to be satisfied using portions of both the private property and public right-of-way. The coordination of these facilities must be reviewed and approved by the City Traffic Engineering Division, and all agreements for use of the public right-of-way for bicycle/scooter parking must be satisfied by City staff before the SIP may be recorded or a building/construction permit issued for the project.
41. Meet all applicable State accessible requirements, including but not limited to:
  - a. Provide a minimum of six accessible stalls striped per State requirements. A minimum of one of the stalls shall be a van accessible stall 8' wide with an 8' striped out area adjacent.
  - b. Show signage at the head of the stalls. Accessible signs shall be a minimum of 60" between the bottom of the sign and the ground.
  - c. Show the accessible path from the stalls to the building. The stalls shall be as near the accessible entrance as possible. Show ramps, curbs, or wheel stops where required.

**Water Utility** (Contact Dennis Cawley, 261-9243)

42. All wells located on this property shall be abandoned if no valid well operation permit has been obtained from the Madison Water Utility. This property is in a Wellhead Protection District. The proposed use is allowed in this district. Any change in proposed use shall be submitted to the Water Utility General Manager to determine if it is in compliance with the City of Madison's Wellhead Protection Ordinance. The Water Utility will not need to sign off the final plans, nor need a copy of the approved plans.

**Parks Division** (Contact Tom Maglio, 266-6518)

This agency did not submit a response to these requests.

**Fire Department** (Contact Scott Strassburg, 261-9843)

This agency did not submit a response to these requests. Please contact the department on questions regarding compliance with applicable building and fire codes.

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

This agency did not submit a response to these requests.