



Report to the Plan Commission

January 20, 2010

Legistar I.D. #16882
617-619 Mendota Court
Demolition and Rezoning

Report Prepared By:
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Planning Division Staff

Requested Action: Approval of the demolition of buildings at 617 and 619 Mendota Court and a rezoning of property from R6 (General Residence District) to PUD-SIP (Planned Unit Development-Specific Implementation Plan) to construct an eight-story multifamily residential building.

Applicable Regulations & Standards: Section 28.12(12) provides the standards for approval of demolition requests. Section 28.12 (9) provides the standards for approval of zoning map amendments. Section 28.07 (6)(f) of the Zoning Ordinance provides the criteria for approval of Planned Unit Development Districts. For proposed PUDs in Downtown Design Zones, the ordinance specifically references the *Exterior and Interior Design Criteria for Planned Unit Development Districts in Downtown Design Zones*, adopted by the Common Council, to be used as guidelines to determine whether criteria for approval for the PUD can be met. Section 28.07(6)(e) provides the bulk requirements for Planned Unit Developments with Residential Components in Downtown Design Zone 3.

Summary Recommendation: The Planning Division recommends that the Plan Commission find that the standards for demolition, zoning map amendments, and planned unit developments in Downtown Design Zone 3 can be met and forward the request to the February 2 meeting of the Common Council with a recommendation for **approval** to rezone 617-619 Mendota Court from R6 to PUD-SIP, subject to input at the public hearing and conditions from reviewing agencies.

Background Information

Applicant/Project Contact: Gary Brink; Gary Brink and Associates; 8401 Excelsior Dr.; Madison

Property Owner: Patrick Properties; 2417 University Ave.; Madison

Proposal: The applicant proposes the demolition of two principal buildings, the combination of two lots into one, and the rezoning of the lot from R6 to PUD-SIP (Planned Unit Development-Specific Implementation Plan) in order to build an eight-story apartment building with 27 apartment units. The applicant hopes to begin work in August 2010, and complete the building for August 2011 occupancy.

Parcel Location: The property is located on the south side of Mendota Court at its eastern terminus, east of Lake Street; Downtown Design Zone 3; Langdon National Register Historic District; Aldermanic District 8 (Eagon); Madison Metropolitan School District.

Existing Conditions: The property is developed with a 5-unit apartment building and a 19-room lodging house, both 2 ½-story, wood framed structures built in the 1890's.

Surrounding Land Use and Zoning: The property is surrounded by multifamily buildings, lodging houses, and a University property in the R6 (General Residence) District.

North: Three 3-story lodging houses on waterfront properties line the north side of Mendota Court.

South: The 101-unit, 13-story Roundhouse Apartment building lies just to the south, sharing an access driveway with this property through a private easement. A 30-unit apartment building to the southeast was rezoned from R6 to PUD(SIP) in 1999.

East: The Lowell Center, 610 Langdon Street, is a seven-story University building with an attached parking structure taking access from the terminus of Mendota Court, adjacent to the subject property.

West: Immediately adjacent to the subject property is a 3-story, 7-unit building at 625 Mendota Court. West of this is a 4-story, 8-unit building and a 3-story, 11-unit building, all in the R6 District.

Adopted Land Use Plans: The Comprehensive Plan (2006) includes this property in the Langdon Residential Sub-district of the Downtown area, where recommended land uses include mixed-use buildings, multi-unit residential buildings, and public and private open spaces.

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

Public Utilities and Services: The area is served by a range of basic urban services and several Metro Transit routes are within close proximity. However, adequate water infrastructure for fire protection would need to be provided by the developer as part of this project.

Zoning Summary: R-6 Zoning Criteria

Bulk Requirements	Required	Proposed
Lot Area	23,250 sq. ft.	9,188 sq. ft. existing
Lot width	50'	66' existing
Usable Open Space	7,280 sq. ft.	2,048 surface + balconies *
Front yard	12' in DTDZ 3, 20' in R-6 District	13.0'
Side yards	10' one side and 12' other side per DTDZ 3	10.2' right side, 12.1' left side
Rear yard	16.7' in DTDZ 3, 30' in R-6 District	17.2'
Floor area ratio	5.0 in DTDZ 3, 2.0 in R-6 District	3.8
Building height	8 stories max. in DTDZ 3	8 stories (See Condition No. 8, page 15)

Site Design	Required	Proposed
Number Parking Stalls	0 in Central Downtown	0
Accessible Stalls	0	0
Loading	1 10' x 35' stall	1 10' x 32' stall (See Condition No. 15, page 16)
Number Bike Parking Stalls	104 min.	75 (See Condition No. 12, page 16)
Landscaping	As Shown	Adequate
Lighting	Yes	As per plan

Other Critical Zoning Items	
Urban Design	Yes
Historic District	No
Landmark Building	No
Floodplain	No
Barrier Free (ILHR 69)	Yes

Compiled by Pat Anderson, Assistance Zoning Administrator

*Since this property is being rezoned as a planned unit development (PUD), and there are no predetermined bulk requirements, it is reviewed based on the criteria for the R6 District and the Downtown Design Zone 3 Bulk Requirements. With the Zoning conditions outlined at the end of this report, the proposed project **does** comply with all of the above requirements.

Project Description

The applicant proposes the demolition of two existing structures and the rezoning of the property from R6 to PUD-SIP for the development of an eight-story, 27-unit apartment building in Downtown Design Zone 3. Since the original submittal to the Plan Commission on November 23, the proposal has evolved to include slightly fewer bedrooms, more interior space for storage and common areas, a more prominent entrance on the east side of the building, a designated loading zone on the west side of the property, and other design changes on the building exterior. The November 23 site plan and elevations are included for reference, but this report focuses on the most recent revisions to the plan set, dated January 15, 2010.

NOTE: Color versions of these materials are available for electronic viewing at the following website under "Revised Site Plan": <http://www.cityofmadison.com/planning/projects/rezoning/617mc.html>

Existing Conditions

The two existing parcels each have a 2½-story, wood framed structure constructed in the 1890s. 619 Mendota Court is developed with a 19-bedroom lodging house facing Mendota Court, which has been used as a fraternity house since the mid-1990s and was purchased by the applicant in 2008. Currently in fair to poor condition, it is considered to be a contributing structure in the Langdon National Register Historic District. 617 Mendota Court, purchased by the applicant in 1998, is a mid-block parcel directly to the south, developed with a 5-unit apartment building.

The north building is surrounded on all sides with concrete and bituminous pavement, and the south building has a rear grass lawn and a gravel parking area on the east and north sides. Two existing deciduous trees in the rear of the property are proposed for removal. As shown in submitted photos, vehicle parking currently occurs adjacent to both buildings on informal asphalt and dirt surfaces.

Adjacent to both parcels on the east side is a public right-of-way approximately 7 feet wide, with a sidewalk linking Mendota Court with Langdon Street to the south.

Proposed Land Use

The proposed eight story residential building has 27 apartment units (100 bedrooms) with a majority of the units having three or four bedrooms (One 1BR unit, three 2BR units, nine 3BR units, nine 4BR units, and five 6BR units). The project density is approximately 128 units per acre (474 bedrooms per acre). Assuming occupancy of one resident per bedroom, units in the proposed building have an average of 288 square feet per resident and one bathroom for every two residents. As proposed, units will be furnished, and intended for occupancy primarily by students.

Site and Building Design

Building Bulk and Placement- The proposed eight story building is placed in the center of the lot, just meeting all yard requirements specified for Downtown Design Zone 3 with a 12 foot front yard, 12 foot side yard to the east, 10 foot side yard to the west, and a back yard approximately 17 feet deep. The top of the parapet on the northwestern portion of the building, over the main entrance, is just over 95 feet above grade, while the majority of the building is just over 88 feet tall.

Parking and Loading- The proposal includes no vehicle parking, but spaces for 75 bicycles and 27 mopeds. Moped storage is proposed within a fenced in area on the east side of the building, adjacent to the public sidewalk. The majority of bicycle storage is provided inside the building, with 3 stalls provided outside for visitors and shorter term storage.

An official loading zone was not shown in the original submittal, but the January 15 revision before the Plan Commission includes a 10' x 32' loading zone in the driveway beside the southwest corner of the building, just past the boundary of the easement shared with the property immediately to the west.

Open Space and Stormwater Management- The majority of the site, absent the building, is either paved or heavily landscaped. Common usable open space on the site is a 8 foot by 20 foot patio in the

rear yard with decorative pavers, benches, and a built-in masonry grill, surrounded by a landscaped area. In addition, 21 of the units have usable balconies dimensioned at approximately 5 feet by 10 feet. An innovative stormwater management solution is proposed to capture the first inch of rainfall from the roof in an underground 3,000-gallon cistern and reuse it for maintenance of onsite plantings and a built in granite boulder water feature in front of the building.

Exterior Materials- As proposed, the majority of the building has a concrete masonry base, dark brown brick exterior on floors two through six, and lighter colored EIFS on floors seven and eight. A cast stone band separates the base and middle, and EIFS banding separates the middle and top.

The northwestern portion of the building serves as the most prominent design feature, rising to just over 95 feet at its top. This portion of the building has a concrete masonry base and copper colored brick extending the rest of the way to the top. A dark brown metal band separates the base from the rest of the building and the same metal is proposed on the face of the northern elevation above the main entrance to the building. Decorative metal railings are proposed for the balconies and fences surrounding the property.

Entries and Openings- The main entrance to the building proposed at the northwestern corner has full length glass panels and a metal canopy. As shown on the landscape plan, this area is heavily landscaped, and includes a bench and planter. A second entrance to the building, which may serve as a primary entrance for many tenants, is located on the east side of the building, providing access from the pedestrian way just east of the property. This entrance is inset by approximately 5 feet and is also covered with glass. Of the three doors at this entrance, one is proposed as a wider door for use by bicyclists, leading to a "bicycle lobby" and stairway (complete with bicycle ramps) to and from a bicycle storage area on the garden level. A utility entrance is provided to the trash storage area on the west side of the building.

Windows are provided at relatively consistent intervals and sizes throughout the building, with some variation in the rhythm of openings on the western and northern elevations. Five balconies on the north side of the building fully inset into the living units, and 16 balconies on the south side (rear) of the building are partially inset and separated by privacy screens.

Landscaping- Much of the proposed landscaping on the site is structured in raised planters as architectural components of the building. A tiered concrete and masonry structure is proposed on the north side of the building planted with small shrubs, perennials, and decorative boulders (including the water feature mentioned above). A narrow raised concrete planter on the west side of the building provides foundation plantings adjacent to the driveway shared with the property to the west. Landscaped beds with four trees, shrubs, and groundcover in the rear yard frame the common patio, and also provide a privacy buffer for the below-grade rear patio. Landscaping on the east side is limited to two small planters, as the vast majority of this space is utilized for moped and bicycle parking.

Related Approvals

Landmarks Commission

Since the property is in the Langdon National Register Historic District rather than a local historic district, land use proposals do not require review or approval by the Landmarks Commission. However, on November 16, 2009, the applicant provided an informational presentation to the Landmarks Commission following a November 4 informational presentation to the Urban Design Commission.

On a vote of 4 to 1, the Landmarks Commission **supported** the demolition of the two existing structures, and found that the proposal before them was generally consistent with the architecture in Downtown Design Zone 3 and the surrounding buildings. The motion noted that while generally opposed to the demolition of contributing buildings (619 Mendota Court) in National Register Historic Districts, the former Preservation Planner did not oppose their demolition, and the condition of the buildings was poor.

Urban Design Commission

Including an informational presentation in November 2009, the Urban Design Commission (UDC) has reviewed the proposal three times, and their interim recommendations have led to changes in the proposal.

On December 16, 2009, the UDC **referred** the proposal. On January 6, 2010, after careful review using the design criteria for Downtown Design Zone 3, the Urban Design Commission (UDC) granted **initial approval** for the design of the project with recommendations for revisions to the treatment of the parapet of the building and a change in the color of the decorative pavers proposed (see enclosed report). The UDC discussed the possibility of granting final approval at the January 6 meeting subject to the fulfillment of these minor recommendations, but expressed a preference that the Plan Commission considers the project first to deal with issues that some members felt related more to land use than design, such as the proportion of parking proposed, the management of loading, etc. Staff recommends that final approval by the UDC be required as a condition of approval in the Plan Commission's recommendation to the Common Council.

Evaluation

In this section, aspects of the proposal *unrelated* to the Design Criteria for Downtown Design Zones are reviewed first, followed by aspects of the proposal relating to each of the criteria, which are included in *italics* in their entirety beginning on Page 7 of the report.

Public Input

The applicants met on December 3, 2009 with the Alder and representatives of the State-Langdon Neighborhood Association, who were supportive of the proposal (see enclosed letter).

The owner of property immediately to the west and southwest (including the Roundhouse Apartments and a three-story apartment building immediately adjacent to the subject property) has indicated overall support for the project, but significant concern about the lack of parking and loading provided. Representatives of this property owner have presented at UDC meetings, and expressed in writing their concerns (see enclosed letters dated December 11 and December 23).

Staff met on January 15 with this property owner and representatives to review revised plans and discuss their concerns, which seem to center on the driveway easement shared between the subject property, the adjacent property to the west, and the Roundhouse Apartments to the southwest. Secondary concerns relate to the precedent that a development of this significance with no vehicle parking would set for this area. Throughout the review process, this property owner expressed the strong preference that the loading functions associated with the building, as well as the main entrance, be placed on its east side. Representatives of the applicant have met with representatives of this property owner, and staff expects that they may meet again. (Any further communication from the adjacent property owner received before the January 25 Plan Commission meeting will be shared with the Plan Commission either at the end of this packet or at the meeting itself.)

Land Use

Provision of Fire Protection- Existing infrastructure along Mendota Court does not support adequate fire protection for the proposed building, and if this were not jointly resolved, the proposal would not be implementable, nor would it meet standards for Planned Unit Developments. However, at a significant cost, the applicant has agreed to construct a new water main leading from Langdon Street to the subject property, under the public sidewalk to the east to support a second fire hydrant for use in this area, which would fulfill Condition No. 43. In addition, the applicant will need to obtain a fire code variance for the inability to provide adequate fire lanes (see Condition No. 42).

Demolition of Existing Structures- According to former Historic Preservation Planner Kitty Rankin, who provided an analysis of the buildings in October 2008 (included) 617 Mendota Court is in poor condition, and the original staircase is perhaps the only significant interior item that should be reused. After review, she indicated that she did not oppose demolition of either structure.

Following the Landmarks Commission's informal consideration and approval of the demolition of the existing buildings, Planning Division staff believes that the standards for demolition can be met. While the recycling and reuse plans for the building will be required by ordinance, staff has encouraged the applicant to pay particular attention to the potential reuse of the existing stairway in the 5-unit building at 617 Mendota Court, and suggested that they work with Habitat for Humanity to determine what other interior materials are salvageable.

Consistency with Adopted Plans- Multiunit residential buildings are consistent with land use types recommended for the Langdon Residential Sub-district of the Downtown area in the Comprehensive Plan (2006). The Langdon Residential Subdistrict lies within the boundary of the Downtown Plan currently underway, and there are no foreseen changes to the recommended land use types in this area, although recommended densities may change to account for new density ranges currently not included in the Comprehensive Plan.

In this sub-district, mixed-use buildings and multifamily residential buildings ranging from 16-60+ units per acre are recommended, although the Plan notes that its land use recommendations should be considered preliminary until more detailed plans for the Downtown area are developed and adopted. Staff believes that the proposed density (128 units per acre), in and of itself, can be considered to be consistent with the Comprehensive Plan recommendations for net densities of 16-60+ units per acre the area, so long as a proposal demonstrates that the project is well-designed and that the proposed density can be efficiently and effectively managed.

While not a Plan, the Downtown Design Zones (DTDZs) created in 2001 provided very specific bulk limitations which provide a framework for acceptable densities. In this case, the proposal is located on property in DTDZ 3, where buildings with residential components seeking PUD Zoning are limited to eight (8) stories and an FAR of 5.0. This proposal meets these bulk requirements, and is the first proposal in DTDZ 3 to be reviewed using these standards.

Density Comparisons- Intuitively, the proposal would increase the density (using any measure) of the aggregated properties with frontage on Mendota Court, which consists mostly of student housing in three to four story buildings.

A density comparison with existing development within DTDZ3 and the Langdon Residential Sub-District (see map at right) is useful in this case, despite some data limitations. In the City Assessor's database, many properties with existing lodging houses lack data on the number of units or bedrooms. When omitting these properties from the calculation, *existing* net residential densities for these areas can be compared as shown in Table 1:

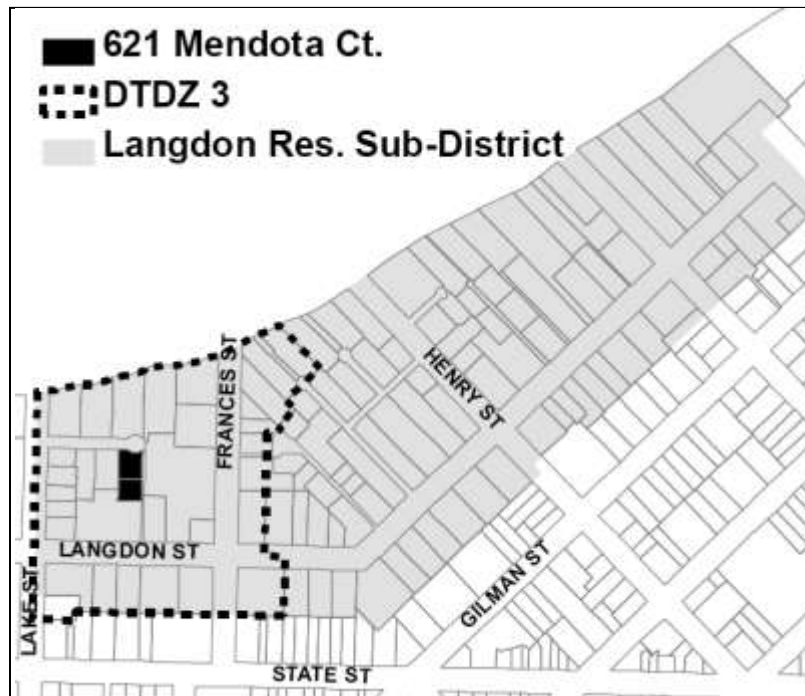


Table 1:

Area	# Units	Acres with Residential Units	Net Residential Density
621 Mendota Ct (Proposed)	27	0.21	128
DTDZ 3 (Current)	802	7.86	102
Langdon St. Residential Sub-District	1,899	21.96	86

An even better comparison within areas consisting primarily of student housing is to analyze density based on the number of bedrooms (which better approximates the number of residents). Unfortunately, this data is not readily available for the vast majority of multifamily residential properties across the city. A useful comparison based on number of bedrooms can be made with other apartment buildings in Planned Unit Development Districts within the immediate area, for which data is more readily available. As shown in Table 2 below, the proposed building would be on the higher end, although consistent with, other apartment buildings in Planned Unit Development Districts within DTDZ 3.

Table 2: PUDs in DTDZ3 (All recorded prior to creation of DTDZ3)

Address	Stories	DU	BR	Lot sq ft	Acres	DU/ac	BR/ac	PUD Recorded
515 N Lake St	8 (7 res)	28	112	6347	0.15	192	769	Jul-00
621 Mendota Ct (Proposed)	8 res	27	100	9185	0.21	128	474	N/A
625 Langdon St	7 res	30	89	8759	0.20	149	443	Oct-00
614 Langdon St	8 res	30	78	7768	0.18	168	437	Feb-99
619 Langdon St	5 res	17	46	8767	0.20	84	229	Oct-93
613 N Frances St (partially in more restrictive DTDZ4)	5 res	18	56	11401	0.26	69	214	Feb-96

Staff believes that the proposed density would be appropriate at this location if the design and management of the development can sufficiently mitigate potential negative effects associated with dense residential development. In this proposal, design components such as furnished units, indoor trash storage, lack of automobile parking, and the provision of adequate and high quality bicycle and moped parking are likely to mitigate or perhaps even improve upon existing conditions with regard to move-in/move-out days, unsightly or misplaced trash containers, and general traffic movements within the narrow Mendota Court. The submitted Management Plan (dated January 15) addresses many concerns, and is discussed further below.

***Exterior and Interior Design Criteria for
 Planned Unit Development Districts in Downtown Design Zones***

Statement of Purpose

The Design Criteria serve to articulate community design principles, guidelines, and standards for Planned Unit Developments (PUDs) in the near-campus Design Zones with the goal of enhancing the community's overall value and appearance. These criteria reflect the fact that the general development density and intensity of occupancy are expected to be relatively high in these Design Zones compared to other locations in the City. PUDs that have residential components may be considered which are significantly larger, taller, and more massive than would be allowed in the underlying zoning districts. Because it is recognized that design professionals, including architects, landscape architects, and land planners, are trained to strive for creative excellence, the design criteria are not intended to restrict creative solutions or to dictate design.

These criteria will serve as a tool for City staff, the UDC, and the Plan Commission by providing a checklist of the primary elements to be considered when reviewing such PUD requests. This will also inform the design professionals of items that should be considered from the beginning of the design process. These standards will be used in addition to the standards in the zoning code which guide the review of PUD requests. The requirements described in Section 28.07(6)(e) are intended to be the outer limits of what will be considered through this PUD process. The review process for the overall design of the proposed building shall consider the

requirements in Section 28.07(6)(e), the Criteria for Approval in Section 28.07(6)(f), and the design criteria described herein.

Exterior Building Design

Exterior design criteria were developed to ensure that such buildings are compatible on a City, neighborhood, and block level; have a pedestrian orientation; and have a design that reflects the residential use of the structure. The following criteria are guidelines for evaluating design of the proposed project.

1) Massing. *The proportions and relationships of the various architectural components of the building should be utilized to ensure compatibility with the scale of other buildings in the vicinity. Appropriate transitions should be provided where a change in scale is needed to ensure this compatibility. Larger buildings should have their mass broken up to avoid being out of scale with their surroundings and to provide a more pedestrian-friendly quality. Stepping back the upper floors of the street facades a substantial distance from lower floors may be appropriate to achieve this quality. The shape of the building should not detract from or dominate the surrounding area.*

Staff believes that this criterion is met. While significantly larger and taller than other buildings on Mendota Court to the west, this building provides a transition from similar and larger buildings to the east and south. The massing of the building is broken up by changes in materials, inset entrances, and the northwest "tower" feature over the main entrance.

2) Orientation. *Buildings create and define the public space (streets and sidewalks) and how the building faces this public way is important. Any building facade adjacent to a street should be oriented toward and engage the street. Buildings should respect the orientation of surrounding buildings, existing pedestrian paths and sidewalks, and the orientation of surrounding streets.*

Staff believes that this criterion is met. The building is well oriented to both Mendota Court on the north side and the public sidewalk on the east side, with prominent entrances at both locations.

3) Building Components. *The building should have an identifiable base, body, and cap. The design and detailing of the base are critical to defining the public space, engaging the street, and creating an interesting pedestrian environment. Lower levels should be sufficiently detailed to ground the building. The top of the building should be clearly defined through treatments such as cornices or non-flat roof elements where appropriate. The middle of the building should provide a transition between the top and the base. Mechanical equipment (including rooftop) should be architecturally screened.*

Staff believes that this criterion is met. The base, middle, and cap are well defined. Structured landscaped beds and decorative pavers on the north side of the building provide a nice transition from Mendota Court, and on the east side, the decorative fence between the public sidewalk and the moped parking area separates and defines the public vs. private space, while maximizing visibility between them. Parapets on the roofline are sufficiently varied, and also provide screening for the elevator and mechanical equipment.

4) Articulation. *Well-articulated buildings add architectural interest and variety to the massing of a building and help break up long, monotonous facades. A variety of elements should be incorporated into the design of the building to provide sufficient articulation of the facades. This may be achieved by having a variety in the mix of unit size and layout, or changes in floor levels, be reflected in the exterior of the building. This may also be achieved by incorporating the use of: vertical and/or horizontal reveals, stepbacks, modulation, projections, and three dimensional detail between surface planes to create shadow lines and break up flat surface areas. If large blank surfaces are proposed, they should be for some compelling design purpose, and the design should incorporate mitigating features to enrich the appearance of the project and provide a sense of human scale at the ground level that is inviting to the public.*

Staff believes that this criterion is met. Articulation of the building is most significant on the base, where façades are broken up with entrances inset approximately five feet. On middle and upper levels, decks on the front and rear of the building provide for more articulation.

5) Openings. *The size and rhythm of openings (windows, doors, etc.) in a building should respect those established by existing buildings in the area and the residential and/or mixed-use nature of the building. The street facade should incorporate a sufficient number of windows, doors, balconies, and other opportunities for*

occupant surveillance of public areas. Visibility should be provided to areas accessed when entering or exiting a building. Lower floor facades should be more transparent and open than upper floors to provide a more detailed and human scaled architectural expression along the sidewalk. Window glass should have a high degree of transparency and should not be dark or reflective. Garage doors should not be visible from the street. If a design is proposed in which garage doors (or other service openings) are visible from the street, they should be sufficiently detailed and integrated into the building.

Staff believes that this criterion is met. The openings (windows and inset balconies) on the front of the building facing Mendota Court are most prominent, but residential windows are adequately provided on all sides of the building. Both entrances to the building are highly transparent with interior lobbies visible from the outside.

6) Materials. A variety of materials should be utilized to provide visual interest to the building. Colors and materials should be selected for compatibility with the site and the neighboring area. All sides of a structure should exhibit design continuity and be finished with quality materials. Materials should be those typically found in urban settings. Durable, low-maintenance materials should be used—particularly on surfaces close to the street.

Staff believes that this criterion is met. The initial submittal provided a greater variation in materials, but throughout their review of the proposal many UDC members encouraged a simplification of this aspect of the design. The resulting revisions with two colors of brick, masonry base, upper-level EIFS, and metal and stone accents are supported by the UDC and Planning Division staff.

7) Entry Treatment. Buildings with obvious entrances contribute to the definition of the public way and promote a strong pedestrian feel along the street. The building should have at least one clearly-defined primary entrance oriented towards the street. Entrances should be sized and articulated in proportion to the scale of the building. This may be achieved through the utilization of architectural elements such as: lintels, pediments, pilasters, columns, porticoes, porches, overhangs, railings, balustrades, and others, where appropriate. Any such element utilized should be architecturally compatible with the style, materials, colors, and details of the building as a whole, as shall the doors.

Staff believes that this criterion is met, and notes that the most recent revisions increased the transparency and significance of the eastern entrance to the building.

8) Terminal Views and Highly-Visible Corners. The design of buildings occupying sites located at the end of a street, on a highly-visible corner, or in other prominent view sheds should reflect the prominence of the site. Particular attention should be paid to views from these perspectives and the structures should be treated as focal points by demonstrating a higher degree of architectural embellishments, such as corner towers, to emphasize their location.

Staff believes that this criterion is met. As noted during meetings of the UDC, this building is not in a highly-visible location as experienced from UW Campus and Downtown. However, staff believes that it will be a high-quality (if relatively small) addition to the skyline from Lake Mendota.

Site Design / Function

1) Semi-Public Spaces. The space between the front façade of the building and the public sidewalk is an important transition area. It can vary in size, but should be thoughtfully considered with a variety of textures in ground treatment—particularly the area around the entryway. The emphasis should be on an urban landscape, incorporating elements such as raised planters, which could also be used as seating, street furniture, lighting, and landscape materials. These features should be architecturally compatible with the styles, materials and colors of the principal building on the lot and those in the immediate area.

Staff believes that this criterion is well addressed, on both the north and east sides of the building. Decorative pavers and benches provided outside of both entrances strengthen the relationship to the street and the public sidewalk to the east.

2) Landscaping. Landscaping should be integrated with other functional and ornamental site and building design elements, and should reinforce the overall character of the area. Landscaping can be effective in reducing the massiveness of a building and in creating a more inviting pedestrian environment. Landscaping should be provided in the front where the building meets the ground as appropriate in the context (maybe trees or planters

depending on the setbacks, shape and size of the building) to anchor building to the ground and soften the edge. Plants should be selected based on their compatibility with site and construction features. Ease of maintenance should also be considered.

Staff believes that this criterion is met, and notes the multi-functionality of landscaped spaces for aesthetics, stormwater management, and usable open space. Four new deciduous trees in the rear yard would replace the two proposed for removal.

3) Lighting. Exterior lighting should be designed to coordinate with the building architecture and landscaping. Building-mounted fixtures should be compatible with the building facades. Exterior lighting levels should not be excessive and should provide even light distribution. Areas around the entryways should be lit sufficiently. Overall lighting levels should be consistent with the character and intensity of existing lighting in the area surrounding the project site.

Staff believes that this criterion is met. Lighting plans have been reviewed by the UDC, and can be reviewed again in detail when the proposal is again before the UDC for final approval.

Interior Building Design

The criteria for determining the acceptability of a residential planned unit development within the Downtown Design Zones recognize the particular importance of building layout, functionality, interior design, and general level of amenity in ensuring that the living environment provided will be attractive, desirable and practical in an area where the intensity of development is relatively high, many potential development sites are relatively constrained in size and limited in configuration, and opportunities for on-site features and amenities outside the building envelope may be necessarily limited. Relevant factors for consideration include:

1) Mix of Dwelling Unit Types. A variety of dwelling unit types, as defined by the number of bedrooms per unit, should be available within the project. There should not be an over-concentration of either very small (efficiency and one bedroom) or very large (four or more bedrooms) units so as to maintain residential choice and provide flexibility for shifts in housing market demand.

Staff believes that this criterion is well addressed. The majority (18) of the 27 units are three or four bedroom units. There 5 six-bedroom units, each with a balcony and lake view, provide a unique opportunity likely to be filled by students transitioning from lodging houses, and the 3 two-bedroom units provide options for students or others wishing to share space with fewer people. The one-bedroom unit on the garden level is unique, and is intended to be occupied by a resident manager.

2) Dwelling Unit Size, Type and Layout. The size and layout of each dwelling unit shall be adequate to allow for reasonably efficient placement of furniture to serve the needs of the occupants and create reasonable circulation patterns within the unit.

a) The sizes of bedrooms within the dwelling units should be designed to discourage multiple occupancy of bedrooms when that would result in more than five unrelated individuals living in a unit (the maximum occupancy allowed in the R5 General Residence District). The bedroom sizes should not be large enough to encourage multiple occupancy in units with three or more bedrooms. To the extent compatible with this consideration, having at least one bedroom in each unit sufficiently large for double occupancy makes the unit more suitable for households that include a couple.

b) The size and design of the living room within each unit shall reflect and be adequate for the intended number of occupants of the unit. It is generally expected that the living area be capable of comfortably seating at least the number of residents expected to occupy the unit; however, appropriate size shall be determined as part of the overall project review.

Staff believes that this criterion is well addressed. In the project as proposed, units provide an average of 288 square feet of living space per resident. Bedrooms are approximately 10' by 10', small enough so as to discourage multiple occupancy, but providing sufficient space for a twin bed, desk, dresser, and side table. There are very few, if any bedrooms that would allow for double occupancy. The amount of seating provided in living and dining areas generally exceeds the number of bedrooms.

3) Interior Entryway. *The interior entryway should create an inviting appearance and, when feasible, should include a lobby or similar area where visitors or persons making deliveries can wait. The entryway should be sufficiently transparent to see into or out of the building when entering or leaving.*

Staff believes that this criterion is very well addressed in this proposal. The main entrance on the north side of the building is fully transparent, and includes a vestibule, a foyer leading to the elevator and a stairwell, as well as a small sitting area for those waiting for a delivery or a guest. The eastern entrance provides a small interior space for bicyclists entering and exiting the building.

4) Usable Open Space. *Project designs should provide attractive, safe and creatively designed yards, courtyards, plazas, sitting areas or other similar open spaces for building residents. Usable open space on balconies or roof decks may be provided as long as they are sufficiently large (a suggested minimum size for a balcony is 4 feet by 8 feet) and are provided or accessible to all residents. Usable open space on roof decks at lower elevations is preferred to rooftops. At some locations, side and rear yards sufficient to provide usable open space may be limited, and outdoor open space may not represent the most beneficial use of a limited site when the overall density of development is relatively high. Common recreational facilities and social activity spaces in the development may be considered toward meeting the need for usable open space.*

Staff believes that this criterion is adequately addressed. Although far less than what would be required on a per-unit basis in the R6 District, the proposal includes high-quality usable open space at the rear of the building, and functional balconies for 21 of the units. Importantly, residents would have access to a wide variety of recreational and natural open spaces on and near the UW-Madison Campus.

5) Trash Storage. *The trash storage area for the building should be located where it is reasonable accessible to the residents, as well as to disposal pick-up crews. In general, it is recommended that the trash storage area be located within the building footprint. Trash storage areas shall not be located in building front yards. Trash storage areas at any location shall be adequately screened to preserve an attractive appearance from the buildings on the site, from adjacent buildings and uses, and from public streets and walkways.*

From the standpoint of aesthetics and convenience to residents, this criterion is well addressed. Trash storage is provided on the interior of the building on the first floor, and access to interior trash and recycling chutes are provided for residents on the west side of each level of the building. The applicant has noted in discussions with staff that the trash chutes proposed have worked well elsewhere in the UW Campus area, and that the walls surrounding them will provide a sufficient noise barrier for residents in adjacent units.

6) Off Street Loading. *Adequate off-street loading areas shall be provided, as specified in Section 28.11. The Plan Commission may consider arrangements to provide off-street loading and access from adjoining properties to satisfy the requirement provided that continued use of these arrangements is assured. For all residential developments where the off-street loading area is not adequate to accommodate the anticipated needs of residents moving into or out of the dwelling units, and in particular when significant numbers of residents are expected to want to make these moves within the same limited time period (as with student-oriented housing), a specific resident move-in plan shall also be submitted with the application for a residential development in a Downtown Design Zone describing in detail how the moving needs of residents will be accommodated without creating congestion or traffic problems on public streets or unauthorized use of parking and loading areas that are not part of the development.*

After an initial submittal which did not include a designated loading zone, this issue has received attention from the Urban Design Commission, staff, and the adjacent property owner. Activities on the site requiring a loading zone will include trash removal, building maintenance, move-in/move-out (albeit without large pieces of furniture), mail and other deliveries, and pickups for 100 tenants.

The 10' by 32' loading zone proposed is on the driveway west of the proposed building, immediately to the south of the boundary of the access easement shared with the property owner to the west. The provision of a formal loading zone on the east side of the property was thoroughly explored, but is infeasible due to insufficient turning radii and adjacency to the public sidewalk running parallel to the

east side of the property. While some formal loading zones are provided on public streets in the central area of the city, the width of Mendota Court will not allow this.

The Plan Commission has the authority to waive the 10' x by 35' minimum size, or to waive the provision of a loading zone altogether. Staff believes that the 32' length proposed is sufficient, as it will accommodate trash removal and maintenance vehicles, likely the largest vehicles to utilize the space (see Refuse Collection Plan, Sheet 06 in the January 15 submittal). Further, staff believes that the placement of the loading zone is the best possible on the site with the building proposed. However, the applicant will need to clearly demonstrate the ability to manage loading, and ensure that it occurs at this location.

Staff believes that the submitted Management Plan ensures that during trash removal, building maintenance, and move-in/move-out times, loading can be effectively managed. However, staff questions how it will be managed during pickups, deliveries, and short visits, which involve drivers and vehicles unaccustomed to site rules likely to park as near the front door as possible, rather than driving to the back of the driveway. The adjacent property owner has expressed strong concerns regarding this, as it may result in short-term blockages of the shared driveway.

While on the one hand, this situation is typical for shared driveways, strong efforts should be made through project design and management to alleviate the concerns. While working generally within the proposed footprint of the building, one indirect *design* solution might be to provide a utility entrance/exit accessible by tenants adjacent to the loading zone, which would make it far more likely that pickups and deliveries could be handled in this area. This solution would affect the floor plan, and may necessitate the removal of one bedroom on the first floor. Another indirect solution, which could work well with the additional entrance, might be to provide a single dedicated parking space behind the proposed loading zone for a "community car". Hypothetically, this could be a compact car purchased by the applicant for shared use by residents, who could reserve the car on an hourly basis for errands as needed. This would at least ensure that residents would be returning the car to the dedicated parking space for physical unloading. A downside to this solution would be the removal or shifting of a small portion of the landscaped area in the rear yard. This issue might be sufficiently addressed through a supplement to the management plan, which would clarify how the applicant intends to limit parking within the shared driveway.

Staff recommends that if, after the January 25 public hearing, the Plan Commission feels that the applicant has not effectively addressed this issue, and has a better understanding of the benefits and drawbacks of possible strategies from the perspective of the applicant and adjacent property owner, they could consider adding a condition of approval to address this issue through design and/or management revisions.

7) Resident Parking.

a) Vehicles. *The adequacy of provisions for the off-street parking of residents' motor vehicles shall be evaluated as part of the review of the specific development plan. The Plan Commission may consider the likelihood that the types of residents expected will need or desire to keep private motor vehicles, the particular constraints of the development site and the resulting trade-off between the amount of parking provided and other potential site or building amenities, as well as alternate arrangements provided to accommodate the parking needs of residents, such as, provision of leased parking spaces at another location. Inadequate on-site parking may result in restrictions on residential eligibility to obtain Residential Street Parking Permits. Underground parking is preferred to surface parking lots.*

b) Bicycles. *Adequate on-site bicycle parking shall be provided to meet the needs of all the residents and users of the developments, as provided by Section 28.11(3)(e). Bicycle parking may be shared or assigned to individual dwelling units and should be located where it is reasonably convenient to the residents and to the public street system. It is recommended that at least some bicycle parking should be provided inside the building or in another location protected from the weather. If it is intended or anticipated that residents will store bicycles within individual dwelling units, the design of the units shall include provision for this storage,*

and hallways, elevators, and other building features shall be appropriately designed to facilitate the transport of bicycles to and from the units.

c) Mopeds. Adequate parking for mopeds should be provided to meet the needs of the residents. Indoor parking spaces should be provided within the parking area provided for other motor vehicles. Outdoor parking for mopeds may be provided within the parking area provided for other motor vehicles or within bicycle parking areas. Mopeds shall not be kept inside the building except within designated moped or motor vehicle parking areas.

Staff believes that this criterion is well addressed.

a) The proposal includes no parking for vehicles, which will effectively limit tenants to those without vehicles or those who can store their vehicles at offsite locations. There is no specific parking requirement in the Central Downtown area, and staff believes that this site is appropriate for a residential building without resident parking. Even if the intended market extended beyond college students, the proximity of this site to major employers and activity centers and the pedestrian, bicycle, and transit infrastructure surrounding it make it an optimal site for no vehicle parking. However, it is very important to ensure that tenants are well aware that there is no parking available on-site or on Mendota Court. Traffic Engineering Condition No. 33 addresses this by precluding residential parking permits for this property, but staff recommends that this limitation (including the inability to park on Mendota Court) is made clear to tenants in a lease.

b) 72 bicycle stalls are proposed in a room on the garden level, accessible via a set of stairs just inside the eastern entrance to the building. The stairs have narrow bicycle ramps on either side for ease of transporting the bicycles up and down. Stacked parking racks are proposed with a mechanical assist to park and retrieve upper bicycles. Importantly, after discussing the design with the Ped Bike Coordinator, the proposed stalls were widened to 2 feet apart so as to preclude horizontal crowding. Three (3) additional bike stalls on grade are proposed off the northeast corner of the building, important for visitors and short term parking. Zoning Condition No. 12 notes that 104 bike parking stalls are required, and that the stacked parking proposed does not meet the specifications in the Zoning Code for 2' by 6' stalls on grade. The Plan Commission has the authority to waive these requirements for PUDs. Following a discussion between the applicant and the Ped Bike Coordinator in Traffic Engineering, staff believes that the racks proposed will be sufficient, due to the 2' space between bicycle stalls and the mechanism to support retrieval of bicycles on the upper level. Further, since the number of bedrooms proposed has been reduced from 104 to 100, staff believes that the provision of one bike or moped stall per bedroom is adequate, and that the proposed ratio of 2.8 bike stalls to 1.0 moped stall is realistic, while also encouraging bicycle use/storage over moped use/storage. Finally, the note within in this condition pertaining to the inadequate depth of the bike stalls due to the brick columns is now irrelevant, as nearly all bike parking has been moved inside, and bike stalls formerly proposed outside have been replaced by moped stalls

c) Parking space for 27 mopeds is provided on the east side of the building, within a fenced in area separating the lot from the public sidewalk adjacent to it. Currently, this may or may not be enough moped parking for the 100 students expected, as this mode of transportation is quite common. However, on the other hand, should moped use decline in the future, it would be feasible to convert a portion of this area to additional bicycle parking on grade. It is very important in the short and long term to ensure that mopeds are not parked in the public right of way, indoors, or elsewhere on the site. Should the demand exceed supply, it may be wise to manage moped parking by charging additional fees for their use, which could be included in a revised management plan now or in the future if needed.

Staff recommends that the applicant be required to expressly note the lack of automobile parking for residents and visitors on the site and Mendota Court in the tenant lease. Further, the lease shall include the parameters for moped parking, noting that no moped parking is permitted in the public right-of-way.

8) Building Security and Management. Building security and adequate resident access to building management shall be provided as necessary to ensure the safety of residents and to protect them from excessive noise and other nuisances that might be created in and around the premises. Depending upon the size of the building, intensity of occupancy, and type of residents anticipated, adequate security might also require on-site management. A management plan shall be submitted with each application for a residential development in a Downtown Design Zone describing in detail how the necessary security and access to management will be provided. The Plan Commission shall retain continuing jurisdiction over the management plan, and in the event that security problems occur in the future, the Plan Commission may review the management plan and may require that additional actions be taken by the building owner to address specific problems or deficiencies determined to exist.

A Management Plan dated January 15 (enclosed) provides an overview for how security will be ensured, how logistics such as trash and snow removal and building maintenance, and move-in/move-out days can be effectively managed so as to alleviate concerns related to the proposed development. Staff believes that the Management Plan can address this criterion, noting that it is under continuing jurisdiction of the Plan Commission, and could be revisited at a future date.

Staff notes that the management plan could be improved if it included more detail regarding strategies to preclude short term parking and loading within the shared driveway easement to the west. If, after the January 15 public hearing, the Plan Commission does not believe that this issue has been sufficiently addressed by the applicant, staff would support the addition of a related condition of approval.

Conclusion

After careful review, Planning Division staff believes that the proposal dated January 15 can meet the standards of approval for demolition and rezoning to Planned Unit Development. The existing buildings are in relatively poor condition, and the Landmarks Commission supports their demolition for the proposed development, which is consistent with adopted plans. As outlined above, staff believes that the proposal addresses the detailed *Exterior and Interior Design Criteria for Planned Unit Development Districts in Downtown Design Zones*, which are to be utilized as guidelines for determining whether the more general criteria for approval (below) are met.

MGO Section 28.07(6)(f) - PUD Criteria for Approval

a) Character and Intensity of Land Use- Staff believes that the proposed building is compatible with other buildings in the area, providing a transition from larger buildings east of the property to the smaller existing buildings along Mendota Court. The design of the building, with its interior trash storage, structured landscaped beds, and high quality materials, should provide for sustained aesthetic desirability. Conditions of approval ensure that the cost for additional municipal services to serve the proposed development will be borne by the project. The lack of resident parking, inclusion of interior bicycle parking, and proximity to major activity centers will make it less likely for residents to utilize cars as frequently as they might if parking were included.

b) Economic Impact- With the recommended conditions of approval, the proposal should not significantly increase the cost of municipal service provision or adversely affect the economic prosperity of the area.

c) Preservation and Maintenance of Open Space- The proposal maintains a high quality usable open space in the rear yard of the property.

d) Implementation Schedule- Since this is a proposed PUD-SIP for one project, rather than one of many phases, this standard is less applicable.

However, to the extent that there are improvements that can be made to the proposal to minimize parking in the shared driveway easement, it might be better to address them now than through the

Plan Commission's continuing jurisdiction of the management plan. If, after the January 25 public hearing, the Plan Commission feels that this issue is not sufficiently addressed, they could consider adding a condition of approval to address this issue through design and/or management revisions.

In any case, adherence to the Management Plan and clear communication of rules and expectations to tenants will be very important in the years to follow in order to ensure smooth transitions and day-to-day activity in this unique portion of the UW Campus.

Recommendations and Proposed Conditions of Approval

Major/Non-Standard Conditions are shaded

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

The Planning Division recommends that the Plan Commission find that standards for demolition approval and rezoning to PUD-SIP (Planned Unit Development-Specific Implementation Plan) can be met, and forward this request to the February 2 meeting of the Common Council with a recommendation for **approval** to rezone 617-619 Mendota Court from R6 to PUD-SIP, subject to input at the public hearing and the conditions below.

Planning Division (Heather Stouder, 266-5974)

1. Prior to acquiring a demolition permit, the applicant shall provide proof of financing for the implementation of the project as proposed for approval by the Director of the Department of Planning and Community and Economic Development.
 2. 617 Mendota Court and 619 Mendota Court shall be combined into one parcel prior to the recording of a PUD-GDP-SIP for the property.
 3. The Urban Design Commission shall grant final approval for the design of the project prior to the submittal of the final plan set for staff review and approval.
 4. Prior to final approval of the PUD-SIP zoning, the applicant shall revise the zoning text to limit the occupancy of each unit to one person per bedroom.
 5. The Plan Commission shall retain continuing jurisdiction over the Management Plan, and may review it and require additional actions by the building owner to address problems or deficiencies determined to exist.
 6. The applicant shall provide a copy of the tenant lease, which will expressly note a) the lack of automobile parking for residents and visitors both on the site and Mendota Court, b) the limited moped parking available on the site, and c) limitations on occupancy and number of visitors in units.
7. No interior, exterior or structural demolition or wrecking activities or remodeling activities (including material reclamation activities by the applicant or a third party) shall commence nor any wrecking or building permits be issued until the applicant has met all of the conditions of approval stated in this report.

Zoning Administrator (Contact Pat Anderson, 266-5978)

8. Pursuant to MGO Section 28.04 (14), Capitol View Preservation, the applicant shall show the height of the building per City Datum. No portion of any building or structure located within one mile of the center of the State Capitol Building shall exceed the elevation of the base of the columns of the Capitol Building or one hundred eighty-seven and two-tenths (187.2) feet, City datum. Except this prohibition shall not apply to elevator penthouses, and chimneys exceeding such elevation, when approved as a conditional use. For the purpose of this subsection, City datum zero (0.00) feet shall be established as eight hundred forty-five and six-tenths (845.6) feet above sea level as established by the United States Coast and Geodetic Survey.

9. The applicant shall include addresses of the buildings and number of units in each building on the site plans. The setback dimensions shall be from the nearest portion of the building. (A deck that is higher than 3' above grade, or a covered porch, if closer than the principal building, shall have the dimension to the property line). Address information can be obtained from Lori Zenchenko of City Engineering at (608)266-5952.
 10. Provide a reuse/recycling plan, to be reviewed and approved by The City's Recycling Coordinator, Mr. George Dreckmann, prior to a demolition permit being issued.
 11. MGO Sec 28.12(12)(e) requires the submittal of documentation demonstrating compliance with the approved reuse and recycling plan. Please note, the owner must submit documentation of recycling and reuse within 60 days of completion of demolition.
 12. Bike parking shall comply with MGO Section 28.11. Provide 104 bike parking stalls in a safe and convenient location on an impervious surface to be shown on the final plan. The lockable enclosed lockers or racks or equivalent structures in or upon which the bicycle may be locked by the user shall be securely anchored to the ground or building to prevent the lockers or racks from being removed from the location.
- NOTE: A bike-parking stall is two feet by six feet with a five-foot access area and 6 feet of vertical clearance. It appears that with these dimensions and a 16" brick column, that the stalls adjacent to a column will not meet the dimensional requirements. The double decker bike specifications do not comply with MGO section 28.11
13. If exterior lighting is provided, it must comply with MGO Section 10.085 outdoor lighting standards. Lighting will be limited to .10 watts per square foot.
 14. Signage approvals are not granted by the Plan Commission. Signage must be reviewed for compliance with MGO Chapter 31. Signage must be approved by the Urban Design Commission and Zoning. Sign permits must be issued by the Zoning Section of the Department of Planning and Community and Economic Development prior to sign installations.
 15. Parking and loading shall comply with MGO Sec. 28.11(4). Provide one (1) 10' by 35' loading area with 14' vertical clearance to be shown on the plan. The loading area shall be exclusive of drive aisle and maneuvering space.

NOTE: The applicant has provided a designated loading area that does not meet the minimum size requirements for this project, and asks for a waiver of said requirement with this request.

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

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| <ol style="list-style-type: none">16. In accordance with 10.34 MGO – STREET NUMBERS: Submit a PDF of all floor plans to Engineering Mapping Lori Zenchenko (addressing@cityofmadison.com) to coordinate the development of a preliminary interior addressing plan. Throughout the approval process, 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.17. The final plan set submitted by the applicant for staff review and approval will eliminate discrepancies in numbers and locations of units.18. A Certified Survey Map (CSM) application representing the overall final site shall be made by owner, approved by the City of Madison, and recorded prior to the recording of the PUD.19. The existing public sidewalk adjacent to the east side of the site may require title clarification either by the CSM or separate instrument.20. Any damage to the pavement will require restoration in accordance with the City's Patching Criteria. This will include milling 2-inches and resurfacing the entire cul-de-sac. |
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21. Revise proposed 'gooseneck' discharge to a 'curb outlet structure' in accordance with Standard Detail Drawing 5.7.13 of the City of Madison Standard Specifications for Public Works Construction.
22. It is anticipated that the applicant will be required to extend water service for fire protection to serve this site. Upgrades to the existing mains on Lake Street and Mendota Court would be required or, an alternate would be to have the applicant extend a private water service from Langdon Street to the site. The private water service would require the applicant acquire a private easement from the property to the south. Depending on the scope of the work involved, the applicant may be required to enter into a developer's agreement for this construction. The applicant shall meet with staff to discuss this issue further.
23. 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. (MGO 16.23(9)c).
24. The Applicant shall close all abandoned driveways by replacing the curb in front of the driveways and restoring the terrace with grass. (POLICY)
25. 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)
26. 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)
27. The site plans shall be revised to show the location of all rain gutter down spout discharges. (POLICY)
28. The applicant shall demonstrate compliance with MGO Section 37.07 and 37.08 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.
29. Prior to approval, this project shall comply with MGO Chapter 37 regarding stormwater management. Specifically, this development is required to submit an erosion control plan and complete weekly self-inspection of the erosion control practices and post these inspections to the City of Madison website – as required by MGO Chapter 37.

Stormwater management plans shall be submitted and approved by City Engineering prior to signoff.
30. The Applicant shall submit, prior to plan sign-off, a digital CAD file (single file) to the Engineering Program Specialist in the Engineering Division (Lori Zenchenko). The digital CAD file shall be to scale and represent final construction. The single CAD file submittal can be either AutoCAD (dwg) Version 2001 or older, MicroStation (dgn) Version J or older, or Universal (dxf) format and contain 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) All Underlying Lot lines or parcel lines if unplatted
 - g) Lot numbers or the words "unplatted"

- h) Lot/Plat dimensions
- i) Street names

All other levels (contours, elevations, etc) are not to be included with this file submittal

NOTE: Email file transmissions preferred addressing@cityofmadison.com. Include the site address in the subject line of this transmittal. Any changes or additions to the location of the building, sidewalks, parking/pavement during construction will require a new CAD file. (POLICY and MGO 37.09(2) & 37.05(4))

- 31. The applicant shall obtain all necessary sewer connection permits and sewer plugging permits prior to any utility work. (MGO 10.05(6)) and MGO 35.02(4)(c)(2))
- 32. Prior to approval of the conditional use application, the owner shall obtain a permit to plug each existing sanitary sewer lateral that serves a building that is proposed for demolition. For each lateral to be plugged the owner shall deposit \$1,000 with the City Engineer in two separate checks in the following amounts: (1). \$100 non-refundable deposit for the cost of inspection of the plugging by City staff; and (2). \$900 for the cost of City crews to perform the plugging. If the owner elects to complete the plugging of a lateral by private contractor and the plugging is inspected and approved by the City Engineer, the \$900 fee shall be refunded to the owner. (POLICY)

NOTE: Permit applications for Nos. 31 and 32 are available on line at:
<http://www.cityofmadison.com/engineering/permits.cfm>

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

- 33. No residential parking permits shall be issued for *621 Mendota Court*, as is consistent with other projects in the area. In addition, the applicant shall inform all tenants of this facility of the requirement in their apartment leases and record in a revised zoning text. The applicant shall note in the Zoning Text that no residential parking permits shall be issued. In addition, the applicant shall submit a copy of the lease noting the above condition when submitting plans for City approval. Please contact William Knobloch or Bill Putman, Parking Utility at 266-4761 if you have questions regarding the above items.
- 34. The developer shall work with the City to resolve construction-related issues prior to submitting plans for approval. The site has limited areas on and off site for construction-related use. Mendota Court will need to remain open for two-way traffic at all time for properties taking access in the court. The applicant will need to keep all ingress/egress to all properties at all times or work with adjacent property owners to accommodate access and parking. In addition, Fire and Police will need to maintain access for service at all times. The applicant shall submit a construction staging plan at time of submittal for final approval.
- 35. When the applicant submits final plans of one contiguous plan for approval, the applicant shall show the following: items in the terrace as existing (e.g., signs and 617 to 619 Mendota Court light poles), type of surfaces, existing property lines, addresses, showing all easements, all pavement markings, building placement, and stalls, adjacent driveway approaches to lots on either side and across the 617 to 619 Mendota Court, signage, percent of slope, vehicle routes, dimensions of radii, aisles, driveways, stalls including the two (2) feet overhang, and a scaled drawing at 1" = 20'.
- 36. A "Stop" sign shall be installed at a height of seven (7) feet at the driveway approach. 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 Mendota Court 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.

Water Utility (Contact Dennis Cawley, 261-9243)

39. The Madison Water Utility shall be notified to remove the water meter prior to demolition.
40. This property is not 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.

Parks Divison (Contact Kay Rutledge, 266-4714)

41. This property lies within the Vilas-Brittingham park impact fee district. The developer shall pay approximately \$25,868.75 for park dedication and development fees for the 27 new multifamily units, which is the remaining amount due after a credit is given for the two existing structures.

2010 Fee Calculation		
fees in lieu of dedication = (27 mf units X \$ 1,477.00 per unit)	=	\$39,879.00
+park development fees = (27 mf units X \$ 592.50 per unit)	=	\$15,997.50
Subtotal: fees before credits	=	\$55,876.50
credits = (19 E-SRO @ \$1,034.75 combined fee)	=	(\$19,660.25)
+ (5 mf units x \$2,069.50 combined fee)	=	(\$10,347.50)
Total credits	=	(\$30,007.75)
\$55,876.50 Fees - \$30,007.75 Credit	=	\$25,868.75

NOTE: A method for payment of park fees must be determined before signoff on the rezoning, and the total may change based on which year the fees are paid.

Fire Department (Contact Scott Strassburg, 261-9843)

42. Provide fire apparatus access as required by IFC 503 2009 edition, MGO 34.03(17) 34.19, as follows:
- a) The site plans shall clearly identify the location of all fire lanes.
 - b) IFC 503 Appendix D105, Provide an aerial apparatus access fire lane that is at least 26-feet wide, with the near edge of the fire lane within 30-feet and not closer than 15 feet from the structure, and parallel to one entire side of the structure, if any part of the building is over 30 feet in height.

43. All portions of the exterior walls of newly constructed public buildings and places of employment and open storage of combustible materials shall be within 500 feet of at least two fire hydrants. Distances are measured along the path traveled by the fire truck as the hose lays off the truck. See MGO 34.20 for additional information.

Metro Transit (Contact Tim Sobota, 261-4289)

This agency did not submit comments for this request.