



## Report to the Plan Commission

January 14, 2013

**Legistar I.D. # 28414**  
**1033 High Street (1012 Fish Hatchery Road)**  
**Zoning Map Amendment (PD-GDP-SIP)**

Report Prepared By:  
Kevin Firchow, AICP  
Planning Division

**Requested Action:** Approval of a revised general development plan (GDP) and specific implementation plan (SIP) at 1033 High Street (formerly addressed as 1012 Fish Hatchery Road) to allow the construction of a 67-unit apartment building.

**Applicable Regulations & Standards:** This project was submitted prior to the new zoning ordinance taking effect and therefore is subject to the standards for zoning map amendments and planned unit developments in the 1966 code. Section 28.12 (9) of that code provides the process for zoning map amendments. Section 28.07 (6) provides the requirements and framework for planned unit developments.

**Summary Recommendation:** Subject to input at the public hearing, should the Commission find the proposed project is in conformance with the standards for approval of zoning map amendments and planned unit developments, the Planning Division recommends that the Plan Commission forward Zoning Map Amendment 3643, rezoning 1033 High Street to PD-GDP-SIP (Planned Development, General Development Plan-Specific Implementation Plan) to the Common Council with a recommendation of approval, subject to the recommended conditions.

### Background Information

**Applicant:** T. Wall Enterprises; PO Box 620037; Middleton, WI  
**Agent / Contact:** Randy Bruce; 7601 University Avenue, Suite 201; Middleton, WI 53562  
**Property Owner:** Wingra Point, LLC; 980 N. Michigan Avenue, Suite 1280; Chicago, IL 60611

**Proposal:** The applicant proposes a revised General Development Plan and Specific Implementation Plan to allow the construction of a four-story, 67-unit apartment building. This is a revised application, similar applications were approved for this site in 2010 and 2011. See the "Previous Approvals" subsection for further information.

**Parcel Location:** The subject site is a 33,000 square foot (0.76 acre) site located just south of Fish Hatchery Road's intersection with Park Street. Specifically, the site is bounded by Fish Hatchery Road (east), South Brooks Street (north), and High Street (south). The project site is comprised of five platted lots and has a total area of 33,000 square feet (0.76 acres) and is located within Aldermanic District 13, Urban Design District 7, and the Madison Metropolitan School District.

**Existing Conditions:** The site is now utilized as a surface parking lot.

**Surrounding Land Use and Zoning:** The surrounding area includes a mix of uses. Single-family homes, zoned TR-C1-Traditional Residential Consistent-1 (*formerly zoned R2*) are located immediately west and southwest of the subject site. North of this site is an office building zoned TSS-Traditional Shopping Street (*formerly zoned C3*). South of this property along Fish Hatchery road are small three and four unit multi-family buildings and a single-family home zoned TR-V1-Traditional Residential Varied-1 (*formerly zoned R4*). The approved Planned Development for the Wingra Clinic and future redevelopment sites are across Fish Hatchery Road from this site.

**Adopted Land Use Plan:** The Comprehensive Plan recommends low-density residential uses for the subject site. The property falls along the boundary of areas recommended for low-density residential, medium-density residential, and community mixed use development. The Wingra Creek Build Plan, recommends the subject site for medium-density residential development.

As part of the 2010 GDP approval for a similar development proposal at this site, the Common Council included a Plan Commission-recommended condition stating that the subject property should be considered part of this “Bancroft” site for purposes of evaluating Plan consistency. The “Bancroft” site is recommended for “higher-density residential” or “lodging with first floor commercial” in the Wingra Creek Build Plan and community mixed use in the Comprehensive 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 **(PD- Planned Development)** district. There are no predetermined bulk requirements, and as such, zoning staff have reviewed this proposal based on the criteria for the R5 district because of the surrounding land uses.

Requirements	Required	Proposed
Lot Area	67,300 sq. ft.	33,000 sq. ft. existing
Lot width	50	275'
Usable open space	12,960 sq. ft.	To be shown on final plans (7)
Front yard	20'	8' Fish Hatchery Rd
Side yards	8' min. one side / 20' total	9' right side / 11' total
Rear yard	30' / or 55% of Bldg. Hgt.	28'
Floor area ratio	2.0	Less than 2.0
Building height	3 stories/ 40'	4 stories
Number parking stalls	67	61 underground, 5 unrestricted surface
Accessible stalls	3	2 (See Comment # 28)
Loading	1 (10' x 35') area	1 (See Comment # 29)
Number bike parking stalls	59	70 (See Comment # 31)
Landscaping	As shown	Adequate
Lighting	Yes	* (See Comment # 30)
<b>Other Critical Zoning Items</b>	Urban Design District 7 & Barrier free (ILHR 69)	

*Table prepared by Pat Anderson, Assistant Zoning Administrator*

## **Project Review**

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The applicant requests approval to rezone 1033 High Street (formerly 1012 Fish Hatchery Road) from PUD-GDP (Planned Unit Development-General Development Plan) to PD-GDP-SIP (Planned Development - revised General Development Plan and Specific Implementation Plan). This proposal would allow construction of a four-story, 67-unit apartment building. As discussed below, this is the third rezoning application for this property submitted since late 2009. The building and site plans are very similar to rezoning approvals approved in 2010 and 2011. This application was submitted under the 1966 code and as such, it is subject to the zoning map amendment and planned unit development standards within that ordinance.

### Previous Approvals

A previous GDP application for a very similar building with 62 senior housing units was approved by the Common Council on January 5, 2010. Information on this item can be found at the City's Legislative Information Center Website under file ID # [16543](#).

An amendment to that GDP was approved by the Common Council on January 18, 2011. This amendment increased the dwelling unit count to 63 units and converted the entire project from senior housing to non-age restricted work-force housing. The building and site plans were very similar to what was approved in 2010 with the most prominent physical change being the expansion of the underground parking area to yield an additional 14 parking stalls. Staff understands that proposal did not receive funding from the Wisconsin Housing and Economic Development Authority (WHEDA) and as such, did not move forward. Information on this item can be found at the City's Legislative Information Center Website under file ID # [20625](#).

### Zoning Map Amendment Request

The proposed building in the revised GDP includes 67 total dwelling units. Unlike earlier applications, the current project is not age or income restricted. A summary of the bedroom count is below. Included in that table is a comparison of this proposal to the earlier proposals.

	<b>Current Proposal</b>	<b>2010 GDP Approval</b>	<b>2011 GDP Approval</b>
Efficiency Units	<b>13</b>	--	--
One-Bedroom Units	<b>40</b>	36	35
Two-Bedroom Units	<b>14</b>	26	21
Three-Bedroom Units	--	--	7
<b>Total Bedrooms</b>	<b>81</b>	88	98
<b>Total Units</b>	<b>67</b>	62	63

Much like the earlier iterations of this development, the proposed structure occupies nearly the entire subject site. The building is generally set back eight (8) feet from Fish Hatchery Road, though several recesses in the front façade provide additional space adjacent to the sidewalk. On the north, the setback from South Brooks Street is nine (9) feet. To the south, the building is set back 11 feet from High Street. The rear setback of the building above-grade ranges from 23 to 42 feet. However, underground parking extends nearly to the rear property line, partially covered by a hard-scaped courtyard and patio.

The building is primarily four stories in height, though portions of the façade closest to Brooks and High Street are stepped-down to three stories. The rear building wall closest to nearby residences is four stories, though the aforementioned courtyard provides a further recess toward the center of that façade. The building includes a prairie stone base with a cream-colored brick above. Portions of the building's upper floors are proposed to be clad in dark grey and green vertical and horizontal composite siding.

The individual units will be accessed from internal hallways. In addition, plans show the first floor units facing onto Fish Hatchery Road will also have separate street-facing entrances. Typical studio units are roughly 540 square feet in area. The one-bedroom units are roughly 740 square feet in area and the two-bedroom apartments are approximately 1,040 square feet in area.

A total of 66 vehicular parking stalls are proposed, 61 of which are underground. Access to the underground parking is provided from South Brooks Street. Plans show a total of 70 bicycle parking stalls with 46 of those beneath the building. An off-street loading zone is proposed on the south side of the building, accessed from High Street.

The landscape plan includes perimeter planting areas with a combination of shrubs, perennials, and ground cover along the street-fronting sides of the structure. The largest plantings include four Serviceberry trees and one Crimson Spire Oak. The rear of the property includes a 6' high wood fence that transitions to a five foot high wrought iron fence at the center of the property.

## **Project Analysis**

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In making their recommendation to the Common Council, the Plan Commission will need to consider whether the proposal is consistent with the Comprehensive Plan, the general zoning map amendment standards, and the PUD approval standards.

Planned Unit Developments are intended to promote improved environmental and aesthetic design by allowing for greater freedom, imagination, and flexibility compared to conventional zoning districts. Considering the general zoning map amendment standards, if the Plan Commission recommends approval, it would need to make a finding that the adoption of this rezoning is in the public interest and is not solely for the interest of the applicant. In making their recommendation to the Council, the Commission will also need to find that the request is consistent with the Comprehensive Plan.

The Plan Commission has previously found that approval conditions were met for two similar rezoning requests. As discussed below, this is a very similar proposal to those approved in 2010 and 2011 and staff believes the Commission may again be able to make such a finding.

### Conformance with the Adopted Plans

The Zoning Ordinance states the Plan Commission shall not recommend a proposed zoning map amendment without due recognition of the master plan (now the Comprehensive Plan). In addition, the State's "Consistency Requirement" requires zoning map amendments to be consistent with the City's adopted Comprehensive Plan. The definition of consistency has recently been defined in the state statutes to mean "furthers or does not contradict the objectives, goals, and policies contained in the Comprehensive Plan." While this proposal is not entirely consistent with all adopted plan recommendations, staff believes that the Plan Commission could make a finding that it does not directly contradict the Comprehensive Plan's objectives, goals, and policies. Specific considerations are summarized below.

The latest proposal is similar in bulk and density to what was previously approved. Plan consistency was discussed at prior hearings and detailed in the earlier staff reports prepared for the previous submittals. In regards to density, the proposed project has a calculated density of 88 du/ac (dwelling units per acre). Staff notes that while the number of units is increasing by four (4), the number of bedrooms is reduced by 17 when compared to the work-force housing project approved in 2011. Therefore, staff anticipates this building would have a somewhat smaller population compared to the most recently approved proposal for this site.

The subject site is within an area the Comprehensive Plan recommends for low-density residential development (up to 15 du/ac). However, it is adjacent to areas recommended for medium-density residential (up to 40 du/ac) and community mixed-use development (up to 60 du/ac). The Plan includes language that the maps are a generalized representation of the recommended pattern of future land uses and the exact boundaries between one land use category and another are often only approximate. In review of the 2010 proposal, the Plan Commission and Common Council made a finding stating:

For the purposes of evaluating this proposal for consistency with adopted plans, this site shall be considered part of the Bancroft Dairy site (property between Park Street and Fish Hatchery Road) and is not part of the adjoining residential neighborhood. Approval of this building does not establish a precedent allowing the encroachment of larger buildings into the adjacent residential neighborhood. (*Condition 39, January 7, 2010 approval letter*)

Additionally, the Comprehensive Plan states that small areas of higher density may be consistent with the low-density recommendation when they conform to recommendations in an adopted neighborhood or special area plan. The more site-specific Wingra Creek BUILD plan recommends medium-density residential development for the subject property and “higher density, mid-rise housing” for the above-referenced “Bancroft Dairy” redevelopment site.

Thus, staff believes that a mid-rise apartment building is consistent with adopted plans, though like the previously approved projects, the proposed nominal density remains somewhat higher than the densities recommended in the Comprehensive Plan or the target density of up to 50 units per acre noted within the “Housing Findings and Recommendations” of the Wingra Creek BUILD Plan. That plan also provides other “findings and recommendations” related to the review of this proposal. One such point states that “residential densities higher than those in the surrounding neighborhood would be required to support improved public transit and more retail expansion.” A related point states that “while higher densities are recommended for the Wingra BUILD project area, the treatment of the edges needs to be sensitive to adjoining residential neighborhoods.”

### Design and Character Considerations

The revised plans are substantially similar in bulk, mass, and design to the previously approved proposals. The Urban Design Commission granted final approval of this request at its December 19, 2012 meeting. Those meeting notes are attached.

As with the previous proposals, staff’s primary design concern is the transition of the proposed building to the smaller adjacent single-family residences to the west. Much of the building’s four-story mass is located approximately 28 feet from the adjoining property line. Staff note the shape of the courtyard has been reconfigured and now additional portions of the building are set over 40 feet from the property line. While there is still a large amount of building mass within 30 feet of the rear property line, staff believes the current proposal provides an improved transition compared to what was previously approved. Considering the recommendation of the Urban Design Commission, staff believes it is possible for the Plan Commission to find the project meets the PUD standards related to character and design.

## Parking

Automobile parking was another issue discussed in the previous analysis of this project. In total, there are 66 parking stalls provided. This includes five (5) surface parking stalls accessed from High Street. Thus, there is just under one parking stall provided per unit. Zoning staff has indicated that if this project were constructed under conventional zoning, 67 stalls would be required. However, as a Planned Development, there is no specific nominal requirement. The Planned Development standards for Character and Intensity of Land Use include a criterion regarding the adequacy of parking (PUD Standard 1 c). Staff notes that recently approved mid-rise planned unit developments along Park Street and in other locations such as Monroe Street have provided at least one-stall per dwelling unit. As such, this request provides just under that amount.

In discussing parking with the project contact, staff understands that the applicant believes that providing automobile parking at (or just under) one per unit would be adequate considering the building's location along transit lines and near the surrounding medical employment centers. Staff notes that bicycle parking in excess of one per unit is provided and that the property is located along bus lines.

The previous applicant proposed (and the Common Council conditioned approval upon) reserving eight (8) stalls for visitor parking. The project architect indicated that it may be possible to designate stalls for surface stalls for visitor parking, with the five (5) surface stalls being the most likely visitor spots. At the time of report writing, that was not a formal commitment.

The project is also within an on-street residential parking permit area and the report from Traffic Engineering recommends a condition to not issue on-street parking permits to residents of this building. Staff understands that this condition. As such, the Planning Division is not recommending additional parking conditions at this time.

## Public Input

Staff is aware that some neighborhood concerns were raised at the Urban Design Commission regarding parking, building mass, and stormwater run-off concerns, including those caused by nearby development. At the time of report writing, no specific written comments related to this proposal had been submitted for Plan Commission consideration.

## **Conclusion**

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The property is currently a large surface parking lot and staff is supportive of efforts to redevelop this underutilized property. This current rezoning proposal is the third Planned Development rezoning application proposed since 2010 for this site. Similar proposals were approved in both 2010 and 2011.

On balance, staff believes that the development of a mid-rise apartment building is generally consistent with adopted plan recommendations, though like the previous submittals, this proposal is somewhat more dense than what was envisioned in both the Comprehensive Plan and Wingra Creek Build Plan. While this proposal includes four (4) additional units compared to the 2011 approval, the population of the building is anticipated to be lower considering this project has 17 fewer bedrooms.

This proposal received approval from the Urban Design Commission in December 2012. Staff analysis of the previous proposals raised questions on the transition of the four story building to the residential neighborhood immediately to the west. While there is still a large amount of building mass within 30 feet of the property line, staff believes the current proposal provides an improved transition compared to what was previously approved.

Staff concludes that this proposal is similar to previously-approved Planned Unit Developments approved at this site, and it is possible the Plan Commission may find the approval standards met after review of the provided materials and input at the public hearing.

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

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Major/Non-Standard Conditions are Shaded

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

Subject to input at the public hearing, should the Commission find the proposed project is in conformance with the standards for approval of zoning map amendments and planned unit developments, the Planning Division recommends that the Plan Commission forward Zoning Map Amendment 3643, rezoning 1033 High Street to PD-GDP-SIP (Planned Development, General Development Plan-Specific Implementation Plan) to the Common Council with a recommendation of approval, subject to the recommended conditions.

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

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

1. Prior to issuance of occupancy and/or building permits, the necessary Certified Survey Map for this property shall be made with the City, completed and recorded with the Register of Deeds (ROD). When the recorded CSM image is available from the ROD, the Assessor's Office can then create the new Address-Parcel-Owner (APO) data in GEO so that the Accela system can upload this proper parcel data and permits issued for the proper resultant property and parcel.
2. In accordance with 10.34 MGO – STREET NUMBERS - Submit a PDF of each floor plan to Engineering Mapping Lori Zenchenko (Lzenchenko@cityofmadison.com ) so that a preliminary interior addressing plan can be developed. 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.
3. As of January 1, 2013 sanitary sewer plugs for unused laterals shall be in accordance with the revised Ordinance requiring additional fee for the City plugging the sewer within the sanitary sewer main.
4. 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)
5. The applicant shall close all abandoned driveways by replacing the curb in front of the driveways and restoring the terrace with grass. (POLICY)

6. The approval of this Conditional Use or PUD 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. (MGO 16.23(9)(d)(6))
7. The applicant shall provide the City Engineer with a survey indicating the grade of the existing sidewalk and street. The Applicant shall hire a Professional Engineer to set the grade of the building entrances adjacent to the public right of way. The Applicant shall provide the City Engineer the proposed grade of the building entrances. The City Engineer shall approve the grade of the entrances prior to signing off on this development. (POLICY)
8. 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)
9. The applicant shall provide the City Engineer with the proposed earth retention system to accommodate the restoration. The earth retention system must be stamped by a Professional Engineer. The City Engineer may reject or require modifications to the retention system. (POLICY)
10. 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)
11. All street tree locations and tree species within the right of way shall be reviewed and approved by City Forestry. Please submit a tree planting plan (in PDF format) to Dean Kahl, of the City Parks Department - [dkahl@cityofmadison.com](mailto:dkahl@cityofmadison.com) or 266-4816. (POLICY)
12. All damage to the pavement S. Brooks Street, Fish Hatchery Road, and High Street adjacent to this development shall be restored in accordance with the City of Madison's Pavement Patching Criteria. For additional information please see the following link: <http://www.cityofmadison.com/engineering/patchingCriteria.cfm> (POLICY)
13. 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. POLICY AND MGO 10.29
14. 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.
15. Prior to approval, this project shall comply with Chapter 37 of the Madison General Ordinances regarding stormwater management. Specifically, this development is required to a) Reduce TSS off of the proposed development by 80% when compared with the existing site and b) Complete 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 Chapter 37 of the Madison General Ordinances.



16. 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 [zenchenko@cityofmadison.com](mailto:zenchenko@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))

17. The applicant shall submit, prior to plan sign-off, digital PDF files to the Engineering Division (Jeff Benedict or Tim Troester). The digital copies shall be to scale, and shall have a scale bar on the plan set. (POLICY and MGO 37.09(2)) PDF submittals shall contain the following information: a) building footprints, b) internal walkway areas, c) internal site parking areas, d) lot lines and right-of-way lines, e) street names, f) stormwater management facilities, g) detail drawings associated with stormwater management facilities (including if applicable planting plans).
18. The applicant shall submit prior to plan sign-off, electronic copies of any Stormwater Management Files including: a) SLAMM DAT files; b) RECARGA files; c) TR-55/HYDROCAD/Etc; d) Sediment loading calculations. If calculations are done by hand or are not available electronically the hand copies or printed output shall be scanned to a PDF file and provided. (POLICY and MGO 37.09(2))
19. The applicant's utility contractor shall obtain a connection permit and excavation permit prior to commencing the storm sewer construction. MGO 37.05(7) This permit application is available on line at <http://www.cityofmadison.com/engineering/permits.cfm>.
20. Prior to approval of the 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) This permit application is available on line at <http://www.cityofmadison.com/engineering/permits.cfm>.
21. All outstanding Madison Metropolitan Sewerage District (MMSD) and City of Madison sanitary sewer connection charges are due and payable prior Engineering sign-off, unless otherwise collected with a Developer's / Subdivision Contract. Contact Janet Dailey (608-261-9688) to obtain the final MMSD billing a minimum of two (2) working days prior to requesting City Engineering signoff. (MGO 16.23(9)(d)(4))
22. The site plan shall be revised to show all existing public sanitary sewer facilities in the project area as well as the size, invert elevation, and alignment of the proposed service. (POLICY)

**Traffic Engineering Division** (Contact Eric Halvorson, 266-6572)

23. A condition of approval shall be that no residential parking permits will be issued for 1033 High Street, this would be consistent with other projects in the area. In addition, the applicant shall inform all tenants in the apartment leases. The applicant shall submit for 1033 High Street a copy of the lease noting the above condition in the lease when submitting plans for City approval.
24. City of Madison radio systems are microwave directional line of sight to remote towers citywide. The building elevation will need to be review by Traffic Engineer to accommodate the microwave sight and building. The applicant shall submit grade and elevations plans if the building exceeds four stories prior to sign-off to be reviewed and approved by Keith Lippert, (266-4767) Traffic Engineering Shop, 1120 Sayle Street. The applicant shall return one signed approved building elevation copy to the City of Madison Traffic Engineering office with final plans for sign off.
25. At all private-public street intersections, the property owner shall install and maintain a regulation stop sign (minimum 24" x 24") mounted on a sign post seven (7) feet above ground (measured to the bottom of the sign).
26. 5. When site plans are submitted for approval, the developer shall provide a signing and marking plan which secures the one way operation of the driveways off High St

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

27. Meet applicable State building codes and building setback requirements.
28. Parking requirements for persons with disabilities must comply with City of Madison General Ordinances Section 28.11 (3) 6.(m) which includes all applicable State accessible requirements, including but not limited to:
  - a. Provide a minimum of three accessible stall striped per State requirements, (1 on surface lot and 2 in the underground lot). The stall shall be a van accessible stall 8' wide with an 8' striped out area adjacent with no physical barriers within the striped out area.
  - b. Show signage at the head of the stall.
  - c. Show the accessible path from the stall to the elevator.
29. Parking & Loading shall comply with City of Madison General Ordinances Section 28.11 (4). Provide one 10' x 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. This location shall be approved by Traffic Engineering.
30. Lighting is required and shall be in accordance with City of Madison General Ordinances Section 10.085. Provide cut sheets and fixtures.
31. Bike parking shall comply with City of Madison General Ordinances Section 28.11.

70 stalls are proposed. Provide bike parking stalls and adequate scooter parking in a safe and convenient location on an impervious surface with a 5 foot access aisle to this area and to be shown on the final plan NOTE: A bike-parking stall is two feet by six feet with a five-foot access area. Structures that require a user-supplied locking device shall be designed to accommodate U-shaped locking devices.

32. Signage approvals are not granted by the Plan Commission. Signage must be reviewed for compliance with Chapter 31 Sign Codes of the Madison General Ordinances and Chapter 33 Urban Design District ordinances. Signage permits are issued by the Zoning Section of the Department of Planning and Community and Economic Development.
33. Provide useable open space calculations with details on final plans.
34. The site shares a zoning district boundary with a residential development to the west and south. This development must provide effective 6' – 8' high screening along the lot line of this commercial district adjoining a residential zoning district. Provide detail of proposed fence.

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

35. The Madison Fire Department does not object to this proposal provided the project complies with all applicable fire codes and ordinances.
36. Coordinate address with City Engineering.

**Parks Division** (Contact Kay Rutledge, 266-4714)

37. The developer shall pay approximately \$157,677.80 for park dedication and development fees for the new 67 MF unit development.
38. The developer must select a method for payment of park fees before signoff on the SIP.
39. Show all existing terrace trees on the landscaping plan; based on Forestry's inventory, there should be trees shown on High Street as well as Fish Hatchery and Brooks. Approval of plans for this project does not include any approval to prune, remove or plant trees in the public right-of-way. Permission for such activities must be obtained from the City Forester, 266-4816.
40. This development is within the Olin-Turville park impact fee district (SI28).

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

41. 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 not in a Wellhead Protection District. The Water Utility will not need to sign off the final plans, but not need a copy of the approved plans.

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

This agency did not submit a response to this request.