

PLANNING DIVISION STAFF REPORT

MAY 20, 2015 URBAN DESIGN COMMISSION

JUNE 8, 2015 PLAN COMMISSION



Project Address: 1004-1032 S. Park Street

Application Type: Zoning Map Amendment

Legistar File ID # [38033](#)

Prepared By: Timothy M. Parks, Planning Division
Report includes comments from other City agencies, as noted.

Summary

Applicant: Terrence R. Wall, Wingra Point Residences, LLC; PO Box 620037; Middleton.

Agent: J. Randy Bruce, Knothe & Bruce Architects, LLC; 7601 University Avenue, Suite 201; Middleton.

Property Owner: Wingra Point, LLC; 980 N. Michigan Avenue; Chicago, Illinois.

Requested Actions: Approval of a request to rezone 1004-1032 S. Park Street from PD-GDP (Planned Development District–General Development Plan) to PD-SIP (Planned Development District–Specific Implementation Plan) and approval of a Specific Implementation Plan to allow construction of a mixed-use building with 6,000 square feet of commercial space, 5,000 square feet of live-work space and 164 apartments.

Proposal Summary: The applicant is requesting approval of a Specific Implementation Plan to allow construction of a mixed-use building containing 6,000 square feet of first floor commercial space located at the intersection of S. Park Street and Fish Hatchery Road, 5,000 square feet of first floor live-work space in units located south along the project's S. Park Street frontage, and 164 apartments. The new building will primarily stand 5 stories in height except for a section of the building along S. Park Street that will only be 3 stories tall. The project will provide 174 auto parking stalls located at grade and on one level of underground parking. The proposed building will be constructed in two phases beginning in August 2015, with completion scheduled by September 1, 2017. The project represents the second phase of the Wingra Point/ Wingra Clinic Planned Development approved in 2011, which included construction of the aforementioned clinic and a parking ramp in the first phase.

Applicable Regulations & Standards: Section 28.182 of the Zoning Code provides the process for zoning map amendments. The approval process and standards for Planned Development districts is outlined in Section 28.098 of the Zoning Code. The subject site is located in Urban Design District 7, the rules for which are outlined in Section 33.24(14) of the Urban Design Commission ordinance.

Review Required By: Urban Design Commission, Plan Commission and Common Council.

Summary Recommendation: The Planning Division recommends that the Plan Commission forward Zoning Map Amendment ID 28.022–00167, rezoning 1004-1032 S. Park Street from PD-GDP to PD-SIP and approving a Specific Implementation Plan to allow construction of a mixed-use building, to the Common Council with a recommendation of **approval** following a recommendation by the Urban Design Commission and subject to input at the public hearing and the conditions from reviewing agencies beginning on page 7 of this report.

Background Information

Parcel Location: The subject site is a 1.64-acre parcel bounded by S. Park Street on the east, a private drive located opposite High Street on the south and Fish Hatchery Road on the west; Urban Design District 7; Aldermanic District 13 (Eskrich); Madison Metropolitan School District.

Existing Conditions and Land Use: The subject site is undeveloped and zoned PD.

Surrounding Land Uses and Zoning:

South: Wingra Clinic, zoned PD;

West: Sweeney Construction, MexMuffler auto repair, and Toby’s Auto, zoned TSS (Traditional Shopping Street District); Wingra Point Residences, zoned PD; single-, two- and multi-family residences, zoned TR-V1 (Traditional Residence–Varied 1 District);

East: Various commercial businesses across S. Park Street (Barrique’s, Atomic Interiors, Taqueria Guadalajara, etc.), zoned TSS.

Adopted Land Use Plans: The Comprehensive Plan recommends the entire site for Community Mixed- Use development. The Generalized Future Land Use Map that includes this area includes a map note that emphasizes increasing employment uses and creating a Transit-Oriented Development pattern in the area bounded by S. Park Street, Fish Hatchery Road and Wingra Creek. Future development within this area is recommended to strengthen internal pedestrian connections and provide improved connections to the existing residential areas located west of Fish Hatchery Road and east of S. Park Street.

The subject site is also located within the boundaries of the South Madison Neighborhood Plan, which generally recommends that redevelopment activities in the same triangle formed by S. Park Street, Fish Hatchery Road and Wingra Creek emphasize business retention and expansion, increased connectivity, street-oriented development with an emphasis on urban building forms, and the placement of parking to the side and rear of buildings.

The Wingra Market Study and Conceptual Redevelopment Plan Summary Report studied the market potential for redevelopment of the triangle and provided a series of broad planning and urban design recommendations to guide future redevelopment activities. With regard to the proposed Wingra Clinic and Clark Street Development properties, the plan recommends redevelopment of the former Bancroft Dairy along S. Park Street with high-density residential or lodging uses with first floor commercial uses, with less specific commercial uses recommended further south along S. Park between the dairy and Copp’s grocery store further to the south.

Zoning Summary: The site will be zoned PD with this request. The project will be reviewed in the following sections.

Other Critical Zoning Items	
Yes:	Urban Design (PD zoning, Urban Design Dist. 7), Utility Easements, Barrier Free
No:	Wellhead Protection, Floodplain, Landmarks, Waterfront Development, Adjacent to Parkland
<i>Prepared by: Pat Anderson, Assistant Zoning Administrator</i>	

Environmental Corridor Status: The property is not located within a mapped environmental corridor (see CARPC Map E9).

Public Utilities and Services: The site is served by a full range of urban services, including seven-day Metro Transit service along S. Park Street and Fish Hatchery Road.

Previous Approvals

On October 4, 2011, the Common Council approved a request to rezone 1002-1102 S. Park Street, 906-918 Midland Street and 1101-1109 Fish Hatchery Road from R4 (General Residence District) and C3 (Highway Commercial District) to Planned Unit Development-General Development Plan (PUD-GDP) [1966 Zoning Code] to guide redevelopment of the site as a mixed-use/ employment development, and Planned Unit Development-General Development Plan-Specific Implementation Plan (PUD-GDP-SIP) to allow construction of a four-story, 76,800 square-foot medical office/ clinic building and parking ramp on a 2.64-acre parcel in the first phase following the demolition permit of a former dairy, 8 residential structures and an electrical substation.

On September 19, 2011, the Plan Commission approved the demolition of the existing buildings on the site and recommended to the Common Council approval of the PUD zoning, related Certified Survey Map to divide the site into 3 lots, and the vacation of the section of High Street from Midland Street to Fish Hatchery Road.

Project Description

The applicant is requesting approval of a Specific Implementation Plan (SIP) to construct the second phase of the Planned Development district created to guide the redevelopment of the former Bancroft/ Morningstar Dairy located at the intersection of S. Park Street and Fish Hatchery Road. The SIP calls for the construction of a mixed-use building that will include 6,000 square feet of first floor commercial space, 5,000 square feet of live-work space, and 164 apartments. The building will feature 3 distinct sections intended to give the appearance of separate structures and will be constructed in 2 phases from north to south across the triangularly shaped, 1.64-acre site.

Beginning at the S. Park-Fish Hatchery intersection, the building will be as a five-story structure that will include the 6,000 square feet of planned first floor commercial space and a residential lobby that will be accessible from both streets. The commercial space will be primarily oriented towards S. Park Street, with 4 entry doors and an overhead door shown. A door facing north towards the intersection, and an overhead door and entry door facing Fish Hatchery Road are also proposed. The ultimate number of commercial tenants that will occupy the 2 sub-dividable commercial spaces will vary. Further south along the first floor, the plans call for first floor residences that will have private entrances from the Fish Hatchery sidewalk as well as access from an interior corridor. Moving south along the S. Park Street frontage, the mass of the building reduces to 3 stories south of a proposed driveway. The first floor of the three-story section will be occupied with 4 live-work units. Above, the applicant proposes 6 two-story townhouses that will occupy the second and third floors and be accessed from a second floor rooftop terrace that will be located above the at-grade parking level. These two sections of the building comprise the first phase of construction.

The last section of the mixed-use building will be a five-story structure to be constructed in the second phase, which will extend across the southern edge of the project site along a private drive that also serves the adjacent Wingra Clinic office building and parking facilities. The southern section will include 2 additional live-work units facing S. Park Street, 2 first floor units accessed from the Fish Hatchery sidewalk, and a second residential lobby, which will face the private drive at the southwestern corner. The southern building will be joined to the five-

story section in the first phase by a third floor skywalk that will be recessed from the street wall to reinforce the appearance of separate structures along the street.

The 6 townhouses will contain two bedrooms each. The remaining 158 dwellings will consist of 35 studio units, 73 one-bedroom apartments, and 50 two-bedroom apartments. Parking for the project will be provided in 174 auto parking stalls located at grade and on one level of underground parking, with 207 bike parking stalls proposed. In addition to the proposed driveway from S. Park Street, an entrance is proposed at the southeastern corner of the building, which will be accessed from the east-west private drive adjacent to the clinic. A trash room is proposed at the southwestern corner of the building east of the second residential lobby adjacent to a loading zone that will be constructed on the north side of the private drive.

The proposed building will primarily be clad in two-toned brick accented by two types of metal cladding, including a smaller green-shaded metal shingle and larger sections of gray/silver-colored metal panels. The point of the building facing the S. Park Street and Fish Hatchery Road intersection will be clad with the gray/ silver panels and floor-to-ceiling curved windows, with a projecting aluminum canopy proposed above the top floor to create a prominent feature at the intersection. The residential units will be provided with a combination of recessed and projecting balconies to provide open space for residents in addition to access to the second floor rooftop garden terrace and a first floor exercise room. (A detailed plan for the second floor open space is provided on Sheet L-2.1 of the plan set.)

Analysis

The Planning Division believes that the Specific Implementation Plan for the proposed mixed-use building is consistent with the General Development Plan approved in 2011 to guide redevelopment of the subject site and the adjacent clinic property in a comprehensive and cohesive fashion. The approved GDP called for the subject site to be developed as a mixed-use project of one or more buildings at a maximum height of 7 stories and floor area ratio (FAR) of 5.0, and included vehicular access provisions and a list of permitted uses, which was an amalgam of the permitted use sections of the former C1 Limited Commercial, C2 General Commercial and C3 Highway Commercial zoning districts of the 1966 Zoning Code. The allowed FAR of 5.0 in the GDP would allow approximately 357,192 square feet of gross floor area to be developed on the 1.64-acre subject site; the proposed mixed-use building will contain approximately 212,400 square feet of floor area (2.97 FAR).

The approved GDP was found to be consistent with a myriad of land use and planning recommendations adopted for the Park Street corridor and surrounding area dating back to 2002. Staff believes that the proposed SIP successfully implements those many planning recommendations through the prism of the approved general development plan.

Redevelopment of the former dairy site was first discussed in the 2002 Park Street Revitalization: Possibilities to Reality report, with general recommendations included in the 2005 South Madison Neighborhood Plan. While acknowledging that major land use and urban design principles for the 65-acre "triangle" formed by S. Park Street, Wingra Drive and Fish Hatchery Road would be addressed in the then forthcoming Wingra Market Study and Conceptual Redevelopment Plan Summary Report, the South Madison Neighborhood Plan generally recommended that redevelopment activities in the triangle emphasize business retention and expansion, increased connectivity, street-oriented development with an emphasis on urban building forms, and the placement of parking to the side and rear of buildings.

The subsequent 2006 Wingra Market Study and Conceptual Redevelopment Plan Summary Report (“BUILD Plan”) studied the market potential for redevelopment of the triangle and provided a series of broad planning and urban design recommendations to guide future redevelopment activities. With regard to the proposed Planned Development properties, the BUILD Plan recommended redevelopment of the former dairy along S. Park Street with high-density residential or lodging uses with first floor commercial uses, with less specific commercial uses recommended further south along S. Park between the dairy and Copp’s grocery store. In order to accomplish these recommendations, the BUILD plan specifically recommended that the former dairy site be redeveloped as a single master-planned development, noting that the site is “the keystone property in the Wingra BUILD project area and should be developed as a single development with a landmark, flatiron structure that takes full advantage of the prime location, access and visibility.” A rendering on page 17 of the Plan illustrates the type of structure envisioned for the S. Park-Fish Hatchery intersection. Broader recommendations in the BUILD Plan encourage the use of structured parking, and for new development to maintain compatibility with the residential neighborhoods located west of Fish Hatchery Road and east of S. Park Street.

These recommendations are generally reflected in the 2006 Comprehensive Plan, which recommends the entire triangle for Community Mixed-Use development, with a map note that provides more specific guidance:

“Note 27: Located between Park Street and Fish Hatchery Road, two primary gateways into the City of Madison, these lands are currently developed with a variety of retail, service, employment, institutional and residential uses. Recent City plans for the area recommend increasing residential density, providing workforce housing for the Dean Clinic and other area employers, increasing employment of area businesses and creating a Transit-Oriented Development pattern. Future development within this area should seek to strengthen internal pedestrian connections and also provide improved connections to the existing low-density residential areas located west of Fish Hatchery Road and east of Park Street.”
[Comp. Plan Vol. 2, Page 2-163]

Like the adjacent clinic/ office building along the S. Park Street frontage, staff believes that the mixed-use building proposed in the second phase of the Planned Development conforms to the various land use and urban design recommendations in these adopted plans. The building responds to the urban design recommendations in the South Madison Neighborhood Plan and Wingra Market Study and Conceptual Redevelopment Plan Summary Report, which emphasize the importance of high-quality urban design and the need for new buildings to address S. Park Street.

In addition to being a Planned Development, the subject site and adjacent clinic are located in Urban Design District 7. UDD 7 was established to improve the appearance and function of the Park Street corridor between Regent Street and the Beltline Highway and to acknowledge its importance as a major gateway corridor to downtown and the University of Wisconsin-Madison, and to allow it to evolve as a distinctive place that builds on the strengths of its culturally diverse businesses and adjacent neighborhoods. UDD 7 specifically notes that the “Wingra Creek Area” has been identified in aforementioned plans as possessing numerous large parcels that represent potential redevelopment opportunities that would improve the use mix, character, density, and activity within the District. Design requirements in the District generally apply, although recommendations included in subsequent adopted plans for this area take precedence over the area requirements and applicable provisions of District. Staff has determined that the 2011 GDP represents a “subsequent adopted plan” for the purposes of the implementing the District requirements and guidelines.

During its consideration of the GDP in 2011, the Urban Design Commission emphasized the need to maximize the future development of the subject 1.64-acre property, including the construction of a flatiron building on the northern tip of the site adjacent to the S. Park Street-Fish Hatchery Road intersection. The UDC also encouraged

the future building(s) to include a strong presence along S. Park Street with active entrances from the public sidewalk, and encouraged the developer to explore opportunities to share parking with the Wingra Clinic project to the south.

Staff feels that the proposed mixed-use building is well designed and that it complies with the design requirements in the Urban Design District 7 as applicable in the Wingra Creek Area. Staff believes that the applicant has responded to the input provided by the Urban Design Commission to date regarding the exterior of the proposed building and feels that the project will create the strong presence along S. Park Street and Fish Hatchery Road recommended in the various adopted plans. The proposed building materials create a cohesive exterior while allowing the distinct sections of the building to appear as individual structures, which staff feels will help to break down the mass of the building. The proposed treatment of the corner element at the S. Park-Fish Hatchery intersection shown on the May 13, 2015 plan submittal represents the most successful attempt by the development team so far to address the prominent intersection and create the landmark, flatiron structure envisioned by the Wingra Market BUILD Plan.

Because there was relatively limited information provided at the time the GDP was approved in 2011 regarding how the density of development broadly proposed for the northern 1.64 acres of the Planned Development zoning district would be accommodated, language was incorporated into the approval that cautioned that the ultimate density of development could not be determined until an SIP could be reviewed against the standards for approval for planned developments. The qualifying language encouraged that development of the 1.64-acre site not have a substantial negative impact on the uses, values and enjoyment of other properties within the neighborhood for uses already permitted, which is similar to language in the Zoning Code for the approval of conditional uses.

In the case of the proposed mixed-use building, Planning staff believes that the Plan Commission can find that the PD district standards are met and that the project will not have a substantial negative impact on other properties despite concerns that staff is aware of by some in the community regarding the height of the building and the traffic and parking impacts attributed to the project. The Planning Division believes that the scale and mass of the proposed building is consistent with the intensity of development envisioned for the S. Park Street-Fish Hatchery Road intersection in adopted plans. Additionally, Planning staff is not aware of any extraordinary concerns by the Traffic Engineering Division regarding traffic or parking impacts created by the project.

Conclusion

The Planning Division believes that the Specific Implementation Plan for the proposed mixed-use building containing 6,000 square feet of commercial space, 5,000 square feet of live-work space, and 164 apartments is consistent with the General Development Plan approved in 2011 to guide redevelopment of the subject site and the adjacent clinic property following demolition of the former Bancroft/ Morningstar Dairy. The project is well designed and should implement many of the myriad land use and urban design recommendations adopted to guide redevelopment of the Park Street Corridor and Wingra Creek Area, including the Wingra Market Study and Conceptual Redevelopment Plan Summary Report. The proposed building also satisfies the applicable requirements for building and site design in Urban Design District 7 and meets the standards for approval for Planned Developments in the Zoning Code despite concerns that staff is aware of by some in the community regarding the height of the building and the traffic and parking impacts attributed to the project.

Recommendation

Planning Division Recommendation (Contact Timothy M. Parks, 261-9632)

The Planning Division recommends that the Plan Commission forward Zoning Map Amendment ID 28.022–00167, rezoning 1004-1032 S. Park Street from PD-GDP to PD-SIP and approving a Specific Implementation Plan to allow construction of a mixed-use building, to the Common Council with a recommendation of **approval** following a recommendation by the Urban Design Commission and subject to input at the public hearing, the following Planning Division condition(s) and the conditions from reviewing agencies:

Planning Division

1. The final floorplans, elevations and project data tables shall clarify whether loft spaces are proposed above the fifth floor dwelling units in the northern portion of the building prior to final approval and recording of the SIP.
2. That the site plan and first floor plan sheets (C-1.1 and A-1.1, respectively) be revised to show the setbacks of the proposed building from the property lines adjacent to S. Park Street and Fish Hatchery Road at a minimum of 3 places along each frontage. The setbacks shall reflect the proposed final condition following any dedication of right of way or permanent limited easement required for implementation of the project.
3. That the applicant submit a revised zoning text for the Specific Implementation Plan to the Planning Division and Zoning for approval prior to recording and the issuance of building permits as follows:
 - 3a. that the permitted non-residential/ commercial uses for this PD-SIP be limited to those included in the approved PD-GDP zoning text unless specifically enumerated in a list submitted for approval by the Planning Division prior to final approval and recording;
 - 3b. the Signage section shall be revised to limit signage for the site to the maximum permitted in the TSS zoning district, and as approved by the Urban Design Commission or its secretary, and the Zoning Administrator.

The following conditions have been submitted by reviewing agencies:

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

4. The site plan shall show and label all existing easements and proposed easements (including the new 3' street and utility easement along Park Street) shown on the pending Certified Survey Map.
5. The pending CSM application for this property shall be completed and recorded with the Dane County Register of Deeds (ROD) prior to issuance of any building permits for new construction. When the recorded CSM image is available from the ROD, the Assessor's Office can then create the new Address-Parcel-Owner (APO) data in the parcel database so that the permitting system can upload this data and permit issuance made available for this new land record.
6. Street name is S. Park Street. Update all sheets as needed.
7. Building addresses to be determined after review with the Madison Fire Department.

8. Per City Contract No. 2290 for the Wingra Clinic-Bancroft Dairy Redevelopment, the existing owner had acknowledged the future need for right of way dedication on Fish Hatchery Road and Permanent Limited Easement dedication on S. Park Street. The owner chose to defer those requirements until such time as Lots 2 and 3 of CSM 13286 were developed. The applicant shall be required to dedicate 6 feet of right of way on Fish Hatchery Road to allow for an 86-foot right of way. The applicant shall be required to reconstruct the existing sidewalk on both S. Park Street and Fish Hatchery Road to allow for placement of the sidewalk within the standard locations with respect to the new right of way dedication and the proposed sidewalk permanent limited easement as shown on the CSM.
9. The applicant shall revise the sanitary sewer design to show the development connecting to the City's 12-inch sanitary sewer located on S. Park Street.
10. Per the Wisconsin Department of Natural Resources (WDNR) closure letter, the properties within this development were closed with residual soil contamination and these properties have a Cap Maintenance Plan (BRRTS #02-13-551750). The applicant shall provide proof that the WDNR has approved the changes to the cap prior to the approval of the development of the site. Submit documentation to Brynn Bemis at bbemis@cityofmadison.com or contact Brynn by phone at 267-1986 with questions or concerns.
11. 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
12. In accordance with 10.34 MGO – Street Numbers: Submit a PDF of each floor plan to Lori Zenchenko in Engineering Mapping (Lzenchenko@cityofmadison.com) so that an 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.
13. The applicant shall close all abandoned driveways by replacing the curb in front of the driveways and restoring the terrace with grass.
14. The approval of this development 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.
15. 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.

16. 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.
17. The applicant shall replace all sidewalk and curb and gutter that abuts the property that is damaged by the construction, or any sidewalk and curb and gutter, which the City Engineer determines needs to be replaced because it is not at a desirable grade, regardless of whether the condition existed prior to beginning construction.
18. All work in the public right of way shall be performed by a City-licensed contractor.
19. 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 or 266-4816. Approval and permitting of any tree removal or replacement shall be obtained from the City Forester and/or the Board of Public Works prior to the approval of the site plan
20. All damage to the pavement on S. Park Street and Fish Hatchery Road adjacent to this development shall be restored in accordance with the City's Pavement Patching Criteria.
21. This project falls in the Rock River TMDL Zone and is subject to increased erosion control enforcement as authorized by Resolution 14-00043 passed by the Common Council on January 21, 2014. The project will be expected to meet a higher standard of erosion control than the minimum standards set by the Wisconsin Department Natural Resources (WDNR).
22. 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.
23. The applicant shall demonstrate compliance with Section 37.07 and 37.08 of Madison General Ordinances regarding permissible soil loss rates. The erosion control plan shall include Universal Soil Loss Equation (USLE) computations for the construction period. Measures shall be implemented in order to maintain a soil loss rate below 5.0-tons per acre per year.
24. This site appears to disturb over 1 acre of land and requires a permit from the Wisconsin Department of Natural Resources (WDNR) for stormwater management and erosion control. The City of Madison has been required by the WDNR to review projects for compliance with NR216 and NR-151; however a separate permit submittal is still required to the WDNR for this work. The City of Madison cannot issue our permit until concurrence is obtained from the WDNR via their Water Resources Application for Project Permits (WRAPP) or Notice of Intent Permit (NOI) permit process.
25. This development includes multiple building permits within a single lot. The City Engineer and/or the Director of the Inspection Division may require individual control plans and measures for each building. This project will require a concrete management plan as part of the erosion control plan to be reviewed and approved by the City Engineer's Office.

26. Prior to approval, this project shall comply with Chapter 37 of the Madison General Ordinances regarding stormwater management. Specifically, this development is required to 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 MGO.
27. If the lots within this site plan are inter-dependent upon one another for stormwater runoff conveyance, and/or a private drainage system exists for the entire site an agreement shall be provided for the rights and responsibilities of all lot owners. Said agreement shall be reviewed and placed on file by the City Engineer, referenced on the site plan, and recorded at the Dane County Register of Deeds.
28. The applicant shall submit, prior to plan sign-off, digital PDF files to the City Engineering Division. The digital copies shall be to scale, shall have a scale bar on the plan set, and shall contain the following items: building footprints; internal walkway areas; internal site parking areas; lot lines and right-of-way lines; street names, stormwater management facilities and; detail drawings associated with stormwater management facilities (including if applicable planting plans).
29. This project appears to require construction dewatering. A dewatering plan shall be submitted to City Engineering as part of the Erosion Control Permit.
30. This project appears to require permanent dewatering. A permit to connect to the public stormwater system shall be required from City Engineering. Additionally, a permit for non-storm discharge to the storm sewer system from the Madison-Dane County Public Health Department shall be required.
31. The applicant's utility contractor shall obtain a connection permit and excavation permit prior to commencing the storm sewer construction.
32. 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.
33. All outstanding Madison Metropolitan Sewerage District (MMSD) are due and payable prior to City Engineering sign-off, unless otherwise collected with a Developer's/ Subdivision Contract. Contact Janet Schmidt (608-261-9688) to obtain the final MMSD billing a minimum of 2 working days prior to requesting City Engineering signoff.

Traffic Engineering Division (Contact Eric Halvorson, 266-6527)

34. The applicant shall enter into a developer's agreement to construct a left-turn lane from S. Park Street into the development opposite the northerly driveway into the site from S. Park Street.
35. The applicant shall sign and mark northerly drive onto S. Park Street to only allow right turns onto S. Park Street.
36. The applicant shall apply for a waiver of MGO 27.05(2)(bb), Vision Clearance Triangles at Intersections Corners. (No visual obstructions between the heights of 30 inches and 10 feet – 25 feet behind the property line at streets and 10 feet at driveways.) Approval or denial of the waiver shall be the determination of the City Traffic Engineer.

37. City of Madison radio systems are microwave directional line of sight to remote towers citywide. The building elevation will need to be reviewed by the Traffic Engineer Division to accommodate the microwave sight and building. The applicant shall submit grading plans and elevations if the building exceeds four stories prior to sign-off to be reviewed and approved by Dave Nachreiner, (266-4899) 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.
38. The applicant shall prepare a Parking Management Plan for site and building operations to be reviewed and approved by the City Traffic Engineer.
39. The applicant shall submit a Commercial Delivery Plan to be reviewed and approved by the City Traffic Engineer.
40. The applicant shall submit a residential moving plan to be reviewed and approved by the City Traffic Engineer. This plan will include all parking regulations near the site as well as how a new resident may apply to receive city issued No Parking signs and Meter Hoods.
41. This site presents difficult constructability issues; access to neighboring sites must be maintained at all times, covered sidewalks will be constructed and maintained as soon as possible and little to no access to the public right-of-way on E. Washington Avenue will be granted for construction purposes. Provide a detailed construction plan to Traffic Engineering for review by the Traffic Control Specialist (Mike Duhr) prior to final signoff.
42. Parking ramp grades were not included in the submitted plan; depending on how the lower level parking will be managed significant changes may be required to achieve safe and orderly operation.
43. One-hundred, seventy-four (174) off-street auto parking spaces are provided for the development, which has 164 residential units. The letter of intent does not include any guarantee that a minimum of 164 spaces will be reserved at all times for the residents, and as it is likely that some of the spaces will be used for the commercial activity at this development,. Therefore, a condition of approval shall be that no residential parking permits shall be issued for 1004-1032 S. Park Street. The applicant shall inform all tenants of this restriction in their apartment leases. In addition, the applicant shall submit a copy of the lease for 1004-1032 S. Park Street noting the above condition.
44. The applicant shall submit one contiguous plan showing proposed conditions and one contiguous plan showing existing conditions for approval. The plan drawings shall be scaled to 1" = 20' and include the following, when applicable: existing and proposed property lines; parcel addresses; all easements; pavement markings; signing; building placement; items in the terrace such as signs, street light poles, hydrants; surface types such as asphalt, concrete, grass, sidewalk; driveway approaches, including those adjacent to and across street from the project lot location; parking stall dimensions, including 2 feet of vehicle overhang; drive aisle dimensions; semitrailer movement and vehicle routes; dimensions of radii; and percent of slope.
45. The developer shall post a security deposit prior to the start of development. In the event that modifications need to be made to any City-owned and/or maintained traffic signals, street lighting, signing, pavement marking and conduit/handholes, the developer shall reimburse the City for all associated costs including engineering, labor and materials for both temporary and permanent installations.

46. The City Traffic Engineer may require public signing and marking related to the development; the developer shall be financially responsible for such signing and marking.
47. All parking facility design shall conform to the standards in MGO Section 10.08(6).
48. Any stalls less than the standard 9 feet by 18 feet shall be signed as 'Small Car Only' and conform to the parking design standards for Small Vehicles as set forth in MGO Section 10.08.
49. "Stop" signs shall be installed at a height of 7 feet at all class III driveway approaches, including existing driveways, behind the property line and noted on the plan. All directional/regulatory signage and pavement markings on the site shall be shown and noted on the plan.

Zoning Administrator (Contact Matt Tucker, 266-4569)

50. Provide the required short-term bike parking spaces for the commercial tenants per MGO Section 28.141(11). Short-term bicycle parking spaces shall be located in a convenient and visible area within 100 feet of a principal entrance. Show the dimensions of the bike parking areas including the access aisles. A bike stall is a minimum of 2 feet by 6 feet with a 5-foot wide access aisle. Provide a detail showing the model of bike rack to be installed.
51. Submit a landscape plan stamped by the registered landscape architect. Landscape plans for zoning lots greater than 10,000 square feet in size must be prepared by a registered landscape architect.
52. Submit the roof plans with the final plan sets. Note that all rooftop mechanical equipment and utilities shall be fully screened from view from any street or residential district, as viewed from six (6) feet above ground level.
53. The plans indicate this will be a phased development. Provide a summary of the work to be completed with each phase and an anticipated completion date for each phase.
54. The Plan Commission does not grant signage approvals. Signage must be reviewed for compliance with MGO Chapter 31, Sign Code prior to sign installations.

Fire Department (Contact Bill Sullivan, 261-9658)

55. The structure shall be protected with an NFPA 13 compliant sprinkler system.
56. The Madison Fire Department is concerned with the proposed phasing plan as it will impact exiting and safety of the Phase 1 occupants.
57. Provide fire apparatus access as required by IFC 503 2012 edition, MGO Section 34.503, as follows: The site plans shall clearly identify the location of all fire lanes.

58. Provide fire apparatus access as required by IFC 503 2012 edition, MGO Section 34.503, as follows: MGO 34.503/IFC 503 Appendix D105, Provide an aerial apparatus access fire lane that is at least 26 feet wide, if any part of the building is over 30 feet in height. The near edge of the aerial fire lane shall be within 30 feet

and not closer than 15 feet from the structure, and parallel to one entire side. The aerial fire lane shall cover not less than 25% of the building perimeter.

Water Utility (Contact Dennis Cawley, 261-9243)

59. Note: All operating private wells shall be identified and permitted by the Madison Water Utility and all unused private wells shall be abandoned in accordance with MGO Sec. 13.21.

Metro Transit (Contact Tim Sobota, 261-4289)

60. The applicant shall maintain or replace the existing concrete boarding pad on the west side of S. Park Street, south of Fish Hatchery Road. The applicant shall include the location of these transit amenities on the final documents filed with their permit application so that Metro Transit may review and approve the design.

61. The applicant might consider additional transit amenities on the property adjacent this bus stop zone, such as a trash receptacles or a seating amenity, in finalizing their landscape plan.

Parks Division (Contact Kay Rutledge, 266-4714)

62. Park impact fees (comprised of the Park Development Impact Fee per MGO Sec. 20.08(2) and the Parkland Impact Fee in lieu of land dedication per MGO Sec. 16.23(8)(f) and 20.08(6)) will be required for all new residential development. The developer must select a method for payment of park fees before signoff on the development. This development is within the Olin-Turville park impact fee district (SI38). Please reference ID# 15122 when contacting Parks Division staff about this project.

63. Additional street trees are needed for this project. All street tree planting locations and trees species within the right of way shall be reviewed by City Forestry. Please submit a site plan (in PDF format) to Dean Kahl – dkahl@cityofmadison.com or 266-4816. Approval and permitting of tree planting shall be obtained from the City Forester and/or the Board of Public Works prior to the approval of the site plan. Tree planting specifications can be found in Section 209 of *City of Madison Standard Specifications for Public Works Construction*.

64. 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.