



PREPARED FOR THE URBAN DESIGN COMMISSION AND PLAN COMMISSION

Project Address: 2504 Winnebago Street – Union Corners
Application Type: PD (SIP) to Amended PD (SIP)
Legistar File ID # [36326](#)
Prepared By: Timothy M. Parks, Planning Division
Report includes comments from other City agencies, as noted.

Summary

Applicant: Edward Matkom and Marc Ott, Gorman & Company; 200 N. Main Street; Oregon.

Property Owner: City of Madison.

Requested Actions: Approval of an amended Planned Development–Specific Implementation Plan to allow construction of 2 mixed-use buildings at Union Corners on land addressed as 2504 Winnebago Street, which will contain 22,240 square feet of leasable non-residential space and 90 apartments.

Proposal Summary: The proposed mixed-use buildings will occupy 1.2 acres of the larger 11.5-acre Union Corners property and will be the second and third of the ten future buildings shown on the approved general development plan. Both buildings will be four stories tall and will be located above a shared underground garage with parking for 100 automobiles and 72 bikes. The westerly of the two buildings will include 12,565 square feet of commercial space and 51 dwelling units. The easterly of the two buildings will contain 9,675 square feet of leasable commercial space and 39 dwellings units. The applicant is seeking affordable housing tax credits for the project from the Wisconsin Housing & Economic Development Authority. If awarded those tax credits, the applicant proposes to commence construction in October 2015, with completion scheduled for one year later.

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.

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 28.022–00153, approving an Amended Planned Development–Specific Implementation Plan to allow construction of 2 mixed-use buildings at 2504 Winnebago Street at Union Corners, 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 5 of this report.

Background Information

Parcel Location: The proposed clinic will occupy approximately 1.2 acres of the larger 11.5-acre Union Corners property generally bounded by E. Washington Avenue, Milwaukee Street, S. Sixth Street and the Union Pacific Railroad, Aldermanic District 6 (Rummel); Urban Design District 5; Madison Metropolitan School District. The two mixed-use buildings will be located along the northwesterly side of Winnebago Street approximately midway between S. Sixth Street and Milwaukee Street and northeast of a previously approved two-story, 60,000 square-foot medical office building for UW Health.

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

Land Uses and Zoning Surrounding Union Corners:

North: Across E. Washington Avenue, single- and two-family residences, zoned TR-V1 (Traditional Residential–Varied 1 District); two-family and multi-family residences, Speedy Muffler, Red Letter News, Ray’s Bar, Assumption Greek Orthodox Church, zoned TSS (Traditional Shopping Street District); across Milwaukee Street, Malt House tavern, mixed-use buildings, zoned CC-T (Commercial Corridor–Transitional District); single- and two-family residences, zoned TR-V1;

South: Single- and two-family residences across the Union Pacific Railroad right of way and Capital Cities Trail, zoned TR-V1;

West: Single- and two-family residences along E. Washington Avenue, zoned TR-V1; Idun Lodge, zoned NMX (Neighborhood Mixed-Use District);

East: Single- and two-family residences along Anzinger Court and Farwell Street, zoned TR-C4 (Traditional Residential–Consistent 4 District)

Adopted Land Use Plans: The Comprehensive Plan identifies the Union Corners site as a potential redevelopment location for Community Mixed-Use development and Transit-Oriented Development.

Most of the site is also included within the boundaries of the 2000 Schenk-Atwood-Starkweather-Worthington Park Neighborhood Plan, which while not providing a vision for redevelopment of the site, includes a number of smaller, specific recommendations germane to portions of the Union Corners site and surrounding area. The site is also located within the boundaries of the 2000 East Washington Avenue/ Old East Side Master Plan (BUILD), which did not anticipate the closing of the Kohl’s grocery store or the Rayovac plant but included a number of recommendations for urban design and transportation.

Zoning Summary: The site is zoned PD. The SIP for the clinic will be reviewed in the following sections.

Other Critical Zoning Items	
Yes:	Urban Design (UDD 5), Utility Easements, Barrier Free
No:	Floodplain, Wellhead Protection, Waterfront Development, Landmark, Adjacent to a Park
<i>Prepared by: Pat Anderson, Asst. Zoning Administrator</i>	

Environmental Corridor Status: The property is not located within a mapped environmental corridor (see Map F7).

Public Utilities and Services: The site is served by a full range of urban services, including seven-day Metro Transit service on E. Washington Avenue, S. Sixth Street, and Milwaukee Street.

Previous Approvals & Project History

On May 21, 2014, the Common Council approved a major amendment to the Planned Development–General Development Plan for Union Corners to call for various medical office, retail, mixed-use and residential buildings on four City-owned parcels generally addressed as 2340, 2504 and 2507 Winnebago Street. On September 2, 2014, the Common Council approved a Planned Development–Specific Implementation Plan to allow construction of a two-story, 60,000 square-foot UW Health medical office building.

The Union Corners site was acquired by the City with Land Banking Funds for \$3.3 million in December 2010. On July 16, 2013, the Common Council accepted a selection committee's recommendation of the applicant, Gorman & Company, Inc., proposal for the purchase and redevelopment of the City-owned Union Corners properties and authorized the execution of a Purchase and Sale Agreement (PSA) for their purchase and redevelopment. The PSA calls for the 11.5 acres to be conveyed to the applicant and for a tax incremental financing loan agreement to assist with implementation of the planned development. The City previously constructed the current alignment of Winnebago Street, S. Sixth Street and the roundabout where those streets intersect in 2007 as part of its participation in the previous redevelopment efforts for the Union Corners site.

Previously, the Common Council approved a request in 2006 to rezone 2313-2525 E. Washington Avenue, 2306-2422 Winnebago Street, 2317- 2415 Winnebago Street and 11 S. Fifth Street from C2 (General Commercial District) and M1 (Limited Manufacturing District) to PUD-GDP [1966 Zoning Code] to allow the future development of up to 450 dwelling units, 110,000 square feet of commercial space in 11 buildings following demolition of approximately 20 principal and accessory buildings, the vacation of Sullivan, Florence and Winnebago streets and the recording of the Certified Survey Map subdividing the subject site.

On October 4, 2004, the Plan Commission approved demolition permits to allow the demolition of the French Battery Building and other buildings on the Union Corners site to facilitate environmental remediation from previous heavy industrial uses in anticipation of future redevelopment.

Project Description

The proposed specific implementation plan calls for the construction of two mixed-use buildings to be located along the northwestern side of Winnebago Street approximately midway between S. Sixth Street and Milwaukee Street. The proposed mixed-use buildings will occupy 1.2 acres of the larger 11.5-acre Union Corners property and will be the second and third of the ten future buildings to be constructed according to the approved general development plan following the approval last fall of a UW Health clinic to the southwest.

The westerly of the two four story mixed-use buildings proposed (Building 4) will include 12,565 square feet of commercial space, a management office for the two buildings, a community room, and fitness facility on the first floor, and 51 dwelling units located on the first through fourth floors. The easterly of the two buildings (Building 5) will contain 9,675 square feet of commercial space and 3 dwelling units on the first floor and 36 dwellings units on the second through fourth floors. The first floor commercial space will primarily be oriented to Winnebago Street, with exposure also proposed from an at-grade plaza that will extend between the two buildings, and from a private path that will extend through the larger Union Corners development parallel Winnebago Street.

The proposed buildings will be located above a shared underground garage that will include parking for 100 automobiles and 72 bikes. Access to the underground parking will be provided from a single driveway from Winnebago Street located northeast of Building 5. No off-street surface parking is proposed to serve the two buildings, though as part of the implementation of this project, the applicant proposes to reconstruct the northwestern side of Winnebago Street to create 33 angled parking stalls adjacent to the buildings. However, as noted by the Traffic Engineering Division in their comments in the last section of this report, those curbside stalls will be public and will not be reserved for use by the tenants and guests of the proposed buildings.

The architecture of the two buildings was recently revised following an informational presentation before the Urban Design Commission on December 17, 2014 and as a result of neighborhood feedback. The current version suggests a more traditional urban form that includes a higher percentage of masonry on the lower floors of the

buildings as well as in repeating vertical sections along the front and rear facades. The earlier version of the project reflected a more modern design and included a lower percentage of masonry, which some felt was out of character with the surrounding area and the historic character of the property.

The current plans also provide more detail on access into the first floor spaces, with entrances to both Winnebago Street and the 'serpentine' path shown. As a condition of approval, Planning staff is recommending a condition that the Winnebago Street entrances into the first floor commercial spaces in each building be unlocked and operable during business hours. While staff also encourages that operable doors into the first floor spaces be provided from the private path and plaza, staff feels that orientation of these commercial spaces to Winnebago Street is of the utmost importance to ensure that this section of the street has the potential to be as active as other sections of Winnebago, such as at Schenk's Corners.

Note: The applicant will be requesting approval of Section 42 affordable housing tax credits for the project from the Wisconsin Housing & Economic Development Authority (WHEDA). The project also received funding from the City's Affordable Housing Initiative. If the WHEDA tax credit application is approved, construction will commence this fall.

Analysis and Conclusion

The Planning Division believes that the specific implementation plan for the two proposed mixed-use buildings can meet the standards for approval, and that the project conforms to the approved general development plan for Union Corners.

Staff also believes that the project plans conform to the applicable plan recommendations for the subject site. The 2006 Comprehensive Plan identifies the Union Corners site, the E. Washington-Milwaukee intersection and the north side of E. Washington Avenue west towards Fifth Street as a potential redevelopment location recommended for Community Mixed-Use (CMU) and Transit-Oriented Development (TOD). The Comprehensive Plan recommends that such developments either be located adjacent to medium- or high-density residential areas or be large enough to accommodate high-density residential uses when adjacent to lower density areas, the latter of which applies to this project. In addition to residential uses, CMU districts are recommended to include a mix of employment, retail and service uses intended to serve both the residents of the area and surrounding neighborhood and "wider community markets." These districts are typically intended to be located along high-capacity transit routes such as E. Washington Avenue and are recommended to have a focal point developed at high densities and focused on a commercial core, a plaza or square, a civic use or dense residential development. Buildings with these zones should be located close to the sidewalk with parking located at the rear of the buildings or underground, and pedestrian-level amenities should be provided.

A number of TOD policies in the Comprehensive Plan are also applicable to the Union Corners redevelopment. Among the facets of TOD present in this project include the provision of a variety of land uses (housing, retail/commercial, employment, etc.), the placement of the buildings creating a sense of spatial enclosure and creation of a high-quality public realm, and the inclusion of uses that generate pedestrian activity, such as spaces for retail and offices at the ground floor. And while there is not a specific number of residential units proposed in the approved general development plan for the overall 11.5-acre site, the building mass and emphasis on residential uses, including on the upper floors of the numerous mixed-use buildings proposed including the two subject to this specific implementation plan approval, suggest that the density of the project will comport to the 30-unit per acre recommended for the core of a TOD district.

Recommendation

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

The Planning Division recommends that the Plan Commission forward Zoning Map Amendment ID 28.022-00153, approving an Amended Planned Development-Specific Implementation Plan to allow construction of 2 mixed-use buildings at 2504 Winnebago Street at Union Corners, 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:

Recommended Conditions of Approval Major/Non-Standard Conditions are Shaded

1. The Winnebago Street entrances into the first floor commercial spaces in each building shall be unlocked and operable during business hours. Operable doors into those spaces from the private 'serpentine' path and central plaza are also encouraged.
2. That the specific implementation plan be revised prior to final approval by the Planning Division and the issuance of building permits for the clinic as follows:
 - 2a. provide a project data table on Sheet C100 that includes the gross square-footage of each building, the net square-footage of the commercial and residential spaces, dwelling units per building, and the number of surface and structured bike and automobile parking spaces in this phase;
 - 2b. the height above grade shall be dimensioned on each elevation on Sheets A401 and A402;
 - 2c. the Civil and Architectural sheets shall identify the two buildings consistently throughout the plan set.
3. The applicant may submit a zoning text specific to this project for review and approval by the Planning Division and Zoning Administrator prior to recording or note that this project is subject to the zoning text conditionally approved with the final Union Corners General Development Plan.
4. No utility or HVAC pedestals or penetrations, including HVAC wall packs for units, and gas meters or electric meters for buildings/ units shall be permitted without specific approval by the Urban Design Commission and Plan Commission. As part of the approval of this project, the commissions shall consider the louvers proposed to vent individual "wall-pack" heating and air-conditioning units shown on the northeastern and southwestern facades of both buildings.

The following conditions have been submitted by reviewing agencies:

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

5. Reciprocal easements and/or agreements including, but not limited to, access, parking, utilities, common areas, storm management, courtyards and other items will be necessary to accomplish the development as proposed. Recorded copies of the easement/agreement(s) shall be provided prior to final site plan sign off of the SIP.
6. The pending Certified Survey Map application for this property shall be completed and recorded with the Dane County Register of Deeds (ROD) prior to issuance of any building permits for new construction. When the recorded CSM image is available from the ROD, the Assessor's Office can then create the new Address-

Parcel-Owner (APO) data so that the permitting system can upload this data and permit issuance made available for this new land record.

7. The underground parking structure crosses a proposed lot line. Buildings are not permitted to cross lot lines unless the building complies with related fire code requirements. Contact Bill Sullivan with the Madison Fire Department for additional information needed to permit this configuration.
8. Overall site plan sheet calls the southerly proposed building "Lot 3" and the northerly proposed building "Lot 4". The preliminary CSM for this area reverses these lot numbers. Please coordinate and update any sheets with the CSM data.
9. The larger southerly building will have a base parcel address of 2418 Winnebago Street. The smaller northerly building will have a base parcel address of 2506 Winnebago Street. Additional addresses and internal addresses will be assigned when an addressing plan is created.
10. The proposed walkway through the development and within the lots of the proposed CSM shall be considered a Type V walkway, which is privately owned and maintained.
11. The applicant shall be required to enter into Developer's Agreements for the improvements in the right of way that are being proposed, which include but are not limited to street improvements on Winnebago Street to enhance the parking, curb and gutter, sidewalk reconstruction, new sidewalk installation on Winnebago Street, closure of unused driveways and utility improvements and street lighting improvements to serve the developments.
12. If the street design as shown on submitted plans is approved by the Board of Public Works, the applicant shall enter into a perpetual maintenance agreement to maintain the diagonal markings and to maintain the street, including snow removal from the diagonal parking.
13. 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 Engineering Division signing off on this project.
14. The site plan shall identify lot and block numbers of recorded Certified Survey Map or plat.
15. The site plan shall reflect a proper street address of the property as reflected by official City Assessor's and Engineering Division records.
16. Submit a PDF of all floor plans to izenchenko@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.

17. The applicant shall close all abandoned driveways by replacing the curb in front of the driveways and restoring the terrace with grass.
18. 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.
19. 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.
20. 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.
21. 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.
22. All work in the public right of way shall be performed by a City-licensed contractor.
23. 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 Parks Division, 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 final approval of the site plan.
24. All damage to the pavement on Winnebago Street adjacent to this development shall be restored in accordance with the City's Pavement Patching Criteria.
25. 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).
26. Storm sewer to serve this development has been designed and constructed. The site plans shall be revised to identify the location of this storm sewer and to show connection of an internal drainage system to the existing public storm sewer.
27. 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.

28. 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 7.5-tons per acre per year.
29. Effective January 1, 2010, the Department of Commerce's authority to permit commercial sites, with over 1 acre of disturbance, for stormwater management and erosion control has been transferred to the Department of Natural Resources (WDNR). The WDNR does not have an authorized local program transferring this authority to the City of Madison. The City of Madison has been required by the WDNR to continue to review projects for compliance with NR-216 and NR-151 but a separate permit submittal is now required to the WDNR for this work as well. The City of Madison cannot issue our permit until concurrence is obtained from the WDNR via their NOI or WRAPP permit process. As this site is greater than 1 acre, the applicant is required by State Statute to obtain a Water Resources Application for Project Permits (WRAPP) from the Wisconsin Department of Natural Resources, prior to beginning construction. This permit was previously known as a Notice of Intent Permit (NOI). Contact Eric Rortvedt at 273-5612 of the WDNR to discuss this requirement.
30. Prior to approval, this project shall comply with Chapter 37 of the Madison General Ordinances regarding stormwater management. Specifically, this development is required to: control 80% TSS (5 micron particle) off of new paved surfaces; provide oil and grease control from the first 1/2" of runoff from parking areas, and; 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.
31. 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).
32. The applicant shall submit prior to plan sign-off, electronic copies of any Stormwater Management Files including SLAMM DAT files, RECARGA files, TR-55/HYDROCAD/Etc., and 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).
33. The applicant's utility contractor shall obtain a connection permit and excavation permit prior to commencing the storm sewer construction.
34. 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.

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

35. Improvements within the public right of way are not approvable through the planned development approval process. The applicant will need to seek further approvals for modifications to the public right of way. The applicant shall note that relocation of the sidewalk as shown for Lot 4 to accommodate the driveway will not be feasible.

36. If street design as shown on attached plans is approved by the board of public works, applicant shall enter into a perpetual maintenance agreement to maintain the diagonal markings and to maintain the street including snow removal from the diagonal parking.
37. The applicant shall be required to enter into Developer's Agreements for the improvements in the right of way that are being proposed, which include but are not limited to street improvements on Winnebago Street to enhance the parking, curb and gutter, sidewalk reconstruction, new sidewalk installation on Winnebago Street, closure of unused driveways and utility improvements to serve the developments and street lighting improvements. The proposed improvements will require the approval of the Board of Public Works.
38. The applicant shall provide a clearly defined 5-foot walkway clear of all obstructions to assist citizens with disabilities, especially those who use a wheelchair or are visually impaired. Obstructions include but are not limited to tree grates, planters, benches, parked vehicle overhang, signage and doors that swing outward into walkway.
39. The number of off-street parking spaces reserved for residents use is not specified. Residents of this development shall not be eligible for participation in the Residential Permit Parking Program unless 24-hour a day, 7-day a week reserved off-street parking spaces are provided with a minimum 1:1 ratio of spaces per dwelling unit. The applicant shall inform all potential residents of this development of this restriction in their apartment leases. In addition, the applicant shall submit a copy of the lease noting the above condition.
40. There are 33 parking spaces noted on the letter of intent within the City right of way. These spaces are open to the public and are not reserved for the exclusive use of this development.
41. The applicant shall submit one contiguous plan for approval. The plan drawing shall be scaled to 1" = 20' and include the following, when applicable: existing and proposed property lines; parcel addresses; all easements; pavement markings; signing; building placement; items in the terrace such as signs, street light poles, hydrants; surface types such as asphalt, concrete, grass, sidewalk; driveway approaches, including those adjacent to and across street from the project lot location; parking stall dimensions, including two (2) feet of vehicle overhang; drive aisle dimensions; semitrailer movement and vehicle routes; dimensions of radii; and percent of slope.
42. 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.
43. All entrances shall conform to City standards for a Class III entrance a 'commercial' type and not a 'street' type. All 'street' type entrance shall be modified and shown on the plan.
44. 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.
45. All parking facility design shall conform to the standards in MGO Section 10.08(6).

46. The applicant shall execute and return the attached declaration of conditions and covenants for streetlights and traffic signals prior to sign off. The applicant will need to provide a deposit for their reasonable and proportionate share of traffic signal costs.

Zoning Administrator (Contact Pat Anderson, 266-5978)

47. Provide bike parking in a safe and convenient location on an impervious surface. Stalls shall be distributed as both *Short Term* and *Long Term* bicycle parking, as required per MGO Sections 28.141(4) and 28.141(11). Provide a detail of the bike rack design including any wall mounts. Identify and dimension required stalls on the final plan. Bike parking for the apartments shall equal 1 stall per unit up to two-bedrooms, plus an additional half space per additional bedroom (97), plus 1 guest space per 10 units. Short-term parking for residential guests shall be within 100 feet of principal entrance. Required bike parking stalls for the commercial/ retail component of the project shall comply with the requirements in Sections 28.141(4)(g) and 28.141(11) and future tenants shall be calculated at the time building permits for occupancy are requested. NOTE: A bike-parking stall is 2 feet by 6 feet with a 5-foot access area. Provide a detail of the bike rack to be installed with the SIP.

48. Signage approvals are not granted by the Plan Commission. Signage shall be reviewed for compliance with MGO Chapter 31. Sign permits must be reviewed by the Urban Design Commission and issued by the Zoning Section of the Department of Planning and Community and Economic Development prior to installation.

Fire Department (Contact Bill Sullivan, 261-9658)

49. Since the proposal is for one structure that appears as two structures above grade, multiple fire service features will be applicable, such as **two** Fire Department connections, **two** fire alarm annunciator panels, and **two** Fire Department key boxes.

Water Utility (Contact Dennis Cawley, 261-9243)

50. 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)

This agency did not provide comments for this request.

Parks Division (Contact Kay Rutledge, 266-4714)

51. 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 Olbrich park impact fee district (SI25). Please reference ID# 14124.1 when contacting Parks Division staff about this project. [Note: 2015 Park Impact Fees are now in effect.]

52. Street trees are required for this project. All street tree planting locations and trees species with the right of way shall be reviewed by City Forestry. Please submit a tree planting 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.

53. 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.