

PLANNING DIVISION STAFF REPORT

APRIL 6, 2016 URBAN DESIGN COMMISSION

APRIL 18, 2016 PLAN COMMISSION



Project Address: 722 Williamson Street
Application Type: Zoning Map Amendment
Legistar File ID # [41996](#)
Prepared By: Timothy M. Parks, Planning Division
Report includes comments from other City agencies, as noted.

Summary

Applicant: Lance McGrath, McGrath Property Group, LLC; 222 S. Bedford Street; Madison.

Property Owner: Williamson Associates, c/o The Rifken Group; 1402 Pankratz Street; Madison.

Requested Actions: Approval of a request to rezone 722 Williamson Street from TSS (Traditional Shopping Street District) to PD (Planned Development District) and approve a General Development Plan and Specific Implementation Plan to allow renovation of the “Olds Seed Building” into a mixed-use building containing 45 apartments and 7,200 square feet of commercial space, and construction of a separate five-story, 96-unit apartment building.

Proposal Summary: The applicant proposes to convert the four-story Olds Seed Building constructed in 1913 into a mixed-use building consisting of 7,200 square feet of first floor commercial space and 45 “concrete loft” apartments. To the rear of the existing building, the applicant proposes to construct a second, five-story building that will include 96 apartments located above a two-level parking garage with 113 auto parking stalls as well as bike parking and storage units. Construction of the proposed development will commence in June 2016, with completion anticipated by May 2017.

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. Section 28.144 of the Zoning Code requires that the Landmarks Commission provide an advisory recommendation regarding any development on a zoning lot adjoining a landmark or landmark site for which Plan Commission or Urban Design Commission review is required to determine whether the proposed development is so large or visually intrusive as to adversely affect the historic character and integrity of the adjoining landmark or landmark site.

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 28.022–00228 and 28.022–00229, rezoning 722 Williamson Street from TSS to PD(GDP-SIP), 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 8 of this report.

Background Information

Parcel Location: The subject site is an approximately 1.5-acre parcel located on the north side of Williamson Street approximately mid-block between S. Blount and S. Livingston streets, with frontage also along the 700-

block of E. Wilson Street, which is not improved as a public street at this time but is improved with the Capital City Path. The property is located in Aldermanic District 6 (Rummel); Third Lake Ridge Historic District; and Madison Metropolitan School District.

Existing Conditions and Land Use: The subject site is developed with the approximately 58,500 square-foot Olds Seed Building and approximately 120-stall surface parking lot, zoned TSS (Traditional Shopping Street District). The four-story former warehouse has been used in recent years as a multi-tenant office building.

Surrounding Land Uses and Zoning:

North: Various properties owned and operated by Madison Gas & Electric, including the Blount Street power plant, all zoned TE (Traditional Employment District); Capital City Path; Union Pacific Railroad;

South: Single- and two-family residences and Kerr-McGee Triangle Park located across Williamson Street, zoned TR-V1 (Traditional Residential – Varied 1 District); apartment building under construction, zoned PD;

West: The Harvester Building and a one-story multi-tenant commercial building approved to be redeveloped as a six-story mixed-use building, zoned TSS;

East: El Dorado Grill, Ground Zero coffeehouse and the Wisconsin Council of the Blind and Visually Impaired located adjacent to the subject site, zoned TSS (Highway Commercial District); Livingston Place mixed-use building, zoned PD.

Adopted Land Use Plans: The Comprehensive Plan identifies the northern half of the subject site adjacent to E. Wilson Street for Employment uses, with the southern half of the site adjacent to Williamson Street recommended for Community Mixed-Use development.

The East Rail Corridor Plan identifies the subject site for future commercial and industrial development in the East Wilson Street Employment District. The plan, which was adopted in 2003, states the south frontage of E. Wilson Street west of S. Paterson Street is less appropriate for residential development due to its proximity to the Madison Gas & Electric coal-fired electric generating plant and recommends that the three blocks between S. Blair and S. Paterson streets could be developed for non-residential uses either as separate sites or as part of projects that would also front on Williamson Street. The plan recommends high-intensity employment uses in buildings up to 5-7 stories in height in this district.

The subject site is also located within the boundaries of the Design Guidelines & Criteria for Preservation – Williamson Street 600-1100 Blocks Plan (2004). The northern half of the property along E. Wilson Street and the Capital City Path is located within Zone IV on the height zone map for new construction, which specifies that new buildings in this zone generally be no more than 5 stories and 54 feet in height. The southern portion of the property adjacent to Williamson Street is located in Zone III, which recommends that new buildings be limited to 5 stories or 54 feet, whichever is less.

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

Requirements	Required	Proposed
Bike Parking	General retail, service, office: 1 per 2,000 sq. ft. floor area (4); Multi-family dwelling: 1 per unit up to 2-bdr (141); 1 guest space per 10 units (14)	156 interior stalls 32 surface stalls (188 total) (See conditions)

Other Critical Zoning Items	
Yes:	Urban Design (Planned Development), Landmarks (Third Lake Ridge Dist.), Utility Easements, Barrier Free
No:	Floodplain, Wellhead Protection, Waterfront Development, Adjacent to a Park
<i>Prepared by: Planning and Zoning staff</i>	

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

Public Utilities and Services: The site is served by a full range of urban services, including seven-day Metro Transit service along Williamson and Jenifer streets.

Previous Approvals and Related Requests

On November 29, 2011, the Common Council approved a request to rezone a portion of 722 Williamson Street from C2 (General Commercial District) to PUD-GDP-SIP (Planned Unit Development-General Development Plan-Specific Implementation Plan) [1966 Zoning Code] to allow construction of a five-story mixed-use building containing 5,300 square-feet of first floor commercial space and 39 apartments addressed as 302-310 S. Ingersoll Street on the site of a former surface parking lot. The “Livingston Place” building was developed on a lot created from the subject property by Certified Survey Map 13306.

On December 2, 2014, the Common Council approved a CSM to divide the subject site into 2 lots, including a 17,550 square-foot lot for the existing “Olds Seed Building” and a second, larger lot containing the existing surface parking lot. The Plan Commission approved the land division on November 24, 2014. The approved CSM was not recorded and the approval has expired.

The subject rezoning request will supersede a defunct application submitted on May 28, 2014 to rezone the subject site and a portion of 734 Williamson Street from TSS to PD(GDP-SIP) to allow construction of a mixed-use building with 5,425 square feet of commercial space, 2,375 square feet of co-working space and 209 apartments. That request will appear on the April 18 Plan Commission agenda for the purposes of placing it on file without prejudice, since the applicants for that project no longer have the consent of the property owner to proceed.

Project Description

The applicant is requesting approval to rezone an L-shaped, approximately 1.5-acre parcel located on the north side of Williamson Street between S. Blount Street and S. Livingston Street from TSS (Traditional Shopping Street District) to PD (Planned Development District) and a General Development Plan and Specific Implementation Plan to convert the four-story Olds Seed Building into a mixed-use building consisting of 7,200 square feet of first floor commercial space and 45 “concrete loft” apartments, and to construct a second, five-story building that will include 96 apartments located above a two-level parking garage. The subject property is located in the center of the block and contains 197 feet of frontage along Williamson Street and 292 feet of frontage along E. Wilson Street, which is not improved as a public street at this time but is improved with the Capital City Path. The site is located in the Third Lake Ridge Local Historic District, which generally extends between S. Blair and S. Dickinson streets and Williamson Street and Lake Monona.

The subject site shares the 700-block of Williamson Street with 6 other buildings, including the three-story former Madison Candy Company at 744 Williamson, the first floor of which is currently occupied by El Dorado

Grill. That building abuts a two-story commercial building housing Ground Zero Coffee on one side and a second two-story building on the east, which is occupied by the Wisconsin Council of the Blind and Visually Impaired. In addition to being located in the historic district, the Madison Candy Company is a designated local landmark. The 3 buildings share access and parking separate from the parking that serves the subject property. The northeastern corner of the block is developed with the five-story Livingston Place mixed-use building, which fronts onto S. Livingston Street. The western edge of the block includes the three-story Harvester Building at 301 S. Blount Street and a one-story office building located at the northeasterly corner of S. Blount and Williamson streets. Demolition of the one-story building was approved in September 2014 to allow construction of a six-story mixed-use building with 7,500 square feet of commercial space and 55 apartments, though construction of that project has not commenced to date. The northern edge of the subject site abuts the right of way of E. Wilson Street and the Capital City Path, with the Union Pacific Railroad right of way located north of the path.

Plans for the Olds Seed Building mixed-use conversion call for the first floor of the building to contain 3 distinct commercial spaces ranging in size from approximately 1,600 square feet to 4,000 square feet located along the southern and eastern walls of the building. Two of the commercial spaces will be accessed from the Williamson Street sidewalk, while the largest space will extend along the eastern wall and have doors opening onto a raised terrace that extends into the site from Williamson Street. The remainder of the first floor will consist of 3 residential units and a fitness center for residents, as well as a connection to the first floor of the 96-unit apartment building and structured parking. The second through fourth floors will be converted into 14 apartments on each floor. The exterior alterations to the Olds Seed Building include the installation of a canopy over the raised terrace along the eastern wall, replacement of the EIFS synthetic stucco on the side and rear elevations, opening of previously in-filled window openings on the side elevations, installation of storefront windows on the first floor along the southern and eastern walls, installation of new windows, and masonry repair on the brick façade facing Williamson Street.

The new 96-unit apartment building will be an L-shaped structure constructed at the rear of the Old Seeds Building, which will extend 240 feet in length along the northern property line adjacent to the E. Wilson Street right of way and the path. The second building minimally touches the rear elevation of the Olds Seed building at the first floor level and will be connected through the lower level but will otherwise be located approximately 25 feet away from the existing structure. A two-story tall residential lobby for the two-building complex will be located at the southeastern corner of the new building, with a common lounge space on the second floor adjacent to an outdoor terrace for residents. Plans for the new apartment building call for one level of parking below the building footprint and a separate, unconnected parking level located at first floor level. Entrances to both parking levels will be located along the eastern façade of the new building. A total of 113 auto parking stalls and 110 bike parking stalls will be located within the new building.

Overall, the project will contain 141 dwelling units consisting of 25 studio apartments, 95 one-bedroom apartments, and 21 two-bedroom apartments. In addition to the parking proposed in the new building, 27 external auto parking stalls autos are proposed along the eastern property line of the site, and 32 bike parking stalls will be provided around the exterior. Forty-six (46) resident bike parking stalls and an undisclosed number of resident storage space will also be provided in the basement of the Olds Seeds Building.

Analysis

The applicant is requesting approval of Planned Development zoning for the approximately 1.5-acre parcel to facilitate the construction of the five-story apartment building at the rear of the Olds Seed Building. Planning and Zoning staff have determined that the new building would not meet the setback requirements in TSS zoning,

most notably the 20-foot rear yard required along the northern property line adjacent to the platted but unconstructed E. Wilson Street right of way. For zoning purposes, the subject parcel could not be considered a “through lot”, which is defined as “a lot having a pair of opposite lot lines along, and access to, two more or less parallel public streets,” because the 700-block of E. Wilson Street does not meet the definition of a *street* in the Zoning Code, which is “a public right-of-way which affords traffic circulation and a principal means of access to abutting property.” The Capital City Path is not considered a principal means of access to the subject property. If the parcel had been considered a through lot, no setback from the northern property line would be required.

Per the statement of purpose in Section 28.098, the PD district was established “to provide a voluntary regulatory framework as a means to facilitate the unique development of land in an integrated and innovative fashion, to allow for flexibility in site design, and to encourage development that is sensitive to environmental, cultural, and economic considerations, and that features high-quality architecture and building materials.” One of the stated objectives of development in PD zoning is “the preservation of historic buildings, structures, or landscape features through adaptive reuse of public or private preservation of land.” Use of PD zoning in the new Zoning Code is generally discouraged except for instances where none of the base/ conventional zoning districts in the code address the type of development or site planning proposed, and the standards for approval for PD zoning require that the applicant demonstrate that no other base zoning district can be used to achieve a substantially similar pattern of development. Conditions under which approval of PD zoning may be appropriate include the presence of site conditions such as steep topography or other unusual physical features, or redevelopment of an existing area or use of an infill site that could not be reasonably developed under base zoning district requirements.

In this case, staff has concluded that the Plan Commission can find that the stipulations for establishing PD zoning are met for the proposed planned development. Given that each conventional zoning district in the Zoning Code would require a rear yard setback along the northern property line for the new apartment building greater than the 0 to 6.33-foot setback proposed, the unique configuration of the subject site abutting a platted but un-built street, and the renovation of the Olds Seed Building, staff believes that the fundamental criteria for a PD zoning are present in this case.

As with any zoning map amendment, rezoning to the PD district shall be consistent with the Comprehensive Plan and facilitate the development or redevelopment goals of the Comprehensive Plan and adopted neighborhood, corridor or special area plans. Overall, the Planning Division believes that the proposed rezoning of the property to the PD district is generally consistent with most of the plan recommendations applicable to the subject site.

The Comprehensive Plan recommends that the northern half of the subject site adjacent to E. Wilson Street, including the portion of the site to be developed with the proposed mixed-use building, be developed with Employment uses. The southern half of the site adjacent to Williamson Street, including the Olds Seed Building and adjacent commercial buildings to its east, are recommended for Community Mixed-Use development. The Williamson Street corridor is also generally identified as a Potential Redevelopment and Infill Area (Map 2-5, Volume II), with redevelopment projects recommended to be compatible with the scale and character of adjacent neighborhoods and consistent with adopted neighborhood or special area plans.

The subject site is located within the boundaries of the 2003 East Rail Corridor Plan (ERC), which was adopted to provide land use and design recommendations for an area bounded by E. Washington Avenue on the north, S. Blair Street on the west, the half-block on the south side of E. Wilson Street on the south, and the Yahara River on the east. The subject site is recommended in the ERC for future commercial and industrial development as part of the East Wilson Street Employment District, which makes specific recommendations for the three blockfaces on the south side of E. Wilson Street and the Capital City Path, which is located within the street right

of way. Specifically, the plan recommends that the three blocks between S. Blair and S. Paterson streets be developed for non-residential uses either as separate sites or as part of projects that would also front on Williamson Street. The plan recommends high-intensity employment uses in buildings up to 5 stories in height, with 2 additional stories possible if certain criteria are met.

At the time that the ERC was developed and adopted, properties in the East Wilson Street Employment District were considered to be less appropriate for residential development due to their proximity to the Madison Gas & Electric Blount Street Station power plant. At that time, the plant, which is located north of the subject site across the path and railroad corridors, burned coal as its primary source of fuel, and it was felt that the addition of residential uses immediately downwind of the plant would not be the most appropriate land use given the potential environmental and aesthetic impacts the plant could cause future residents. However, subsequent to the adoption of the ERC, MG&E converted the plant to burn natural gas as its primary fuel, which makes the presence of residential uses on this block much less of a concern than previously.

The subject site is also located within the boundaries of the [Design Guidelines & Criteria for Preservation – Williamson Street 600-1100 Blocks Plan \(Williamson BUILD II\)](#), which was adopted in 2004 to provide urban design recommendations for a corridor extending from the south half-blockfaces of Williamson Street to the Capital City Path between S. Blair and S. Few streets. The northern half of the property along E. Wilson Street and the Capital City Path is located within Zone IV on the height zone map for new construction, which specifies that new buildings in this zone generally be no more than 5 stories and 54 feet in height. The southern portion of the property adjacent to Williamson Street is located in Zone III, which recommends that new buildings be limited to 5 stories or 54 feet, whichever is less. The proposed heights in the project are consistent with these height recommendations, with no change to the overall height of the four-story Olds Seed Building proposed, while the new five-story apartment building will be approximately 56-57 feet above grade, which is generally consistent with the 54-foot maximum height recommendation and attributable to approximately 4 feet of grade change from south to north through the site.

Staff believes that the proposed mixed-use building will adhere to many of the other design recommendations included in Williamson BUILD II, which range from a series of design principles applicable to the entire corridor (pages 12-15), to guidelines for preservation and restoration of existing buildings (pages 16-25), to guidelines and criteria for new construction (pages 26-38).

Overall, the proposed development is consistent with most of the corridor-wide design principles, most notably the infilling of the large surface parking lot located behind the Olds Seed Building with a new building with parking beneath, which respects the predominant scale of the north side of the 700-block of Williamson Street and complements the historic resources on the block. Similarly, the proposed renovation of the Olds Seed Building respects the original architectural features and overall composition of the original building consistent with the guidelines for preservation, restoration and rehabilitation of buildings in the corridor. The proposed five-story apartment building at the rear of the site is also consistent with many of the design recommendations for new construction in the corridor, including the recommendations that new buildings reflect local building traditions without being falsely historic, preserve the sense of physical/visual continuity throughout the neighborhood, and use familiar proportions, dimensions, shapes and materials. The project will also generally comply with the recommendations for auto parking and bike parking and will provide a heated space for bike maintenance, and the amount of open space provided in balconies and the outdoor tenant terrace appears consistent with the recommendation that 70 square feet of open space be provided per bedroom, though a final tally of open space is requested.

However, Planning staff has identified one area where the design of the new building should be more carefully evaluated in consideration of the guidelines in the BUILD Plan. As noted previously, the northern edge of the subject parcel is formed by the right of way of E. Wilson Street, which was platted but not improved as a public street between S. Blair Street and S. Ingersoll Street, but is improved with the Capital City Path in those blocks, including adjacent to the subject site. The platted street right of way and adjacent 50-foot wide Wisconsin Southern railroad corridor create a 116-foot wide space between the northern edge of the block and the wall that encloses the southern edge of the MG&E Blount Street Station, which is traveled daily by a significant number of pedestrians and bicyclists using the path. Additionally, there have been occasional staff discussions about the potential in the future to construct the 700-block of E. Wilson Street as a full public street like it exists further to the east to better serve the access needs of the northern half of the block, which has transformed significantly over the last 50 years.

Accordingly, staff believes that the northern façade of the new building should be better articulated facing the path and street right of way, and that the materiality of that façade should be revisited to address what staff feels will be a prominent façade, both initially and in the future. Currently, the applicant proposes a higher amount of masonry on the southern façade of the new building facing the rear of the Olds Seed Building than the more publicly visible northern façade. At a minimum, staff recommends that the higher percentage of façade masonry be along the north—if not equally high along both long walls, which staff feels would be consistent with the historic building pattern present in this block. While the southern façade will have some visibility from Williamson Street, it will likely be less visible or as visible to passersby as the northern façade due to the setback from Williamson and the existing building in the foreground.

Staff also believes that the northern façade of the new apartment building needs to be better designed at the ground floor to articulate the 240-foot long façade proposed as well as provide greater porosity facing the multi-purpose path and street right of way. The first floor of the new building will mostly be comprised of the upper parking level for the complex. As currently designed, the first floor facing the path consists of a lower percentage of window openings compared to the openings on the upper 4 floors, and a small entrance leading to a bike parking area, which staff feels will result in a “dead” façade and an unengaging experience along the path and potential future street. While staff acknowledges that designing the first floor parking area to better interact with its surroundings may be a challenge, it is imperative that this element of the building be better designed to engage passersby to the north and recommends both wider and taller window openings facing north as well as a more prominent entrance. These recommendations are generally consistent with guidelines in the [Design Guidelines & Criteria for Preservation – Williamson Street 600-1100 Blocks Plan](#), which recommends that commercial buildings consistently front directly onto sidewalks to define street edges; that the sides, rear, and tops of buildings be designed, not just the front facades; that new buildings accent neighborhood edges with distinctive, landmark-quality buildings; and that the scale and volume of larger buildings be moderated.

As noted earlier, the subject site is located in the Third Lake Ridge Historic District, which requires the Landmarks Commission to grant a Certificate of Appropriateness for any new or altered building prior to construction. On March 14, 2016, the Landmarks Commission granted a Certificate of Appropriateness for the new mixed-use building subject to the conditions outlined in the attached Landmarks minutes and staff report from Amy Scanlon, the City’s Preservation Planner. [Additional information may be found attached to [ID 41937](#).] Among the conditions of approval by the Landmarks Commission was the need to “investigate providing a break in the volume of the long portion of the [new] building to allow a smaller visual expression of volume and to assist with the appropriate masses and spaces in the historic district.”

Also as noted earlier, the proposed building is adjacent to the former Madison Candy Company at 744 Williamson Street, which is designated as a local landmark. Section 28.144 of the Zoning Code requires the

Landmarks Commission to make an advisory recommendation to the Plan Commission or Urban Design Commission for any development adjoining a landmark or landmark site for which review by those commissions is required. The Landmarks Commission's recommendation is a finding whether the proposed development is "so large or visually intrusive as to adversely affect the historic character and integrity of the adjoining landmark." As part of its March 14 review of the proposed building, the Landmarks Commission determined that the project was not so large or visually intrusive as to adversely affect the historic character and integrity of the adjoining landmark Madison Candy Company building.

Conclusion

In closing, the Planning Division believes that the standards for approval for planned developments and zoning map amendments can be met with the applicant's proposal to construct a five-story apartment building at the rear of 722 Williamson Street as part of the renovation and conversion of the Olds Seed Building into a mixed commercial-residential loft-style building. Staff believes that the proposed rezoning is consistent with the various land use and design recommendations contained in the Comprehensive Plan, East Rail Corridor Plan, and Design Guidelines & Criteria for Preservation – Williamson Street 600-1100 Blocks Plan. Staff believes that the project represents an excellent example of urban infill development featuring a well designed new building that relates well to its surroundings, though it recommends that the northern façade of the new building be better articulated and sided to address the adjacent E. Wilson Street/ Capital City Path corridor.

Recommendation

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

The Planning Division recommends that the Plan Commission forward Zoning Map Amendment ID 28.022–00228 and 28.022–00229, rezoning 722 Williamson Street from TSS to PD(GDP-SIP), 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. That the specific implementation plan be revised prior to final approval by the Planning Division and the issuance of building permits as follows:
 - 1a. include in the project table a breakdown of the 141 dwelling units by bedroom/ unit type;
 - 1b. clarify the number of bedrooms in the first floor units in the Olds Seed Building (counted as one-bedroom units in this report);
 - 1c. provide a lot coverage calculation for the overall project;
 - 1d. provide the amount of open space to be provided for the project in square feet, including the outside terrace and the areas of balconies
2. That the northern facade of the new, 96-unit apartment building be revised to include both wider and taller window openings along the ground floor facing north towards E. Wilson Street and the Capital City Path as well as a more prominent entrance.
3. That a higher percentage of masonry be provided along the northern façade of the new building, and that the five-story mass of the north wall of the building be articulated to create a smaller visual expression of

volume more consistent with the predominant building forms elsewhere in this portion of the Third Lake Ridge Historic District. This may include dividing the north wall into more defined vertical sections, the addition of a shed roof, or creation of a more defined roofline.

The following conditions have been submitted by reviewing agencies:

City Engineering Division (Contact Brenda Stanley, 261-9127)

4. The sewer being connected to on the north side of the proposed building only has a limited amount of capacity due to the diameter of the pipe (6") and that the pipe is Cast Iron. The sewer on Williamson Street may not be deep enough to accommodate the design. Applicant shall provide the depth of proposed sewer, provide projected flow calculations to the sewer(s), and work with City Engineer on a suitable solution.
5. The storm sewer that is being connected to has limited capacity. The applicant shall provide the City Engineer additional detail to show that if the drain in front of the access to the parking area surcharges (backs up) it will not flood into the parking area. The applicant shall make plan revisions if required by the City Engineer.
6. The developer shall assume extra cost to make the proposed storm sewer connection to box culvert. The proposed storm sewer discharge pipe connects to a public storm sewer box culvert approximately 24" by 42". The public storm is greater than 100 years old and likely in poor condition. Contact City Engineer with questions.
7. All outstanding Madison Metropolitan Sewerage District (MMSD) charges are due and payable prior to City Engineering sign-off, unless otherwise collected with a Developer's/ Subdivision Contract. Contact Mark Moder (261-9250) to obtain the final MMSD billing a minimum of 2 working days prior to requesting City Engineering signoff.
8. 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.
9. Prior to approval, the owner or owner's representative shall obtain a permit to plug each existing sanitary sewer lateral that serves a building which is proposed for demolition. For each lateral to be plugged the owner shall complete a sewer lateral plugging application and pay the applicable permit fees.
10. 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).
11. The plan set shall be revised to show more information on proposed drainage for the site. This shall be accomplished by using spot elevations and drainage arrows or through the use of proposed contours. It is necessary to show the location of drainage leaving the site to the public right-of-way. It may be necessary to provide information off the site to fully meet this requirement.
12. 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).

13. The applicant shall submit, prior to plan sign-off, a digital CAD file (single file) to the City Engineering Division (Storm/Sanitary Section). The digital CAD file shall be to scale and represent final construction. The CAD file shall be in a designated coordinate system (preferably Dane County WISCRS, US Ft). The single CAD file submittal can be either AutoCAD (dwg) Version 2013 or older, MicroStation (dgn) V8i Select Series 3 or older, or Universal (dxf) format and shall contain the only the following data, each on a separate layer name/level number. The digital copies shall be drawn to scale and represent final construction including: building footprints; internal walkway areas; internal site parking areas; other miscellaneous impervious areas (i.e. gravel, crushed stone, bituminous/asphalt, concrete, etc.); right-of-way lines (public and private); plat name and lot lines (metes & bounds parcel lines if unplatted); platted lot numbers (noted "unplatted lands" if not platted); lot/plat property dimensions; street names; private on-site sanitary sewer utilities (including all connections to public sanitary); private on-site storm sewer utilities (including all connections to public storm). The CAD file will only be required prior to final plan review so that multiple files do not need to be supplied or reviewed. E-mail CAD file transmissions are preferred to: jbenedict@cityofmadison.com or ttroester@cityofmadison.com. The party responsible for the CAD file e-mail transmission shall include the project site address in the email subject line. Any changes or additions to the location of the building, private utilities, sidewalks, parking/pavement during construction will require a new CAD file transmittal.
14. This project appears to require construction dewatering. A dewatering plan shall be submitted to City Engineering as part of the Erosion Control Permit.
15. Submit a draft Stormwater Management Maintenance Agreement (SWMA) for review and approval that covers inspection and maintenance requirements for any BMP used to meet stormwater management requirements on this project. Include copies of all stormwater, utility, and detail plan sheets that contain stormwater practices on 8.5 x 14" size paper in the draft document. These drawings do not need to be to scale as they are for informational purposes only. Once City Engineering staff has reviewed the draft document and approved it with any required revisions, submit a signed and notarized original copy to City Engineering. Include a check for \$30.00 made out to Dane County Register of Deeds for the recording fee. City Engineering will forward the document and fee for recording at the time of issuance of the stormwater management permit. The draft SWMA document can be emailed to Tim Troester (west) at ttroester@cityofmadison.com, or Jeff Benedict (east) at jbenedict@cityofmadison.com. The final document and fee should be submitted to City Engineering.
16. 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.
17. 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 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 Notice of Intent Permit (NOI) or Water Resources Application for Project Permits (WRAPP) permit process. Contact Eric Rortvedt at 273-5612 of the WDNR to discuss this requirement.

18. Prior to approval, this project shall comply with Chapter 37 of Madison General Ordinances regarding stormwater management. Specifically, this development is required to reduce TSS by 80% off of the proposed development when compared with the existing site.
19. The applicant's utility contractor shall obtain a connection permit and excavation permit prior to commencing the storm sewer construction.
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. All work in the public right of way shall be performed by a City-licensed contractor.
22. All damage to the pavement on Williamson Street adjacent to this development shall be restored in accordance with the City's Pavement Patching Criteria.
23. 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)
24. The property is an open contaminant site with the WDNR (BRRTS #03-13-127889). A digital copy of the site investigation report and remedial actions report shall be submitted to Brynn Bemis (608.267.1986, bbemis@cityofmadison.com). Applicant shall submit proof of coordination with the WDNR to remediate the site and address residual contaminant concerns associated with the proposed site plan (i.e. vapor mitigation, dewatering).

City Engineering Division—Mapping Section (Contact Jeff Quamme, 266-4097)

25. The site plans indicate that the public storm sewer (box culvert) that is 100 years old and lies adjacent the northwest side of this site has not had its location surveyed. Considering the entrance ramp and stairs to the future building are planned to be essentially along the property line, applicant shall have the location of the storm sewer located as best as possible to avoid any conflicts during construction of this project. The location of the storm sewer facilities shall be updated on the site plans.
26. 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.
27. A new Pedestrian and Storm Water Drainage agreement along the southwesterly side of this site has been recorded per Document No. 5194053 and terminated the previous agreement. This shall be added to the map.
28. Show and note the driveway easement over adjacent Lot 2 to the northeast per Document No. 4884154.

29. It is advised that the existing MG&E easements bisecting this site be released and new easements created in conjunction with the development of the site.

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

30. The parking lot is not dimensioned and as such not reviewable at this time. The applicant should expect major alteration to the site if it does not comply with MGO 10.08.

31. All parking facility design shall conform to the standards in MGO Section 10.08(6).

32. To allow for proper pedestrian movement and prevent encroachment from irregularly parked bicycles or bicycle with trailers, it is recommended for all bicycle racks to have a 2- to 5-foot buffer from parking or pedestrian walkways. Any location where this is not possible, the bicycle racks shall be wheel-secured style racks.

33. The applicant shall look at modifying the drive aisle between the parking stall from a 90-degree angle to a curve. This will allow improved pedestrian movement as well as increase the potential for additional bicycle parking.

34. No parking stall, adjacent an entrance, shall be within 20 feet of the public right-of-way.

35. Work with Traffic Engineering to provide a reasonable pedestrian/bicycle connection from the Capitol City Trail to the main entrance.

36. 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.

37. 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.

38. 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.

39. Per Section MGO 12.138, this project is not eligible for residential parking permits. It is recommended that this prohibition be noted in the leases for the residential units.

40. Along any public right-of-way classified as an arterial or a collector street the applicant can expect to be required to maintain a public walkway past the job site (e.g. via use of pile/lagging or other vertical shoring method).

41. "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.
42. The applicant shall ensure the 10-foot vision triangle is maintained with a vertical clearance between 30 inches and 10 feet at all entrances.
43. City of Madison radio systems are microwave directional line of sight to remote towers citywide. The building elevation will need to be reviewed by Traffic Engineering 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 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.
44. The applicant shall submit for review a Commercial Delivery Plan. This plan will include times, vehicle size, use of loading zones and all related turning movements.
45. The applicant shall provide a clearly defined 5-foot walkway clear of all obstructions to assist citizens with disabilities, especially those who use a wheel chair 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.
46. All sidewalks next to buildings shall be 6 feet in width.
47. The applicant shall modify the location of the bicycle parking so as to not encroach on the accessible ramps.
48. The applicant shall prepare a Parking Management Plan for site and building operations to be reviewed and approved by the City Traffic Engineer.

Zoning Administrator (Contact Jenny Kirchgatter, 266-4429)

49. This project is designed as a planned multi-use site. Per Section 28.137(2)(a), a planned multi-use site shall have a plan and reciprocal land use agreement approved by the Traffic Engineer, City Engineer and Director of Planning and Community and Economic Development recorded in the office of the Dane County Register of Deeds.
50. Submit an overall site plan for the entire cross connected site including the property at 302 S Livingston Street. Any site changes on 302 S. Livingston Street, such as landscaping or parking lot changes, will require an alteration to the PD(SIP).
51. Provide a summary of residential dwelling unit types and number.
52. Bicycle parking for this project shall be provided per Section 28.141(4) and Table 28I-3 as uses are established for the various spaces in the development. Per Section 28.141(11), required bicycle parking shall comply with short and long-term bicycle parking requirements for both residential and non-residential uses, to be shown on the final plan sets. A minimum of 90% of the resident stalls shall be designed as long-term parking, and the guest stalls shall be short-term parking. Up to twenty-five percent (25%) of bicycle parking may be structured parking, vertical parking or wall mount parking, provided there is a five (5) foot

access aisle for wall mount parking. Show the dimensions of the bicycle stalls and the access aisles. Note: A bicycle stall is a minimum two (2) feet by six (6) feet with a five (5) foot wide access area. The access aisle must not be obstructed by vehicles, columns or other structures. Provide a detail of the proposed bike rack including any structured or wall mount bike racks.

53. Submit the landscape plan and landscape worksheet stamped by the registered landscape architect. Per Section 28.142(3) Landscape Plan and Design Standards, landscape plans for zoning lots greater than 10,000 square feet in size must be prepared by a registered landscape architect.
54. Provide details for the second floor rooftop terrace area, including proposed materials, furniture, and planters.
55. 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 ordinances. Signage permits are issued by the Zoning Section of the Department of Planning and Community and Economic Development.
56. Per Section 28.186(4)(b), the property owner or operator is required to bring the property into compliance with all elements of the approved site plans by the date established by the Zoning Administrator as part of the site and building plan approval. Work with Zoning staff to establish a final site compliance date.

Fire Department (Contact Bill Sullivan, 261-9658)

The Madison Fire Department does not object to this proposal provided the project complies with all applicable fire codes and ordinances.

Water Utility (Contact Dennis Cawley, 261-9243)

57. The proposed water service lateral shall be constructed using Class 52 ductile iron pipe in the public right of way.

58. 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 reviewed this request and has recommended no conditions or approval.

Parks Division (Contact Janet Schmidt, 261-9688)

59. 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 of the rezoning request. This development is within the Tenney, Law, James Madison impact fee district. Please reference ID# 16110 when contacting Parks Division staff about this project.

60. All proposed street tree removals within the right of way shall be reviewed by City Forestry. Please submit an existing inventory of trees (location, species, & DBH) and a tree removal plan (in PDF format) to Brian

Meiller–bmeiller@cityofmadison.com or 266-4816. Approval and permitting of street tree removals shall be obtained from the City Forester and/or the Board of Public Works prior to the approval of the site plan.

61. Additional street trees are needed for this project. All street tree planting locations and trees species within the right of way shall be determined by City Forestry. Please submit a site plan (in PDF format) to Brian Meiller–bmeiller@cityofmadison.com or 266-4816. Tree planting specifications can be found in Section 209 of City of Madison Standard Specifications for Public Works Construction.
62. Existing street trees shall be protected. Please include the following note on the site plan: Contractor shall install tree protection fencing in the area between the curb and sidewalk and extend it at least 5 feet from both sides of the tree along the length of the terrace. No excavation is permitted within 5 feet of the outside edge of a tree trunk. If excavation within 5 feet of any tree is necessary, contractor shall contact City Forestry (266- 4816) prior to excavation to assess the impact to the tree and root system. Tree pruning shall be coordinated with City Forestry. Tree protection specifications can be found in Section 107.13 of City of Madison Standard Specifications for Public Works Construction. Any tree removals that are required for construction after the development plan is approved will require at least a 72 hour wait period before a tree removal permit can be issued by Forestry, to notify the Alder of the change in the tree plan.