



Project Address: 12 N Few Street
Application Type: Demolition Permit
Legistar File ID # [64750](#)
Prepared By: Chris Wells, Planning Division
Report includes comments from other City agencies, as noted.
Reviewed By: Kevin Firchow, AICP, Principal Planner

Summary

Applicant & Contact: John Seamon; SEA Design; N3302 South Oakland Road; Fort Atkinson, WI 53538
Property Owner: Jeremy Knudsen; 1206 County Road B, Cambridge, WI 53523

Requested Action: Approval of a demolition permit to allow a portion of a street-facing facade to be demolished in order for a two-story addition containing eight commercial spaces and eight apartments to be constructed at 12 N Few Street.

Proposal Summary: The applicant is seeking approval to demolish portions of the existing building – mainly on its northeastern and southeastern sides. As this work will involve razing the entire northeasterly façade of the roughly 540-square-foot office ‘annex’ located off the eastern side of the building, a technical demolition permit requirement is triggered. Once the demolition work is completed, the applicant proposes to add a full second story and construct a roughly 2,160-square-foot, two-story addition on the eastern half of the site. The result will be a two-story, mixed-use building containing eight apartments above eight commercial tenant spaces. The proposal, as submitted, does not require any conditional use approvals. Other than requiring a demolition permit, it is a permitted use. However, as the commercial tenant spaces lease up, conditional use approvals may be required at that time.

Applicable Regulations & Standards: This proposal is subject to the standards for demolition permits pursuant to Section 28.185(7), M.G.O.

Review Required By: Urban Design Commission and Plan Commission.

Summary Recommendations: The Planning Division recommends that the Plan Commission find the standards met and **approve** the demolition permit request to allow a portion of a street-facing facade to be demolished in order for a two-story addition containing eight commercial spaces and eight apartments to be constructed at 12 N Few Street. This recommendation is subject to input at the public hearing and the conditions from reviewing agencies in this report.

Background Information

Parcel Location: The subject site is a roughly 8,700 square-foot (0.2-acre), corner lot located to the south of the intersection of N Few Street and Curtis Court. The site is within Alder District 2 (Heck), Urban Design District 8, Tax Increment Financing District 36, and the Madison Metropolitan School District.

Existing Conditions and Land Use: The site, zoned Commercial Corridor – Transitional (CC-T), is developed. The lone building on site - a roughly 3,400-square-foot, one-story, commercial building – currently vacant since December 2020, was formerly home to the scooter sales and service business, Scooter Therapy. Before that, it was home to the Badger Cab taxi company. While the majority of the building (roughly 2,800 square-feet) is shop space, a roughly 540-square-foot office ‘annex’ extends off the eastern side of the building. According to City Assessor’s Office records, the building was originally constructed in 1947 and remodeled in 1963. Save for some landscaping along both street frontages, the rest of the site is entirely paved.

Surrounding Land Uses and Zoning:

Northwest: Across Curtis Court are single-family residences in the Traditional Residential – Varied 1 (TR-V1) District;

Southwest: A 29-stall private parking facility (parking lot) (used by the Avenue Bar at 1128 E Washington Avenue) in the Commercial Corridor – Transitional (CC-T) District;

Southeast: Three single-family residences and a small, two-story, mixed-use building with ground floor commercial and a single apartment unit above, all zoned CC-T; and

Northeast: Across N Few Street is a 76-unit, mixed-use building with ground-floor commercial space. The parcel is zoned CC-T.

Adopted Land Use Plan: The [Comprehensive Plan](#) (2018) recommends Community Mixed-Use (CMU) uses for the subject site. The [Tenney-Lapham-Old Market Neighborhood Plan](#) (2008) recommends Community Mixed-Use (CMU) development, which it notes has an average net density of 41-60 dwelling units per acre. Regarding uses, it recommends retail, residential, service, professional, office, institutional and civic. On Page 30, it recommends a maximum height of three stories and states that *“It is critical that new buildings respect the existing scale of the neighborhood. This area will have the lowest heights along East Washington Avenue. The residences along East Mifflin Street should not be in the shadow of new buildings on East Washington Avenue. At the street level, a development that shields the Mifflin Street, and Curtis Court residents from noise and pollution on East Washington Avenue is highly desirable.”* The [East Washington Avenue Capitol Gateway Corridor Plan](#) (2008) recommends Community Mixed-Use (CMU) development at a maximum height of three stories for the subject parcel and the rest of the half block located between E Washington Avenue and Curtis Court.

Zoning Summary: The subject property is zoned Commercial Corridor – Transitional (CC-T) District:

Requirements	Required	Proposed
Lot Area (sq. ft.)	None	8,712
Lot Width	None	67 ft
Front Yard Setback	None	5 ft
Max. Front Yard Setback	25 ft	5 ft
Side Yard Setback	None	0 ft, 6 ft
Rear Yard Setback	None	4 ft
Usable Open Space	1,280 sq ft	1,375 sq ft <i>(See Comment #32)</i>
Maximum Lot Coverage	85%	80%
Maximum Building Height	5 Stories/68 ft	2 stories

Site Design	Required	Proposed
Number Parking Stalls	None	None <i>(See Comment #35)</i>
Accessible Stalls	None	None
Loading	No	No
Number Bike Parking Stalls	9	None <i>(See Comment #36)</i>

Landscaping	Yes	Yes	(See Comment #34)
Lighting	Yes	No	(See Comment #37)
Building Forms	Yes	Flex Building	

Other Critical Zoning Items	UDD #8, Utility Easements
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Table Prepared by Jacob Moskowitz, Assistant Zoning Administrator

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. The nearest Metro stops are located 0.2 miles away at the intersection of E Washington Avenue and Baldwin Street.

Related Approvals

Amendment to UDD 8 – In conjunction with this proposal, the applicant is seeking an amendment to Urban Design District 8 §33.24(15)(e)3 MGO to 1) create a new block (5.c.) in Urban Design District 8, which includes the eastern 66 feet of the subject site, or roughly the eastern half; and 2) change the minimum and maximum setback on East-West Streets (i.e. along Curtis Court) from 15 feet to 5-20 feet. See Legislative Item No. [64778](#) for more details on this request. That request was recommended for approval by the Urban Design Commission and is scheduled to be considered at a future Common Council meeting.

Project Description

The applicant is seeking approval to demolish portions of the existing building – located on its northeastern side (i.e. facing N Few Street) and southeastern side (i.e. facing E Washington Avenue). This work includes the removal of six feet of building along the southeastern property line (to provide space for a walkway which will provide access to the residential unit entrances) and the removal of the entire, roughly 540-square-foot office ‘annex’ located off the eastern side of the building (see Images 1 and 2, below). The latter is necessary to make room for the two story addition planned on the eastern half of the site. However, because the razing of the annex will also involve razing the annex’s entire northeasterly (N Few Street) façade, this will necessitate a demolition permit review since the Zoning Code defines a demolition, in part, as “An act or process that removes, pulls down, tears down, razes, deconstructs, or destroys an existing building wall facing a public street.” These types of demolitions are referred to as *technical demolitions* by the City Zoning staff.

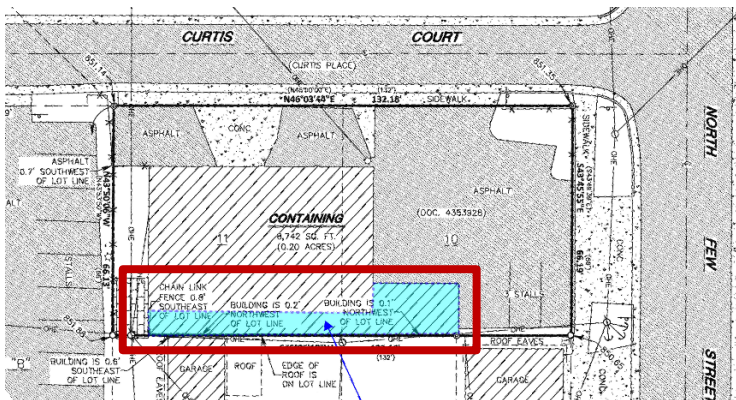


Image 1: Plan View of the Portion Proposed for Demolition



Image 2: Street View (from N Few Street) of the Portion Proposed for Demolition

The building proposed for a partial (technical) demolition is a roughly 3,400-square-foot, one-story, masonry block commercial building. While vacant since December 2020, it was formerly home to the scooter sales and service business, Scooter Therapy, and before that, to the Badger Cab taxi company. The building, according to City Assessor's Office records, was originally constructed in 1947 and remodeled in 1963. Interior and exterior [photos](#) of the building have been submitted by the applicant for review.

Once the demolition work is completed, the applicant proposes to add a full second story onto the remaining one-story structure and construct a roughly 2,160-square-foot, two-story addition to the northeast. The result will be a two-story, mixed-use building containing eight small ground floor commercial tenant spaces on the ground floor and eight 1-bedroom apartments on the second floor. The commercial tenant spaces and residential units will each vary from roughly 550 to 800 square-feet in size. The applicant has stated explicitly in their submitted materials that while their design is *"aimed at providing small business owners with first floor commercial space and residential living directly above these units, the units will be available as separate leases and provide the small business owner the opportunity to live directly above their place of business."* Therefore, the proposal is not considered to contain live/work units but is instead considered a mixed-use building. (Staff do note that live/work units are a permitted use in the Commercial Corridor-Transitional (CC-T) District.)

While the existing building sits just under 18 feet from the Curtis Court property line, the two-story addition will sit just six feet back along that frontage. However, because the minimum and maximum building setback per Urban Design District 8 along this frontage is set at 15 feet (see Block 5.b. in the table under [§33.24\(15\)\(e\)3 MGO](#)), a corresponding amendment to Urban Design District 8 [§33.24\(15\)\(e\)3 MGO](#) to 1) is under consideration as described above.

Each of the commercial tenant spaces will have a both a person door and garage door along their frontage – six sets facing Curtis Court and two facing N Few Street. While the four eastern commercial spaces will each have a driveway providing direct automobile access from the respective street, the four western spaces will not. Instead, the area between the doors and sidewalk will consist of a large patio with landscaping. (Note, the four western driveways were removed from the design late in the review process. As a result, the applicant has not had time to update all of the drawings to reflect this change. If approved, they will be required to do so before final agency sign off.) For the residential spaces, each will have their own entrance and stairwell, accessed from the walkway that will run along the building's southwest and southeast façades.

Regarding parking provided on site, none is provided with this proposal. This is consistent with the Zoning Code as [Table 28I-2](#) of Section 28.141(3), states that the CC-T District has no parking minimums. While Table 28I-2 notes the following exceptions for the CC-T District – *Restaurants, restaurant-taverns, taverns, restaurant-nightclub, nightclub, and brewpubs if located within three hundred (300) feet of another restaurant, restaurant-tavern, tavern or brewpub* – 1) none of the future tenants for the building are currently known, and 2) as no on-site parking is provided, none of the uses notes as exceptions could therefore be accommodated in this development in the future.

Regarding off-site parking located in the vicinity of the subject parcel, it is quite limited. There is no on-street parking along Curtis Court and only 2-hour parking along the east side of N Few Street. (see Image 3 on the following page)



Image 3: On-street Parking Near the Subject Parcel

Regarding materials, the existing concrete masonry walls will be painted white while the rest proposed building and roof will be clad with a white metal board-and-batten siding. The residential windows and doors will have a dark charcoal-colored trim, which will match that of the projecting balconies. The garage doors will be of charcoal-colored aluminum with inset glass panels.

Analysis & Conclusion

This request is subject to the standards for demolition permits. This section begins with a summary of adopted plan recommendations, followed by a review of UDC actions, and finally conditional use standards.

Adopted Plan Recommendations

Three adopted plans include recommendations for this area.

The [Comprehensive Plan](#) (2018) recommends Community Mixed-Use (CMU) uses. The Plan describes CMU development as transit-oriented, ranging from two to six storied in height, having a residential density up to 130 dwelling units per acre, and including such uses as employment, retail, civic, institutional, and service uses serving both adjacent neighborhoods and wider community markets.

The [Tenney-Lapham-Old Market Neighborhood Plan](#) (2008) recommends Community Mixed-Use (CMU) development, which it notes has an average net density of 41-60 dwelling units per acre. Regarding uses, it recommends retail, residential, service, professional, office, institutional and civic. On Page 30, it recommends a maximum height of three stories and states that *“It is critical that new buildings respect the existing scale of the neighborhood. This area will have the lowest heights along East Washington Avenue. The residences along East Mifflin Street should not be in the shadow of new buildings on East Washington Avenue. At the street level, a development that shields the Mifflin Street, and Curtis Court residents from noise and pollution on East Washington Avenue is highly desirable.”*

The [East Washington Avenue Capitol Gateway Corridor Plan](#) (2008) recommends Community Mixed-Use (CMU) development at a maximum height of three stories for the subject parcel and the rest of the half block located between E Washington Avenue and Curtis Court.

Staff believe the proposal is consistent with adopted plan recommendations.

Demolition Permit Standards

In order to approve a demolition request, M.G.O §28.185(7) requires that the Plan Commission must find that the requested demolition and proposed use are compatible with the purpose of the demolition section of the zoning code and the intent and purpose of the CC-T (Commercial Corridor-Transitional) Zoning District. Per MGO §28.067(1), the CC-T district was established *“to recognize the many commercial corridors within the City that remain largely auto-oriented, and to encourage their transformation into mixed use corridors that are equally conducive to pedestrian, bicycle, transit and motor vehicle activity”* as well as improving *“the quality of landscaping, site design, and urban design along these corridors.”*

The demolition standards state that the Plan Commission shall consider and may give decisive weight to any relevant facts including impacts on the normal and orderly development of surrounding properties and the reasonableness of efforts to relocate the building. Furthermore, the proposed use following demolition or removal should be compatible with adopted neighborhood plans and the [Comprehensive Plan](#). The demolition standards also state that the Plan Commission shall consider the report of the City’s Historic Preservation Planner regarding the historic value of the property as well as any report submitted by the Landmarks Commission. At its March 15, 2021 meeting, the Landmarks Commission found that the building at 12 N Few Street has no known historical value. (Materials related to that review from the March 15, 2021 Landmarks Commission meeting can be found [here](#).)

The Planning Division believes that the Plan Commission can find the standards for demolition met with the request to raze the existing street-facing wall of office ‘annex’ in order for a two-story addition containing eight commercial spaces and eight apartments to be constructed. Staff believes the demolition standards can be found met.

Urban Design District 8

At its May 12, 2021 meeting, the Urban Design Commission (UDC) took two actions related to the proposal. First, the UDC recommended approval of the UDD 8 text amendment. Second, they gave the building proposal initial approval. As for feedback, they were generally supportive of the building’s architecture but some members indicated concerns related to the functionality of the building. Noted concerns included the lack of off-street parking; the viability of having residential parking stalls directly in front of commercial bays, blocking the commercial garage doors; the access of the residential units; etc. For more information, please see the May 12 UDC meeting report for this project which is located at the end of this staff report. UDC is an approving body on the request and final approval is required prior to the issuance of permits.

Conclusion

As proposed, the applicant is only seeking a demolition permit, and that is only due to the proposed demolition of a single street-facing wall, rather than the entire building. While no conditional use approvals are currently required, it is possible future commercial tenants may require conditional use consideration. As such, the conditional use standards are not currently not applicable for this review.

The Planning Division believes that the Plan Commission can find the standards for demolition met with the request to raze the existing street-facing wall of office 'annex.' Staff believes that the proposed reuse of the existing structure and two-story addition at this location is consistent with the recommendations in adopted plans which all recommend Community Mixed-Use development up to three stories. In particular, Staff believe the proposed addition generally *"respects the existing scale of the neighborhood"* and *"shields Curtis Court residents from noise and pollution on East Washington Avenue"*, as recommended by the Tenney Lapham Neighborhood Plan.

Final UDC approval is required prior to the issuance of permits. This will include addressing the UDC's comments regarding functionality of the proposed program and site layout. As noted above, a revised site plan, which was submitted after the May 12 UDC meeting, no longer shows driveways to the four western commercial tenant spaces. However, because it was submitted late in the review process, it has not been fully reviewed by city agencies. This will be required before final agency sign off. Staff notes that there is no minimum parking requirement as proposed in the Zoning Code, though the establishment of restaurants or bars within 300 feet of another such facility would include a minimum parking requirement.

At time of writing, staff have not received written comments for the Plan Commission, though written comments were submitted to the UDC for this project. Staff have also fielded phone calls of people expressing concern, including concerns regarding the adequacy of parking.

Recommendation

Planning Division Recommendations (Contact Chris Wells, 261-9135)

The Planning Division recommends that the Plan Commission find the standards met and **approve** the demolition permit request to allow a portion of a street-facing facade to be demolished and a two-story addition containing eight commercial spaces and eight apartments to be constructed at 12 N Few Street. This recommendation is subject to input at the public hearing and the conditions from reviewing agencies in this report.

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

Planning Division (Contact Chris Wells, 261-9135)

1. The Plans before the Plan Commission have been revised to address compliance issues with the initial submittal regarding the sufficient provision of usable open space. These plans were not provided in time for reviewing agencies to update their comments. This approval is subject to additional or revised agency comments found necessary to meet applicable City requirements.
2. Before any permits, including demolition permits, are issued for this project, the plans shall receive final approval from the Urban Design Commission.

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

3. Based on the WDNR BRRS Record #03-13-001837 BADGER CAB CO, the property may contain residual contamination. If contamination is encountered, follow all WDNR and DSPS regulations for proper handling and disposal.
 4. Applicant shall revise plans to include a utility plan showing how the proposed lot improvements will connect to City utilities.
5. Enter into a City / Developer agreement for the required infrastructure improvements. Agreement to be executed prior to sign off. Allow 4-6 weeks to obtain agreement. Contact City Engineering to schedule the development and approval of the plans and the agreement. (MGO 16.23(9)c)
 6. Construct sidewalk, terrace, curb and gutter and asphalt to a plan as approved by City Engineer
 7. Madison Metropolitan Sewerage District (MMSD) charges are due and payable prior to Engineering sign-off, unless otherwise collected with a Developer's / Subdivision Contract. Contact Mark Moder (608-261-9250) to obtain the final MMSD billing a minimum of two (2) working days prior to requesting City Engineering signoff. (MGO 16.23(9)(d)(4))
 8. Obtain a permanent sewer plug permit for each existing sanitary sewer lateral serving a property that is not to be reused and a temporary sewer plug permit for each sewer lateral that is to be reused by the development. The procedures and fee schedule is available online at <http://www.cityofmadison.com/engineering/permits.cfm>. (MGO CH 35.02(14))
 9. An Erosion Control Permit is required for this project. See Storm comments for permit specific details and requirements.
 10. This site appears to disturb less than one (1) acre of land. No submittal to the WDNR, CARPC or Department of Safety and Professional Services (DSPS) is required as the City of Madison Building Inspection Department is an approved agent for DSPS.
 11. Revise the site plan to show all existing public sanitary sewer facilities in the project area as well as the size, invert elevation, and alignment of the proposed service. (POLICY)
 12. Revise the site plans to show the location, depth, type, and size of existing and proposed private utilities (gas, electric, phone, steam, chilled water, etc.) in the project area or the adjacent right-of-way. (POLICY)
 13. The area adjacent to this development is subject to backwater flooding from Lake Monona. Minimum entrance elevations for ramps to underground parking and to entrances shall be set at elevation 852.00. Structure exposed below this elevation shall be constructed of water resistant materials such as concrete or brick.
 14. This project falls in the area subject to increased erosion control enforcement as authorized by the fact that it is in a TMDL ZONE and therefore will be regulated to meet a higher standard.

15. This project will disturb 4,000 sf or more of land area and require an Erosion Control Permit. Submit the Erosion Control Permit Application (with USLE calculations and associated fee) to Megan Eberhardt (west) at meberhardt@cityofmadison.com, or Daniel Olivares (east) at daolivares@cityofmadison.com, for approval. The permit application can be found on City Engineering's website at <http://www.cityofmadison.com/engineering/Permits.cfm>.

Demonstrate compliance with Section 37.07 and 37.08 of the Madison General Ordinances regarding permissible soil loss rates. Include Universal Soil Loss Equation (USLE) computations for the construction period with the erosion control plan. Measures shall be implemented in order to maintain a soil loss rate below 5.0 tons per acre per year. The WDNR provided workbook to compute USLE rates can be found online at <https://dnr.wi.gov/topic/stormwater/publications.html>

16. Submit, prior to plan sign-off but after all revisions have been completed, a digital CAD file (single file) to the Engineering Division that is to scale and represents final construction with any private storm and sanitary sewer utilities.
17. Submit, prior to plan sign-off but after all revisions have been completed, digital PDF files to the Engineering Division. Email PDF file transmissions are preferred to: bstanley@cityofmadison.com (East) or ttroester@cityofmadison.com (West).

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

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| <ol style="list-style-type: none">18. As discussed at the DAT meeting of September 10, 2020, the proposed new building crosses an underlying platted lot line. Prepare a Certified Survey Map (CSM) and submit to the Planning Unit to dissolve underlying lot lines to comply with fire codes, City Ordinances and City Policies. The CSM shall be approved by the City, recorded with the Dane County Register of Deeds and new Tax Parcel information available prior to issuance of a building permit. |
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19. Submit a site plan and complete building Floor Plan in PDF format to Lori Zenchenko (lzenchenko@cityofmadison.com) that includes a floor plan of each floor level on a separate sheet/page for the development of a complete interior addressing plan. Highlight the entry doors to the living units and the commercial units. Since each unit can be leased separately, all 16 units will need an address. Alpha characters as shown on the plans are not permitted.

The Addressing Plan for the entire project shall be finalized and approved by Engineering (with consultation and consent from the Fire Marshal if needed) PRIOR to the verification submittal stage of this LNDUSE with Zoning. The final approved Addressing Plan shall be included in said application.

For any changes pertaining to the location, deletion or addition of a unit, or to the location of a unit entrance, (before, during, or after construction), a revised Address Plan shall be resubmitted to Lori Zenchenko to review addresses that may need to be changed and/or reapproved. For any changes, the final approved Addressing Plan shall be submitted by the applicant to Zoning to be attached to the final set of filed site plans.

20. Entry doors shown on floor plans do not seem to match up with elevation entry doors. Please review and reconcile if applicable.

Traffic Engineering Division (Contact Sean Malloy, 266-5987)

21. The applicant shall submit one contiguous plan showing proposed conditions and one contiguous plan showing existing conditions for approval. The plan drawings shall be to engineering scale and include the following, when applicable: existing and proposed property lines; parcel addresses; all easements; vision triangles; 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.
22. 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.
23. 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.
24. All parking facility design shall conform to MGO standards, as set in section 10.08(6).
25. All bicycle parking adjacent pedestrian walkways shall have a 2 foot buffer zone to accommodate irregularly parked bicycles and/or bicycle trailers.
26. Per Section MGO 12.138 (14), this project is not eligible for residential parking permits. It is recommended that this prohibition be noted in the leases for the residential units.
27. The applicant shall adhere to all vision triangle requirements as set in MGO 27.05 (No visual obstructions between the heights of 30 inches and 10 feet at a distance of 25 feet behind the property line at streets and 10 feet at driveways.). Alteration necessary to achieve compliance may include but are not limited to; substitution to transparent materials, removing sections of the structure and modifying or removing landscaping elements. If applicant believes public safety can be maintained they shall apply for a reduction of MGO 27.05(2)(bb) – Vision Clearance Triangles at Intersections Corners. Approval or denial of the reduction shall be the determination of the City Traffic Engineer.
28. The applicant shall provide a clearly defined 5' walkway from the front door to the public Right of Way 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.
29. The applicant shall show the dimensions for the proposed class III driveway including the width of the drive entrance, width of the flares, and width of the curb cut.
30. All existing driveway approaches on which are to be abandoned shall be removed and replaced with curb and gutter and noted on the plan.

Zoning Administrator (Contact Jacob Moskowitz, 266-4560)

31. Section 28.185(7)(a)5. requires that if a demolition or removal permit is approved, it shall not be issued until the reuse and recycling plan is approved by the Recycling Coordinator, Bryan Johnson (608-266-4682).
32. Section 28.185(10) Every person who is required to submit a reuse and recycling plan pursuant to Sec. 28.185(7)(a)5. shall submit documents showing compliance with the plan within sixty (60) days of completion of demolition.
33. Section 28.185(9)(a) A demolition or removal permit is valid for one (1) year from the date of the Plan Commission.
34. Clearly show the useable open space areas on the final plans. In addition to showing structured useable open space at balconies or rooftop areas, identify each qualifying at-grade usable open space area on the final plans. Roof decks and balconies may be used to meet up to seventy-five percent (75%) of the minimum open space requirement, provided that minimum dimensional requirements are satisfied.
35. Submit a detail of the trash enclosure. The trash enclosure shall be screened on four (4) sides (including a gate for access) by a solid, commercial-grade wood fence, wall, or equivalent material with a minimum height of six (6) feet and not greater than eight (8) feet.
36. 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 ten thousand (10,000) square feet in size must be prepared by a registered landscape architect.
37. As each tenant space is leased, the entire development must reflect compliance in the required amount, type and number of auto and bicycle parking spaces, to be reviewed prior to obtaining zoning approval for each use.
38. 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. 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.
39. Exterior lighting provided shall be in accordance with City of Madison General Ordinances Section 10.085. Provide an exterior lighting plan and fixture cut sheets with the final plan submittal.

Fire Department (Contact Bill Sullivan, 261-9658)

40. Provide fire sprinkler protection throughout the building in accordance with the IFC Chapter 9.

Parks Division (Contact Kate Kane, 261-9671)

41. Park Impact Fees (comprised of the Park Infrastructure Impact Fee, per MGO Sec. 20.08(2)), and Park-Land Impact Fees, per MGO Sec. 16.23(8)(f) and 20.08(2) will be required for all new residential development associated with this project. This development is within the North Park-Infrastructure Impact Fee district. Please reference ID# 21006 when contacting Parks about this project.

City Forestry Section (Contact Brad Hofmann, 267-4908)

42. Contractor shall take precautions during construction to not disfigure, scar, or impair the health of any street tree. Contractor shall operate equipment in a manner as to not damage the branches of the street tree(s). This may require using smaller equipment and loading and unloading materials in a designated space away from trees on the construction site. Any damage or injury to existing street trees (either above or below ground) shall be reported immediately to City Forestry at 266-4816. Penalties and remediation shall be required. Add as a note on the plan set.
43. As defined by the Section 107.13 of City of Madison Standard Specifications for Public Works Construction: No excavation is permitted within 5 feet of the trunk of the street tree or when cutting roots over 3 inches in diameter. If excavation is necessary, the Contractor shall contact Madison City Forestry (266-4816) prior to excavation. City of Madison Forestry personnel shall assess the impact to the tree and to its root system prior to work commencing. Tree protection specifications can be found on the following website: <https://www.cityofmadison.com/business/pw/specs.cfm>. Add as a note on the plan set.
44. On this project, street tree protection zone fencing is required. The fencing shall be erected before the demolition, grading or construction begins. The fence shall include the entire width of terrace and, extend at least 5 feet on both sides of the outside edge of the tree trunk. Do not remove the fencing to allow for deliveries or equipment access through the tree protection zone. Add as a note on the plan set.
45. Street tree pruning shall be coordinated with Madison Forestry at a minimum of two weeks prior to the start of construction for this project. All pruning shall follow the American National Standards Institute (ANSI) A300 - Part 1 Standards for pruning. Add as a note on the plan set.
46. 107.13(g) of City of Madison Standard Specifications for Public Works Construction addresses soil compaction near street trees and shall be followed by Contractor. The storage of parked vehicles, construction equipment, building materials, refuse, excavated spoils or dumping of poisonous materials on or around trees and roots within five (5) feet of the tree or within the protection zone is prohibited. Add as a note on the plan set.
47. An existing inventory of street trees located within the right of way shall be included on the landscape, site, demo, and utility plans. The inventory shall include the following: location, size (diameter at 4 1/2 feet), and species of existing street trees. The inventory should also note if a street tree is proposed to be removed and the reason for removal.

48. Additional street trees are needed for this project. Tree planting specifications can be found in section 209 of City of Madison Standard Specifications for Public Works Construction - All street tree planting locations and tree species within the right of way shall be determined by City Forestry. A landscape plan (in PDF format) shall be submitted City Forestry for approval of planting locations and tree species. All available street tree planting locations shall be planted within the project boundaries. Add following note to plan: At least one week prior to street tree planting, Contractor shall contact City Forestry at (608) 266-4816 to schedule inspection and approval of nursery tree stock and review planting specifications with the landscaper.

Water Utility (Contact Jeff Belshaw, 261-9835)

49. Update plan set to include a Utility plan.
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Metro Transit (Contact Tim Sobota, 261-4289)

The agency reviewed this request and has recommended no conditions of approval.

City of Madison, Wisconsin

REPORT OF: URBAN DESIGN COMMISSION

PRESENTED: May 12, 2021

TITLE: 12 N. Few Street - Addition and New Construction for 8 Commercial Spaces and 8 Residential Units Located in UDD No. 8. 2nd Ald. Dist. (64038)

REFERRED:

REREFERRED:

REPORTED BACK:

AUTHOR: Janine Glaeser, Secretary

ADOPTED:

POF:

DATED: May 12, 2021

ID NUMBER:

Members present were: Cliff Goodhart, Chair; Lois Braun-Oddo, Tom DeChant, Christian Harper, Craig Weisensel, Shane Bernau, Jessica Klehr, Christian Albouras and Rafeeq Asad.

SUMMARY:

At its meeting of May 12, 2021, the Urban Design Commission **GRANTED INITIAL APPROVAL** of an addition and new construction located at 12 N. Few Street in UDD No. 8. Registered and speaking in support was John Seamon, representing Jeremy Knudson. Registered in support and available to answer questions was Kevin Yeska, representing JSD Professional Services, Inc. Registered neither in support nor opposition and wishing to speak was John Belknap.

The proposed development contains 8 commercial units on the lower level and 8 residential units on the second level. The smaller setback allows the building to better hold the corner. The existing trees will remain intact. The primary building materials are Scandinavian modern, bringing scale into the residential realm.

John Belknap spoke to issues with the blind intersection with this setback. The new building will extend out so far that people on Curtis Court will not be able to see traffic on Few Street. This development will have possibly 16 units with only four parking spots.

The Commission discussed the following:

- Interesting looking building. How do you move through these units? Are the four parking spots for the commercial units, and what is the plan for the residential and remainder of the commercial units for parking?
 - The intent of this is something more walkable, mass transit related. We recognize the concerns about parking, the reality might not be exactly what we want. The Zoning Code does not require parking here. To bring small business scenario to this site; any parking required would be off-site street parking.
- If it's residential parking, the residential entries are from the south and all the parking is on the north side. I see a lot of conflict with residential parking in the front, you're leasing the first floor to separate entities. You connected the interior of the commercial space with the unit above; is it truly work-live or you have 16 leases here?

- 16 separate leases. There is a disconnect but our point was there was a need and ask by the neighborhood to provide some parking. We found this was an opportunity to at least provide four stalls. The door inside, someone could have a lease on the upper unit and a separate lease for their business below, so there is an ability to connect those two.
- I'm not seeing any plumbing facilities on the first floor. The first floor, will it be rated for interior parking? Could someone lease that lower unit for a garage?
 - As of right now it is not. We are not intending to park those, it would have to go through a conditional use if we were to change the use in that way. There will be restrooms in the lower level units.
- It's very attractive, it's more functional issues that I'm seeing as problematic.
- The project looks great. I was wondering about the functionality too. What type of businesses do you see using these units? I think the perception of a garage door and a car in front of it is what's throwing off the parking question.
 - It wasn't our original intention, we're trying to alleviate concerns and issues raised by the neighborhood. We see a pretty wide range, craft shops, small handwork shops, professional services businesses that don't need a lot of space. Those garage doors become an opportunity for a sidewalk presence but if there's a car there we recognize that too.
- Aesthetically I like the project a lot. The vision triangle shows 12-feet. I don't mind the parking configuration, I'm a fan of these scenarios with an almost patio space that can double as a vehicular space and go back and forth. The landscaping in between those spaces, the Eastern Red Bud is a nice selection; make sure it's a single stem and you spec a minimum height on it. If the garage doors aren't actually used for parking, consider having an attractive piece of cut stone to serve as a curb stop, something more attractive than a concrete curb stop. Is that curb changing to be a roll curb or a depressed sidewalk in the front?
 - It's going to be one long continuous curb cut, not that different from what's there now.
- Ald. Heck spoke, noting the issues discussed are close to what the neighbors have been interested in: circulation of the building, the vision triangle (Traffic Engineering indicated they were content with what is being proposed), and the number of parking stalls (but that's not related to the UDD No. 8 consideration). There was interest in the installation of permeable pavers, how pedestrians circulate around the building is a bit confusing. He does support the change of UDD No. 8 for this project to move forward.
- Are you planning on canopies at all the commercial entrances? It kind of helps it look like more of a commercial entrance,
 - We have talked about that and like that idea.
- The lighting, safety and visibility along that south narrow alleyway, that's where the residential entrances are. From what I can see it's up against a masonry wall for part of it. That's a bit of an area of concern to me, what that would feel like to enter if you're by yourself so I hope it's well lit and has some kind of visibility.
- I like this project and how the building looks but I'm having trouble wrapping my head around the essential layout and flow of customers, residents and parking. With all the development going on around here the on-street parking has gotten even worse. Glad you're preserving those trees, the under-plantings need to go anyway and are being replaced with nicer shrubs and ground cover. Some of the planted areas are broken up with mulch and perennials, a strip of edging and perennials on the other side with stone mulch, I don't really see the point in that. All four of those parking spots could be made with permeable pavers. The parking is my biggest problem with this project, and the general layout too.
- I share the concerns and comments, I like the building but have severe questions about the parking and layout.
- The mechanical units, I don't see any rooftop units shown or any screening indicated.

- The second floor units are all through-wall mini splits. We've provided integral louvers for all those scenarios below a number of windows. We think we're going to be able to heat and mechanically cool the lower units with fans and exhaust, so no exterior condensers.
- The garage doors, if that went to a storefront system perhaps those four units could still function as you've described without feeling the need to drive into them and reduce the confusion about parking. Storefront systems perform a lot better thermally than garage doors.
 - We certainly can. We gravitated to the garage door because of the residential feel, we liked the vocabulary of that because it seemed to fit.
- The project wants to look like one thing but then function completely different. Some of this needs to be flushed out with form and function. That's where all of our comments are coming from. I think you have to make some choices.
- A clear access point from the sidewalk to the business that doesn't involve squeezing past a car that may be there for months on end.
- A lot of the confusion would be resolved if these units were rented as true live-work units.

ACTION:

On a motion by Braun-Oddo, seconded by Asad, the Urban Design Commission **GRANTED INITIAL APPROVAL**. The motion was passed on a unanimous vote of (7-0). The motion provide that the applicant work out issues discussed regarding circulation, layout and parking before returning for final approval.