

PLANNING DIVISION STAFF REPORT

SEPTEMBER 6, 2017 URBAN DESIGN COMMISSION

SEPTEMBER 18, 2017 PLAN COMMISSION



Project Address: 901-939 E. Washington Avenue and 910-924 E. Main Street

Application Type: Demolition Permit and Conditional Use

Legistar File ID # [48263](#)

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

Summary

Applicant: Curtis V. Brink and John Kothe, 901 Hospitality, LLC; 505 N. Carroll Street; Madison.

Contact Person: Doug Hursh, Potter Lawson, Inc.; 749 University Row, Suite 300; Madison.

Property Owner: Archipelago Village, LLC; 509 N. Carroll Street; Madison.

Requested Actions: Approval of a demolition permit and conditional use to demolish three commercial buildings and an existing building addition to construct a new five-story addition to a five-story building as part of the conversion of the building into a 144-room hotel at 901-939 E. Washington Avenue and 910-924 E. Main Street in Urban Design Dist. 8.

Proposal Summary: The applicant is seeking approval to demolish three commercial buildings and an existing building addition to the historic five-story Kleuter Wholesale Grocery Warehouse at 901 E. Washington Avenue to construct a new five-story addition to the Kleuter building as part of its conversion into a 144-room hotel. The applicant wishes to begin demolition and construction of the addition as soon as all regulatory approvals have been granted, with completion anticipated in December 2018.

Applicable Regulations & Standards Table 28F-1 in Section 28.082(1) of the Zoning Code identifies hotels, inns and motels, and restaurant-taverns and accessory outdoor eating areas, as conditional uses in the TE zoning district. Section 28.183 provides the process and standards for the approval of conditional use permits. Section 28.185 provides the process and standards for the approval of demolition and removal permits. The criteria for new development in Urban Design District 8 are found in Section 33.24(15) of the Urban Design Commission ordinance.

Review Required By: Urban Design Commission and Plan Commission.

Summary Recommendation: The Planning Division recommends that the Plan Commission find the standards met and **approve** a demolition permit and conditional use to demolish three commercial buildings and an existing building addition to construct a new five-story addition to a five-story building as part of the conversion of the building into a 144-room hotel on property addressed as 901-939 E. Washington Avenue and 910-924 E. Main Street, subject to **final approval** by the Urban Design Commission, input at the public hearing, and the conditions from reviewing agencies beginning on page 7 of this report.

Background Information

Parcel Location: An approximately 3.0-acre parcel generally located at the southeasterly corner of E. Washington Avenue and S. Paterson Street; Aldermanic District 6 (Rummel); Urban Design District 8; Madison Metropolitan School District.

Existing Conditions and Land Use: The site is developed with the historic five-story Kleuter Wholesale Grocery Warehouse at 901 E. Washington Avenue, at the southeasterly corner of E. Washington Avenue and S. Paterson Street; a one-story metal warehouse at 905 E. Washington, which is attached to the easterly side wall of the Kleuter building; a two-story warehousing and retail building at 925 E. Washington; a one- to three-story warehouse at 939 E. Washington; a one-story brick warehouse at 910 E. Main Street, and; a one-story brick warehouse at 924 E. Main Street. The site is zoned TE (Traditional Employment District).

Surrounding Land Uses and Zoning:

- North: Breese Stevens Field, zoned PR (Parks and Recreation District);
- South: Madison Water Utility storage facility and garage, and Common Wealth Development’s Main Street Industries multi-tenant industrial facility, zoned TE (Traditional Employment District);
- West: One- and two-story multi-tenant commercial building (Dorschner Associates, Bos Meadery, etc.), Madison Moving & Storage, zoned TE;
- East: City Employees Credit Union and multi-tenant commercial buildings along E. Washington Avenue, zoned TE.

Adopted Land Use Plans: The Comprehensive Plan recommends the subject site and the E. Washington Avenue frontage for Employment uses.

The East Rail Corridor Plan identifies the site for commercial and industrial uses consistent with the historic use of the property as part of a larger employment center corridor that is centered along E. Main Street and generally extends from E. Washington Avenue to E. Wilson Street.

The East Washington Avenue Capitol Gateway Corridor Plan recommends the subject block for employment, with opportunities for commercial along the entire E. Washington Avenue frontage. The Plan includes specific recommendations for height, building placement, and design which have been codified in MGO 33.24(15) for Urban Design District 8.

Zoning Summary: The site is zoned TE (Traditional Employment District):

Requirements	Required	Proposed
Lot Area (sq. ft.)	6,000 sq. ft.	186,035 sq. ft.
Lot Width	50’	330’
Front Yard	15’ Minimum per UDD 8	15’ for addition
Side Yards (Per UDD 8)	0-10’ along Paterson, 0’ on interior	Adequate, existing
Rear Yard	Lesser of 20% lot depth or 20’	Adequate
Maximum Lot Coverage	85%	72% Zoning Lot
Minimum Building Height	22’ measured to building cornice	5 stories/ 65’ (See Zoning conditions)
Maximum Building Height	5 stories / 68’ per zoning; 12 stories along E. Washington Ave.; 8 stories on E Main St. per UDD 8	5 stories/ 65’ (See Zoning conditions)

Requirements	Required	Proposed
Auto Parking	Hotel: 0.75 per bedroom (108); Food and beverage establishment: 15% of capacity of persons (15) (123 Total)	138
Bike Parking	Hotel: 1 per 10 bedrooms (14); Food and beverage establishment: 5% of capacity of persons (5) (19 Total)	15 (See Zoning conditions)
Loading	2 (10' x 50')	2 (See Zoning conditions)
Building Forms	Flex Building	Complies with requirements
Other Critical Zoning Items		
Yes:	Urban Design (Urban Design Dist. 8), Barrier Free, Utility Easements, Wellhead Protection (WP 24)	
No:	Floodplain, Landmarks, Waterfront Development, Adjacent to Park	
<i>Prepared by: Jenny Kirchgatter, Assistant Zoning Administrator</i>		

Environmental Corridor Status: The property is not located in 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 E. Washington Avenue, with stops in the Paterson Street intersection (Stop ID 1565).

Previous Approval

On January 27, 2014, the Plan Commission approved a demolition permit to allow three buildings – 905, 925 and 939 E. Washington Avenue – and a portion of the Kleuter Wholesale Grocery Warehouse to be demolished, and for a new five-story addition to be constructed along the easterly wall of the former Kleuter building as part of the renovation of the building into offices. The approved but unconstructed project was to contain 85,000 square feet of gross commercial space and a 129-stall surface parking lot.

Project Description

The applicant is requesting conditional use approval to convert the historic five-story Kleuter Wholesale Grocery Warehouse at 901 E. Washington Avenue in a 144-room “Hotel Indigo,” including construction of a five-story, 38,419 square-foot addition primarily off of the easterly side wall of the 1915 building. The proposed hotel and 138-stall surface parking lot will require demolition of four buildings at 905, 925 and 939 E. Washington Avenue, and 910 E. Main Street. An existing one-story brick warehouse building at 924 E. Main Street will remain at the southeasterly corner of the approximately 3.0-acre project site. Buildings owned by the applicant at 945 E. Washington Avenue and 946 E. Main Street are not part of the current land use requests, nor is the two-story commercial building owned by the City Employees Credit Union at the southwesterly corner of E. Washington and S. Brearly Street.

The four buildings to be razed as part of the project include a one-story metal warehouse at 905 E. Washington Avenue, which is attached to the easterly side wall of the Kleuter building; a two-story masonry and steel-clad warehousing and retail building at 925 E. Washington; a one- to three-story masonry and steel-clad warehouse at 939 E. Washington; and a one-story brick and masonry block warehouse at 910 E. Main Street. City records on the square-footage and years of construction for these buildings are incomplete, but it appears that all of the buildings on the buildings to be razed were associated with the Mautz paint company at one time or another.

Photos of the interior and exterior of the four buildings, and information on their construction and condition, are included in the materials for this project.

The proposed hotel calls for the existing 56,286 square-foot Kleuter building to be restored and for a five-story, 38,419 square-foot addition to be constructed primarily off of the easterly side wall of the historic 1915 building. A smaller addition is proposed along the southern wall of the existing building, which will contain a new stairwell. The first floor of the hotel will include the hotel lobby on the southern half of the proposed addition, 12 guest rooms on the ground floor of the Kleuter Building, and a restaurant on the northern half of the addition, with a raised patio providing an outdoor eating area along the northern wall of the addition. Entrances to the hotel will be located from this patio, and from a porte cochere to be located at the southeastern corner of the addition. Thirty-three guest rooms are proposed on each of the four floors above. The existing, partially exposed basement of the building will be expanded slightly as part of the project, and will include storage spaces for the hotel and restaurant, the hotel fitness room, and laundry facilities. The exterior of the new easterly wing of the hotel will be clad in a combination of reddish-brown brick and a contrasting dark gray metal panel system located above a precast concrete base. The new wing will be connected to the historic building by a five-story tall aluminum curtain walled walkway.

Parking for the hotel will be provided in 138 surface stalls to be located south and east of the L-shaped building. Access to the site will be provided by driveways from each abutting street. According to the plans, approximately three acres of the larger 4.27-acre site (as indicated by the "limits of construction" on the civil plans) will be disturbed to implement the building addition, parking lot, and a stormwater management pond to be located east of the parking lot.

Analysis

Hotels, restaurant-taverns, and outdoor eating areas associated with food and beverage establishments are all conditional uses in the TE zoning district. The Plan Commission is also required to approve a demolition permit for the three buildings and portion of a fourth building to be demolished to accommodate the hotel project and associated parking. The site is also located in Urban Design District 8, which requires that the Urban Design Commission review the proposed hotel project using the design standards and guidelines for that district. [The Urban Design Commission granted the project **initial approval** at its September 6, 2017 meeting.]

Conformance to Standards and Adopted Plans

With some stipulations, the Planning Division believes that the demolition permit and conditional use standards can be met to raze the four buildings and construct a five-story addition to the Kleuter Wholesale Grocery Warehouse as part of its renovation and conversion into a 144-room Hotel Indigo with first floor restaurant-tavern and related outdoor eating area. Staff believes that the restoration and conversion of the prominent brick industrial-era structure into a hotel will complement the other uses and recent developments along the E. Washington Avenue corridor in recent years, and that the proposed lodging use is consistent with the primarily employment-oriented land uses recommended for the site.

The Comprehensive Plan recommends the subject site and the E. Washington Avenue frontage for Employment uses. Included among the many uses envisioned in Employment districts are complementary uses primarily serving the employees and users of such districts, such as business services, conference centers, child care, restaurants, convenience retail, and hotels and motels.

The East Washington Avenue Capitol Gateway Corridor Plan recommends the subject block for employment, with opportunities for commercial along the entire E. Washington Avenue frontage. Land use recommendations in the corridor plan generally follow the land use recommendations in the Comprehensive Plan with regard to the desired use characteristics and relative intensity of development, while making specific recommendations for height, building placement, and design for the corridor, which have been codified in MGO 33.24(15) for Urban Design District 8. The corridor plan “permits a mix of integrated uses within areas designated as employment to support the needs of employees and employers (such as small-scale retail, personal and business services, and, possibly, limited residential or live-work spaces) but discourages free-standing commercial and residential development.” The plan includes specific recommendations calling for the Kleuter Grocery Warehouse to be preserved, and for it be used as an “architectural precedent for street level building height” for new development in the 800-, 900- and 1000-blocks of E. Washington Avenue.

Lastly, the East Rail Corridor Plan recommends that the south side of E. Washington Avenue should primarily be office or industrial employment uses, with limited amounts of small-scale retail and service uses serving the employment district as part of a larger employment corridor that is centered along E. Main Street and generally extends from E. Washington Avenue to E. Wilson Street. Staff believes that the plan would support hotels as a service use supporting the employment district, at least on a limited basis.

The Planning Division also believes that the proposed Hotel Indigo project is consistent with the standards and guidelines in Urban Design District 8 (“UDD 8”).

The subject site is located in Blocks 13a (northern half of the 900-block adjacent to E. Washington) and 13b (southern half adjacent to E. Main Street). Block 13a allows up to a twelve-story building, while an eight-story maximum is allowed on Block 13b. Both sub-blocks require a minimum façade height of three stories and a maximum façade height of five stories at the 15-foot setback along both east-west streets. The five-story addition will comply with the maximum façade height and 15-foot building setback required from E. Washington Avenue beyond a modest raised terrace proposed between the northerly façade and public sidewalk, which will be used for hotel entry and an outdoor eating area for the restaurant-tenant. The proposed addition appears to satisfy the design requirements for new buildings in UDD 8, including the minimum sixty percent (60%) glazing requirement for ground floors facing the primary street.

Off-street parking facilities for *new buildings* shall be located behind or on the sides of the building and the distance from the property line shall be the same as for buildings, or 15 feet in the case of E. Washington Avenue, and 0 to 10 feet along S. Paterson Street. In this case, a seven-foot setback is proposed for the parking lot adjacent to S. Paterson Street, with a nine- to ten-foot setback proposed along E. Main Street. Additionally, the Zoning Administrator has determined that the parking located within the area between E. Washington Avenue back to a point marking 50% of the total building depth must be removed. Per Section 28.084(4)(a) of the Zoning Code, for buildings at corner locations in TE zoning, surface parking shall not be placed between the plane of a side facade of the building and an abutting street, in the area from said street back to a point marking 50% of the total building depth. The effect of this provision will cause the seven parking stalls located between the northernmost landscaped island and E. Washington to be eliminated, which will have the secondary affect of enforcing the 15-foot parking setback required by UDD 8. Staff is uncertain how the required 15-foot setback required by UDD 8 along E. Main Street would apply to the parking in this case, since no new building construction is proposed along that frontage of the site to compel the corresponding setting back of the parking. Otherwise, UDD 8 recommends that all parking areas should be well landscaped and appropriately lighted, and staff believes that these requirements appear to be met.

Canopy trees are required in the front yard setback along E. Washington Avenue at 40-foot intervals, which as noted above, will be occupied by the raised terrace providing entrances to the hotel and restaurant-tavern and an outdoor eating area in the case of the proposed addition. In granting the project initial approval, the Urban Design Commission felt that the treatment of the 15-foot front setback for the proposed addition was appropriate, including the planting plan between the building and sidewalk.

Proposed Demolitions

As a general rule, the Planning Division does not support the demolition of buildings to facilitate the construction of surface parking, as such demolitions are at least minimally contrary to the spirit and intent of many of the City's adopted plans if not outright contrary to specifically stated goals and objectives. In this case, Planning staff is concerned about both the prominence and amount of surface parking proposed to serve the hotel and does not feel that the parking lot proposed is consistent with either the pattern or character of recent development elsewhere along E. Washington Avenue. The surface parking lot is the impetus for the demolition of three of the four buildings to be razed, with the fourth (905) to be demolished to accommodate the five-story addition.

In a memo prepared by the Planning Division to guide the Urban Design Commission's review of the proposed hotel for its September 6 meeting, staff indicated that it would not be recommending that the Plan Commission approve the demolition of the one-story, 5,700 square foot brick building at 910 E. Main Street at this time. The applicant indicates that the hotel project is the first phase of a larger multi-phase mixed-use redevelopment of most of the 900-block, which the letter of intent indicates "could occur in the next [2 to 4] years" and that the surface parking lot and stormwater pond are temporary pending construction of a parking structure to serve the larger development, which would be located in the center of the block. However, detailed plans for that larger project are not currently pending before the Urban Design Commission and Plan Commission. As Planning staff indicated in its August 31 memo, the building at 910 E. Main Street should remain until any larger-scale project comes forward that warrants its demolition, and feels that, in terms of the context of the project along E. Main, that preserving the 910 building and "repurposing" the parking around it for the hotel would feel more genuine. (Demolition of 910 E. Main Street was not proposed as part of the demolition permit approved by the Plan Commission in 2014.)

However, subsequent to the September 6 UDC meeting, the applicant updated their letter of intent to provide additional information regarding the demolitions proposed. In the updated letter dated September 8, 2017, the applicants indicate that 910 E. Main Street and the other three buildings are being demolished in one phase to facilitate the efficient remediation of the site following its historic association with paint manufacturing, sales and storage activities, for which the developers intend to seek brownfield remediation assistance. Secondly, the demolition and remediation of the portion of the site occupied by the 910 building will allow a bank of parking stalls to be created for use while the parking structure envisioned to serve the larger redevelopment of the block is being constructed, which will cause some of the stalls east of the hotel to be taken offline. The updated letter of intent confirms that the one-story, 7,200 square-foot brick storage building at 924 E. Main Street will remain during the first (hotel) phase of the redevelopment (earlier plans called for its removal in the first phase).

While staff appreciates that a larger-scale redevelopment of the site and parking lot may be forthcoming, the Planning Division and the commissions are required to review the hotel and parking as though they are permanent in the absence of plans for additional future redevelopment. To that end, staff recommends that the applicant explore a more comprehensive and aesthetic solution to stormwater management for the project than

the pond shown on the plans. From an urban design perspective, staff does not feel that the rectangular pond and its protective fence, or the parking lot that the pond will serve, fit the emerging character of the E. Washington Avenue corridor, and strongly encourage that the stormwater facilities to be redesigned to address this concern as well as the comments provided by the City Engineering Division in the 'Recommendations' section of this report regarding the function of the pond.

The Landmarks Commission informally reviewed the proposed demolitions at its August 28, 2017 meeting and found that those four buildings have no known historic value.

Conclusion

In closing, the Planning Division generally supports the proposal to restore and repurpose the historic five-story Kleuter Wholesale Grocery Warehouse as a hotel, including the proposed five-story addition to the easterly wall of the 1915 building. The proposed additions on the east and south are well-designed and appear to meet the form-based requirements in Urban Design District 8. The reuse of the Kleuter Building as a hotel is consistent with the various employment-oriented land use and design recommendations for the subject site in the East Rail Corridor Plan, East Washington Avenue Capitol Gateway Corridor Plan, and Comprehensive Plan, and staff feels that the addition of the proposed hotel will complement other uses and recent redevelopment projects along the E. Washington Avenue corridor.

However, the Planning Division regrets the loss of 910 E. Main Street at this time, and does not support the proposed surface parking facility and stormwater management pond in their current design. While the 910 building is not architecturally or historically significant, it holds the E. Main Street frontage better than the proposed parking lot will regardless of any amount of landscaping, and the removal of the building to create surface parking while plans for more substantial redevelopment along the E. Main Street frontage remain publicly unknown is unfortunate. However, staff accedes that the site can be more efficiently remediated if 910 E. Main Street is demolished now rather than in a later phase of redevelopment of the block.

Recommendation

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

The Planning Division recommends that the Plan Commission find the standards met and **approve** a demolition permit and conditional use to demolish three commercial buildings and an existing building addition to construct a new five-story addition to a five-story building as part of the conversion of the building into a 144-room hotel on property addressed as 901-939 E. Washington Avenue and 910-924 E. Main Street, subject to **final approval** by the Urban Design Commission, 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 applicant explore a more comprehensive and aesthetic solution to stormwater management for the project than the pond shown on the plans, which ideally would feature a design that did not require a protective fence.

2. That the project receive final approval from the Urban Design Commission prior to final sign-off and issuance of permits. Any appeal of the Urban Design Commission decision may be made to the Plan Commission, as allowed under MGO Section 33.24

The following conditions have been submitted by reviewing agencies:

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

3. The area adjacent to this proposed development has a known flooding risk. The proposed first floor elevation of 852.00 is an approved minimum for this area. The private storm sewer grades and bio-basin grades are just above (845.4) Lake Monona summer max (845.2). This system will need to be revised to include pumping to the public storm sewer. Further, a plan of the ultimate parking lot grades will need to be submitted. The interim grades shown for the parking lot will flood to an approximate depth of 1.25 feet at the low point inlet. Contact Jeff Benedict.
4. 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.
5. All outstanding Madison Metropolitan Sewerage District (MMSD) are due and payable prior to City Engineering sign-off, unless otherwise collected with a Developer's/ Subdivision Contract. Contact Mark Moder (261-9250) to obtain the final MMSD billing a minimum of two working days prior to requesting City Engineering signoff.
6. 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.
7. This site appears to disturb over one (1) acre of land and requires a permit from the Wisconsin Department of Natural Resources (WDNR) for stormwater management and erosion control. The City of Madison has been required by the WDNR to review projects for compliance with NR-216 and NR-151, however a separate permit submittal is still required to the WDNR for this work. The City of Madison cannot issue our permit until concurrence is obtained from the WDNR via their NOI or WRAPP permit process. Contact Eric Rortvedt at 273-5612 of the WDNR to discuss this requirement.
8. The applicant shall demonstrate compliance with Sections 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.
9. 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% (TMDL) off of the proposed development when compared with the existing site. Oil/grease control is required for the proposed parking lot.
10. The applicant shall submit prior to plan sign-off, electronic copies of any Stormwater Management Files including: a) SLAMM DAT files; b) RECARGA files; c) TR-55/HYDROCAD/Etc; d) Sediment loading calculations.

If calculations are done by hand or are not available electronically the hand copies or printed output shall be scanned to a PDF file and provided. (Policy and MGO 37.09(2)) Contact Jeff Benedict.

11. 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 8.5x14-inch 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 have 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. Draft document can be emailed to Tim Troester (west) at ttroester@cityofmadison.com, or Jeff Benedict at jbenedict@cityofmadison.com final document and fee should be submitted to City Engineering.
12. This site will require a Storm Water Management Permit. This permit application is available on line at <http://www.cityofmadison.com/engineering/permits.cfm>. Contact Jeff Benedict.
13. The applicant's utility contractor shall obtain a connection permit and excavation permit prior to commencing the storm sewer construction.
14. The property is an open contaminant site with the WDNR (BRRTS #03-13-001608). A digital copy of the site investigation report and remedial actions report shall be submitted to Brynn Bemis (267-1986, bbemis@cityofmadison.com). The 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).
15. Based on historical documents (BRRTS #03-13-002513, 03-13-001608, 03-13-101143) the property contains residual contaminated soil. If contaminated soil is encountered as part of this redevelopment, all WDNR and DSPS regulations shall be followed for proper handling and disposal.
16. 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.
17. The approval of this zoning approval does not include the approval of the changes to roadways, sidewalks or utilities. The applicant shall obtain separate approval by the Board of Public Works and the Common Council for the restoration of the public right of way including any changes requested by developer. The City Engineer shall complete the final plans for the restoration with input from the developer.
18. The applicant shall provide the City Engineer with a survey indicating the grade of the existing sidewalk and street. The applicant shall hire a Professional Engineer to set the grade of the building entrances adjacent to the public right of way. The Applicant shall provide the City Engineer the proposed grade of the building entrances. The City Engineer shall approve the grade of the entrances prior to signing off on this development

19. The applicant shall enter into a City/ Developer agreement for the improvements required for this development. The applicant shall contact City Engineering to schedule the development of the plans and the agreement. The City Engineer will not sign off on this project without the agreement executed by the developer. Note: Obtaining a developer's agreement generally takes approximately 4-6 weeks, minimum.
20. All work in the public right of way shall be performed by a City-licensed contractor.
21. All damage to the pavement on E. Washington Avenue, S. Paterson Street and E. Main Street adjacent to this development shall be restored in accordance with the City's Pavement Patching Criteria.
22. The Applicant shall Construct Sidewalk to a plan approved by the City.

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

23. The pending Certified Survey Map application for this property shall be completed and recorded with the Dane County Register of Deeds (ROD) prior to issuance of any building permits for new construction. When the recorded CSM image is available from the ROD, the Assessor's Office can then create the new Address-Parcel- Owner (APO) data in the parcel database so that the permitting system can upload this data and permit issuance made available for this new land record.

24. The site plans of the proposed conditions shall show and denote all of the easements of record that are to remain. Any to be terminated shall be released prior to the proposed Certified Survey Map recording.
25. Submit a PDF of all floor plans to Izenchenko@cityofmadison.com so that a preliminary addressing plan can be developed prior to plans being submitted for permit review. 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.

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

26. The applicant shall submit one contiguous plan showing proposed conditions and one contiguous plan showing existing conditions 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.
27. 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.

28. 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.
29. All parking facility design shall conform to the standards in MGO Section 10.08(6).
30. All bicycle parking adjacent pedestrian walkways shall have a two-foot buffer zone to accommodate irregularly parked bicycles and/or bicycle trailers.
31. 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 – 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.

Zoning Administrator (Contact Jenny Kirchgatter, 266-4429)

32. Eliminate the parking located within the area between E. Washington Avenue back to a point marking 50% of the total building depth. Per Section 28.084(4)(a), for buildings at corner locations, surface parking shall not be placed between the plane of a side facade of the building and an abutting street, in the area from said street back to a point marking 50% of the total building depth.
33. 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). Section 28.185(10) requires that every person who is required to submit a reuse and recycling plan pursuant to Section 28.185(7)(a)5 shall submit documents showing compliance with the plan within sixty (60) days of completion of demolition. A demolition or removal permit is valid for one (1) year from the date of the Plan Commission.
 34. Show the height of the proposed building on the elevations. The maximum allowed height is 68 feet in TE zoning. Height is the average of the height of all building facades. For each facade, height is measured from the midpoint of the existing grade to the highest point on the roof of the building or structure. No individual facade shall be more than 15% higher than the maximum height of the zoning district.
 35. Bicycle parking shall comply with the requirements of Sections 28.141(4)(g) and 28.141(11). Provide a minimum of 14 short-term bicycle parking stalls for the hotel use plus bicycle parking equal to 5% of capacity of persons for the restaurant and outdoor eating area. Bicycle parking shall be located in a convenient and visible area on a paved or impervious surface at least as close as the closest non-accessible automobile parking and within one hundred (100) feet of a principal entrance. Note: A bicycle stall is a minimum of two (2) feet by six (6) feet with a five (5)-foot wide access area. Provide a detail of the proposed bike rack.
 36. Show the dimensions of the proposed loading zones on the site layout plan. Required loading facilities shall comply with MGO Section 28.141(13). Provide two 10' x 50' loading areas with 14 feet of vertical clearance to be shown on the plan. The loading areas shall be exclusive of drive aisle and maneuvering space.

37. Provide landscaping within the interior parking lot landscape islands. Per Sections 28.142(3)(c) and 28.142(4)(e), planting beds or planted areas must contain at least 75% vegetative cover mulched. Mulch shall consist of shredded bark, chipped wood or other organic material installed at a minimum depth of two (2) inches. The primary plant materials of the interior landscape islands shall be shade trees with at least one (1) deciduous canopy tree for every one hundred sixty (160) square feet of required landscaped area. Two (2) ornamental deciduous trees may be substituted for one (1) canopy tree, but ornamental trees shall constitute no more than twenty-five percent (25%) of the required trees.
38. Submit details of the proposed outdoor eating area including the layout of the tables and chairs.
39. The capacity shall be established for the outdoor eating area. Occupancy is established by the Building Inspection Division. Contact Building Inspection staff at (608) 266-4559 to help facilitate this process.
40. Label the proposed building floor plans and roof plan.
41. 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.
42. Signage approvals are not granted by the Plan Commission. Signage must be reviewed for compliance with Chapter 31 Sign Codes of MGO and Chapter 33 Urban Design District ordinances. Signage permits are issued by the Zoning Section of the Department of Planning and Community and Economic Development.

Fire Department (Contact Bill Sullivan, 261-9658)

43. Provide fire apparatus access as required by IFC 503 2015 edition and MGO Section 34.503.
44. Please consider allowing the Madison Fire Department to conduct training sequences prior to demolition. Contact Captain Jerry Buechner of the MFD Training Division to discuss possibilities at (608) 516- 9195 or jrbuechner@cityofmadison.com.

Water Utility (Contact Adam Wiederhoeft, 261-9121)

This agency did not provide comments or conditions of approval for this request.

Metro Transit (Contact Tim Sobota, 261-4289)

45. In coordination with public works improvements, the applicant shall expand or replace the concrete passenger boarding pad at the existing Metro bus stop on the south side of E. Washington Avenue, east of S. Paterson Street (#1565). The concrete pad shall occupy the full distance of the terrace, measure a minimum of 20 feet in width parallel to the street, and lie flush between the sidewalk and the top of curb.
46. The applicant shall acquire and install a bench amenity on the concrete pad, with the final design and location to be approved by Metro Transit and the City of Madison. [See attachment "901ewa_site_METRO.pdf"] The applicant shall include the location of these transit amenities on the final documents filed with their permit application so that Metro Transit may review and approve the design.

Parks Division (Contact Janet Schmidt, 261-9688)

47. 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, and DBH) and a tree removal plan (in PDF format) to Brad Hofmann – bhofmann@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.
48. Additional street trees are needed for this project. All street tree planting locations and tree species within the right of way shall be determined by City Forestry. Please submit a site plan (in PDF format) to Brad Hofmann – bhofmann@cityofmadison.com or 266-4816. Tree planting specifications can be found in Section 209 of City of Madison Standard Specifications for Public Works Construction.
49. 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.