



Report to the Plan Commission

May 16, 2011

Legistar I.D. #22431

1702 Wright Street

Conditional Use Alteration Request

Report Prepared By:
Heather Stouder, AICP
Planning Division Staff

Requested Action: Approval of an alteration to an existing conditional use for the construction of a new building on a portion of an existing surface parking lot in the M1 (Limited Manufacturing) District.

NOTE: This project is related to two other conditional use requests on this agenda:

3550 Anderson Street /1849 Wright Street; Proposed additions to main building and incorporation of existing surface parking lot;
(Agenda Item #16, Legistar #22432)

3201 Anderson Street; Expanded parking lot;
(Agenda Item #17, Legistar #22433)

Applicable Regulations & Standards: Section 28.12(11) provides the guidelines and regulations for the approval of conditional uses.

Summary Recommendation: The Planning Division recommends that the Plan Commission finds that the conditional use standards can be met and **approve** the request for the alteration to the conditional use.

Background Information

Applicant/Property Owner: Mike Stark; Madison (Area Technical) College; 3550 Anderson St.; Madison

Project Contact: John Feller; J.H. Findorff and Son; 300 South Bedford; Madison

Proposal: The applicant is requesting an alteration to an existing conditional use in the M1 District for construction of a new Health Education Building on a portion of an existing surface parking lot on the northwest corner of Anderson Street and Wright Street.

Parcel Location: 1702 Wright Street is located on the northwest corner of Wright Street and Anderson Street; Aldermanic District 17 (Clausius); Madison Metropolitan School District.

Existing Conditions: The 19.5-acre site currently consists of a 13-acre surface parking lot with approximately 1,300 parking stalls. Two automobile access driveways to the parking lot are located on the west side from Hoffman Street, and a third is located in the northeast corner, from Wright Street. A drainage ditch runs along the northern and western property lines, and the remainder of the perimeter of the property is sparsely planted with trees.

Surrounding Land Use and Zoning:

North: Warehousing and storage buildings in the M1 (Limited Manufacturing) District.

South: Across Anderson Street, the Starkweather Creek Trail, and Madison College softball and soccer facilities in the M1 (Limited Manufacturing) District. An expanded parking lot on this property is currently under review by the Plan Commission (see Staff Report for Agenda Item #17, Legistar #22433; 3201 Anderson Street.)

East: Across Wright Street, the main building on the Madison College Truax Campus in the M1 (Limited Manufacturing) District. Additions planned for this building are currently under review by the Plan Commission (see Staff Report for Agenda Item #16, Legistar # 22432; 3550 Anderson Street / 1849 Wright Street.

West: 15-acre surface parking lot for Madison College Campus in the M1(Limited Manufacturing) District. Near future development of the southwest corner of this property is planned for the Madison College Fire and Protective Services Building.

Adopted Land Use Plan: The Comprehensive Plan (2006) recommends Special Institutional (SI) uses for this property.

Environmental Corridor Status: 80-100 foot wide strips of the perimeter of the property lie within a designated environmental corridor.

Public Utilities and Services: This property is served by a full range of urban services, including Metro Transit Routes 6, 20, and 34. The proposed building will be connected to public water and sanitary sewer on the south side of the building

Zoning Summary: The property is in the M1 (Limited Manufacturing) District. Zoning analysis was unavailable when this report was completed. Please see the zoning comments in the back of the Plan Commission packet.

Project Description

Madison College is proposing a three story, 173,000 square foot building at the northwest corner of Anderson and Wright Street. The Health Education Building (formerly identified as the "Allied Health Building" when plans were submitted) will provide an opportunity for consolidation of several health-related programs located elsewhere in the city, with a capacity for over 1200 students and nearly 200 part-time and full-time faculty and staff. The footprint of the building will replace over 300 existing parking stalls within a 1,300-stall surface parking lot.

The first floor of the building incorporates a variety of clinic uses open to the public, as well as teaching spaces along the eastern side of the building. Second and third floors are dedicated to teaching facilities, offices, and laboratory space, with building mechanicals incorporated on the third floor.

Site and Building Plans

Building Placement and Bulk – The L-shaped, three story building is proposed to be placed approximately 95 feet from the eastern property line (Wright Street), and 80 feet from the southern property line (Anderson Street). Since the original submittal, the building was shifted approximately 40 feet to the west, further away from Wright Street, in order to accommodate the narrow environmental corridor running along the eastern edge of the property.

The longest span of the building running parallel with Wright Street is 316 feet, and the shorter span along Anderson Street is approximately 260 feet, including a 90-foot two-story element on the west side. Including the height of the parapet, the three-story elements of the building are approximately 50 feet tall, and the two story element on the west side is approximately 35 feet tall. The northeast corner of the building includes a more prominent, 60-foot tall glass element framing the main entrance.

Parking, Access, and Circulation – In conjunction with the current proposals being reviewed by the Plan Commission, Madison College is proposing a narrowing of Wright Street at the heart of the campus in year 2013, reconfiguring it with one automobile lane in each direction, bicycle lanes, bus pullouts for Metro Transit, and a median. As such, the intent moving forward is to minimize automobile traffic along Wright Street and orient it instead to Hoffman Street (signage for the Truax Campus, which is subject to future review by the Urban Design Commission, will further this effort). One of the two existing access driveways to this property from Hoffman Street on the west side will be removed and relocated further to the north, and the other will be reconstructed in place. The access driveway in the northeast corner of the site to Wright Street, which is currently an entrance-only driveway, will remain. Left turns into the lot northbound on Wright Street and right turns out of the lot southbound on Wright Street will be prohibited.

On this specific parcel, surface parking stalls will be reduced from approximately 1,300 to less than 900 with the addition of the building and reconfiguration of the western edge of the property. In recent years, flooding in the western portion of the parking lot has necessitated the removal of several of the westernmost parking stalls, and with this proposal, the western edge of the lot resurfaced and restriped in conjunction with the re-grading of the ditch. A total of 78 bicycle parking stalls are proposed on the

property, with 12 spaces near the clinic entrance on the west side of the building, 34 near the eastern entrance to the building, and 32 at the northern entrance to the building nearest to the quad.

Pedestrian circulation to and around the building focuses on the student quad and an east-west linkage between the main entrance of this building and the main building across Wright Street to the east, including a new “tabletop” raised crosswalk. The clinic entrance on the west side of the building is generally isolated from other portions of the building, but after early suggestions by the Urban Design Commission, the applicant incorporated a new sidewalk linking this entrance with the main east-west pedestrian path and the quad.

Entrances and Openings – Two main entrances for students and faculty lead to an interior lobby on the northeast corner of the building. The two sets of doors are oriented toward what will become the core of the Truax Campus, a student quad envisioned immediately north of the building, as well as to the east for pedestrians walking between this and the main building across Wright Street. The public entrance to the clinic area is on the west side, in the interior corner of the L-shaped building, oriented to the surface parking lot to the east. There are five additional entries on the west side of the building, two of which are service doors, and an emergency exit on the southeast corner of the building facing Anderson Street. Bands of windows span all sides and all floors of the building, and impressive glass curtain walls stretch from the top of the building to the ground in the northeast and southeast corners.

Exterior Materials – Stone and glass are the primary building materials, with a six foot wide brick band wrapping the building between the first and second floors. An 11,000 square foot green roof is proposed atop the second floor rooftop on the western two-story component of the building

Landscaping – The proposal includes a robust landscape plan, with native grasses and other perennials along the building foundation, numerous canopy and ornamental trees within the area between the building and the street, and raingarden plantings proposed in the southeast corner of the property. Plans depict the first phase of the student quadrangle just north of the building, with substantial tree and shrub plantings. A majority of the landscape plan for the area around the building consists of linear, formal plant groupings, with more randomized pattern of tree plantings in within and east of the quad. Finally, 14 new canopy trees are proposed on the western edge of the property within the surface parking lot, and 23 canopy trees and understory perennials are proposed within the public right-of-way along Wright Street to the east.

Related Approvals

On April 27, the Urban Design Commission granted **initial approval** for the design, with the following recommendations:

- Provide full lighting information.
- Investigate alternatives for the top of the glass atrium entrance element.
- Address parking / site plan issues to accommodate a stronger east-west pedestrian access.
- Look at northwest clinic entry orientation and architecture.
- Look at the back of the building landscaping / site design to relate better to the future quad.
- Finalize the landscape plan.

On May 11, the UDC granted **final approval** for the design with no suggested changes.

Public Input

Madison College has broad support for implementation of their master plan for new facilities within the Truax Campus, and staff is unaware of any opposition to this specific proposal.

Evaluation and Conclusion

Land Use – The proposed Health Education Building, with accessory clinic uses, is consistent with the Comprehensive Plan land use recommendation for Special Institutional Uses at the Madison College Truax Campus. The proposal is the first new building in Phase 1 of the Truax Campus Master Plan, which has been presented to the Plan Commission at previous meetings. While the current zoning ordinance does not provide for formal adoption of the Master Plan by the City, it is anticipated that the Master Plan will be formally submitted for review shortly after the new zoning code is enacted.

Building Design – The new three-story building will be an excellent addition to the Truax Campus, and a welcome replacement of a portion of the existing 13-acre surface parking lot on the site. Although set back 95 feet in order to protect an environmental corridor on the eastern edge of the property, the building will help to frame Wright Street as a new bicycle, pedestrian, and transit corridor. The proposed architecture and durable building materials are high-quality and timeless.

Parking, Access, and Circulation- Notably, there are no pedestrian connections or entrances on the south side of the building, which will discourage mid-block crossings of Anderson Street and instead encourage pedestrian crossings at the intersections of Anderson Street with Hoffman Street and Wright Street. Further, any pedestrian connection on the south side of the building would need to avoid existing wetlands, necessitating a bridge, rather than a simple sidewalk connection. Presumably, students and others parking in the accessory lot south of Anderson Street will cross at the Hoffman Street intersection, and may choose to enter the building on the west side, through the clinic entrance. The applicant has indicated that it will be possible to access educational spaces within the building through this western entrance. Staff recommends that final plans include the intended pedestrian path from the Anderson / Hoffman intersection to the building.

The 78 bicycle stalls proposed are well-distributed throughout the site, but may not sufficiently meet the zoning requirements for this facility. Additional stalls may be required, based on zoning review.

Finally, Metro Transit has recommended that the bus shelter shown on the plans to be aligned with the main eastern entrance be shifted to the south to align with the doors of buses using the pull-out. Concurrent with this adjustment, the applicant is encouraged to reorient the sidewalk and bicycle-parking area linking the bus shelter to the main entrance.

Landscaping - So long as it can be well-maintained over time, the landscape plan is excellent, offering a generous mix of canopy trees, shrubs, and perennial groundcover. Detailed quantities by species should be provided in the final plan set for staff review and approval. Further, details and specifications for the proposed green roof on the west side of the building should be provided with final plans.

Conditional Use Standards

Planning Division staff believes that the conditional use standards can be met with this proposal, when taking into account the conditions of approval recommended by reviewing agencies. Conditional use standards 1 through 6 are most relevant to this review. A brief analysis of each follows:

1. That the establishment, maintenance, or operation of the conditional use will not be detrimental to or endanger the public health, safety, or general welfare.

With the new stormwater management and multimodal transportation infrastructure associated with the project, staff believes that this condition is met.

2. That the City be able to provide municipal services to the property where the conditional use is proposed, given due consideration of the cost of providing such services.

Staff believes that the conditions of approval recommended by City Engineering, particularly the requirement to enter into a formal City / Developer agreement, sufficiently ensure that this standard can be met.

3. That the uses, values, and enjoyment of other property in the neighborhood for purposes already established shall be in no foreseeable manner substantially impaired or diminished by the establishment, maintenance, or operation of the conditional use.

The proposed building is approximately 300 feet from the nearest residential property, Truax Park Apartments, and with its expected hours of operation, it should not present negative impacts for this or other properties in the area.

4. That the establishment of the conditional use will not impede the normal and orderly development and improvement of the surrounding property for uses permitted within the district.

The proposed building will set a strong precedent for other Madison College Buildings proposed in the future on the Truax Campus, and will not impede development and redevelopment of surrounding property in the M1 (Limited Manufacturing) District.

5. That adequate utilities, access roads, drainage, parking supply, internal circulation improvements, including but not limited to vehicular, pedestrian, bicycle, public transit, and other necessary site improvements have been or are being provided.

The draft parking study submitted by the applicant demonstrates a need for replacement parking stalls in the short term to offset those being lost due to development of portions of existing lots with new buildings, as well as the additional demand due to the new programs offered at the Truax Campus. It appears that parking needs will be met for this new facility. With regard to utilities, access, drainage and internal circulation, staff believes that the conditions of approval recommended by City Engineering, Traffic Engineering, and Metro Transit sufficiently ensure that this standard can be met.

6. That measures, which may include transportation demand management (TDM) and participation in a transportation management association, have been or will be taken to provide adequate ingress and egress, including all off-site improvements, so designed as to minimize traffic congestion and to ensure public safety and adequate traffic flow, both on-site and on the public streets.

The applicant prepared a TDM Plan demonstrating current and proposed strategies for maximizing use alternative transportation (the TDM is included the Plan Commission packet and summarized in the staff report for Item # ?, 3201 Anderson Street). Substantial off-site improvements within the Wright Street right-of-way are proposed, and improvements to the Anderson Street right-of-way to improve bicycle and pedestrian circulation are recommended as conditions of approval by Traffic Engineering.

As proposed, the Health Education Building is an excellent project to lead the way toward a more vibrant and urban Truax Campus, and staff believes that the conditional use standards can be met. Planning Division staff recommends that the Plan Commission finds that the conditional use standards can be met, and **approve** the request subject to input at the public hearing and conditions from reviewing agencies.

Recommendations and Proposed Conditions of Approval

Major/Non-Standard Conditions are shaded

Planning Division Recommendation (Contact Heather Stouder, 266-5974)

The Planning Division recommends that the Plan Commission find that the conditional use standards can be met and **approve** the request subject to input at the public hearing and the following conditions:

Planning Division (Contact Heather Stouder, 266-5874)

1. Final plans submitted for staff review and approval shall include the intended pedestrian path from the Anderson / Hoffman intersection to the building.
2. In final plans submitted for staff review and approval, the applicant is encouraged to reorient the sidewalk and bicycle parking area east of the building to connect the main entrance with the relocated bus shelter (see Metro Transit comments).

3. Details for the proposed green roof shall be provided for staff review with the final plan set.
4. When final plans submitted for staff review and approval, the landscape schedule shall be revised to include quantities of each plant type.

The following conditions have been submitted by reviewing agencies:

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

5. Developer and City Engineering shall schedule a meeting to review the project scope, public infrastructure impacts, wetland or environmental corridor impacts, and coordination of the infrastructure improvements.
6. Wetland boundaries shall be shown on the plan.
7. A copy of the WDNR permit shall be provided to the City prior to beginning work (for the channelization project).
8. If the site plan adds 20,000 SF of impervious over existing conditions, detention shall be required.
9. Proposed building is located on the top of an 18-inch diameter sanitary sewer that will need to be relocated before the buildings are constructed.
10. Widening or modification of the existing ditches may require modification of the existing storm sewer easement parallel to Hoffman Street as well as the east-west ditch along the north property line between Hoffman and Wright Streets.
11. The proposed channel and crossings will necessitate extension or installation of the box culverts within the channel.
12. Note on plans the following: "All work in the public rights of way or within public easements shall be constructed in accordance with the plans issued by the City Engineer City Traffic Engineer, per Engineering Project No. 53B2278."
13. Non-standard improvements within the right-of-way may require either a maintenance agreement or encroachment agreement.
14. The approved address for the Allied Health building is 1705 Hoffman Street.
15. Parcel and boundary records are marginal and ambiguous for this property. City Assessor parcel square footage records are significantly less than the 20.89 acres identified in this application letter. JSD Inc. has performed an existing conditions survey for the applicant. It may be in the best interest of the applicant to provide the city this reduced parcel area information to update city records. This would allow for a more accurate (reduced) MMSD sewer fee as well as city Storm Water Utility pervious/impervious fee.
16. The construction of this building will require removal and replacement of sidewalk, curb and gutter and possibly other parts of the City's infrastructure. The applicant shall enter into a City / Developer agreement for the improvements required for this development. The applicant shall be required to provide deposits to cover City labor and materials and surety to cover the cost of construction. The applicant shall meet with the City Engineer to schedule the development of the plans and the agreement. The City Engineer will not sign off on this project without the agreement executed by the developer. The developer shall sign the Developer's Acknowledgement prior to the City Engineer signing off on this project (MGO 16.23(9)(c)).
17. The approval of this Conditional Use does not include the approval of the changes to roadways, sidewalks or utilities. The applicant shall obtain separate approval by the Board of Public Works and the Common Council for the restoration of the public right of way including any changes requested by developer. The City Engineer shall complete the final plans for the restoration with input from the developer. The curb location, grades, tree locations, tree species, lighting modifications and other

items required to facilitate the development or restore the right of way shall be reviewed by the City Engineer, City Traffic Engineer, and City Forester (MGO 16.23(9)(d)(6)).

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 (POLICY).
19. The Applicant shall replace all sidewalk and curb and gutter which abuts the property which 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 (POLICY).
20. All work in the public right-of-way shall be performed by a City licensed contractor (MGO 16.23(9)(c)5) and MGO 23.01).
21. All street tree locations and tree species within the right of way shall be reviewed and approved by City Forestry. Please submit a tree planting plan (in PDF format) to Dean Kahl, of the City Parks Department - dkahl@cityofmadison.com or 266-4816. Approval and permitting of any tree removal or replacement shall be obtained from the City Forester and/or the Board of Public Works prior to the approval of the site plan (POLICY).
22. All damage to the pavement on Wright Street, adjacent to this development shall be restored in accordance with the City of Madison's Pavement Patching Criteria. For additional information please see the following link: <http://www.cityofmadison.com/engineering/patchingCriteria.cfm> (POLICY).
23. The plan set shall be revised to show a proposed private internal drainage system on the site. This information shall include the depths and locations of structures and the type of pipe to be used (POLICY and MGO 10.29).
24. The applicant shall demonstrate compliance with MGO Section 37.07 and 37.08 regarding permissible soil loss rates. The erosion control plan shall include Universal Soil Loss Equation (USLE) computations for the construction period. Measures shall be implemented in order to maintain a soil loss rate below 7.5-tons per acre per year.
25. Effective January 1, 2010, The Department of Commerce's authority to permit commercial sites, with over one (1) acre of disturbance, for stormwater management and erosion control has been transferred to the Department of Natural Resources (WDNR). The WDNR does not have an authorized local program transferring this authority to the City of Madison. The City of Madison has been required by the WDNR to continue to review projects for compliance with NR216 and NR-151 but a separate permit submittal is now required to the WDNR for this work as well. The City of Madison cannot issue our permit until concurrence is obtained from the WDNR via their NOI or WRAPP permit process.

As this site is greater than one (1) acre, the applicant is required by State Statute to obtain a Water Resources Application for Project Permits (WRAPP) from the Wisconsin Department of Natural Resources, prior to beginning construction. This permit was previously known as a Notice of Intent Permit (NOI). Contact Eric Rortvedt at 273-5612 of the WDNR to discuss this requirement. Information on this permit application is available on line at: <http://dnr.wi.gov/Runoff/stormwater/constformsinfo.htm> (NOTIFICATION).

26. Prior to approval, this project shall comply with MGO Chapter 37 regarding stormwater management. Specifically, this development is required to:
 - a) Control 40% TSS (20 micron particle) off of new paved surfaces
 - b) Provide oil & grease control from the first 1/2" of runoff from parking areas.

- c) Complete an erosion control plan and complete weekly self-inspection of the erosion control practices and post these inspections to the City of Madison website – as required by MGO Chapter 37.

Stormwater management plans shall be submitted and approved by City Engineering prior to signoff.

27. The Applicant shall submit, prior to plan sign-off, a digital CAD file (single file) to the Engineering Program Specialist in the Engineering Division (Lori Zenchenko). The digital CAD file shall be to scale and represent final construction. The single CAD file submittal can be either AutoCAD (dwg) Version 2001 or older, MicroStation (dgn) Version J or older, or Universal (dxf) format and contain only the following data, each on a separate layer name/level number:

- a) Building Footprints
- b) Internal Walkway Areas
- c) Internal Site Parking Areas
- d) Other Misc. Impervious Areas (i.e. gravel, crushed stone, bituminous/asphalt, concrete, etc.)
- e) Right-of-Way lines (public and private)
- f) All Underlying Lot lines or parcel lines if unplatted
- g) Lot numbers or the words “unplatted”
- h) Lot/Plat dimensions
- i) Street names

All other levels (contours, elevations, etc) are not to be included with this file submittal.

NOTE: Email file transmissions preferred addressing@cityofmadison.com . Include the site address in the subject line of this transmittal. Any changes or additions to the location of the building, sidewalks, parking/pavement during construction will require a new CAD file (POLICY and MGO 37.09(2) & 37.05(4)).

28. The applicant shall submit, prior to plan sign-off, digital PDF files to the Engineering Division (Jeff Benedict or Tim Troester). The digital copies shall be to scale, and shall have a scale bar on the plan set (POLICY and MGO 37.09(2)).

PDF submittals shall contain the following information:

- a) Building footprints.
- b) Internal walkway areas.
- c) Internal site parking areas.
- d) Lot lines and right-of-way lines.
- e) Street names.
- f) Stormwater Management Facilities.
- g) Detail drawings associated with Stormwater Management Facilities (including if applicable planting plans).

29. 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)).

- 30. The applicant's utility contractor shall obtain a connection permit and excavation permit prior to commencing the storm sewer construction MGO 37.05(7). This permit application is available on line at <http://www.cityofmadison.com/engineering/permits.cfm>.
- 31. All outstanding Madison Metropolitan Sewerage District (MMSD) and City of Madison sanitary sewer connection charges are due and payable prior Engineering sign-off, unless otherwise collected with a Developer's / Subdivision Contract. Contact Janet Dailey (608-261-9688) 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)).
- 32. The site plan shall be revised to show all existing public sanitary sewer facilities in the project area as well as the size, invert elevation, and alignment of the proposed service (POLICY).

Traffic Engineering Division (Contact Bryan Walker, 267-8754)

- 33. The applicant will be required to comply with an outstanding condition of approval related to the City's installation of a traffic signal at the intersection of Anderson and Hoffman St., i.e., the applicant will need to submit the Madison College Master Plan to be reviewed and approved by the City Traffic Engineer. This includes ensuring that an all-way access is provided from the main parking area to Wright St., as approved previously by the City's Ped-Bike-Motor Vehicle Commission and Common Council.
- 34. The applicant will need to enter into a private developer's contract for a number of transportation projects required to serve the new buildings and campus re-organization.
- 35. The applicant may need to make changes to building entrances and driveways along Wright St to support the proposed redesign of Wright St. This will be determined after a street design by the Traffic Engineer.
- 36. The applicant shall provide 8-10 ft wide sidewalks along Anderson St. and Wright St. to distances determined by the Traffic Engineer to provide adequate facilities for pedestrians and bicycles.
- 37. The applicant shall provide special new crosswalks at the intersection of Anderson and Wright St. for both pedestrians and bicyclists, as determined by the Traffic Engineer. Portions of this intersection may need to be reconstructed for the new crosswalks and added capacity for pedestrians and bicyclists.
- 38. The applicant shall widen the existing bike path along Anderson St to 10-12 ft wide from Hoffman St. to Wright St. to provide adequate facilities for pedestrians and bicycles.
- 39. The applicant may be required to install special pedestrian traffic signals at the midblock pedestrian crossing on Wright St. Underground facilities will need to be installed in any event.
- 40. The applicant shall widen Anderson St. from Hoffman St. to and through Pearson St. to provide added lanes and a left turn lane on Anderson St. into Pearson St.
- 41. The applicant may want to strongly consider widening and adding capacity to Hoffman St at Anderson St, including offsetting the reconstructed drive from the Health Education facility as it intersects with Hoffman St., and including two lanes out for a separate left turn lane and right turn lane.
- 42. The applicant shall provide a ped-bike master plan for review and approval by the Traffic Engineer showing all bike facilities, bike parking, and street design plans.

43. When the applicant submits final plans of one contiguous plan for approval, the applicant shall show the following: items in the terrace as existing (e.g., signs and street light poles), type of surfaces, existing property lines, addresses, showing all easements, all pavement markings, building placement, and stalls, adjacent driveway approaches to lots on either side and across the street, signage, percent of slope, vehicle routes, dimensions of radii, aisles, driveways, stalls including the two (2) feet overhang, and a scaled drawing at 1" = 20'.
44. "Stop" signs shall be installed at a height of seven (7) feet at driveway approaches. All signs at the approaches shall be installed behind the property line. All directional/regulatory signage and pavement markings on the site shall be shown and noted on the plan.
45. The site plan shall show car pool parking spaces identified and properly controlled with a sign "Car Pool Parking Only", and fuel efficient vehicle parking spaces identified and properly controlled with a sign "Fuel Efficient Vehicle Parking Only", when plans are submitted for approval.
46. The Developer shall post a deposit and reimburse the City for all costs associated with any modifications to Traffic Signals, Street Lighting, Signing and Pavement Marking, and conduit and handholes, including labor, engineering and materials for both temporary and permanent installations.
47. Public signing and marking related to the development may be required by the City Traffic Engineer for which the developer shall be financially responsible.
48. All plantings and signs shall be so designed at all intersections so as not to violate the City's intersection sight-triangle preservation requirement.

Fire Department (Contact Bill Sullivan, 266-4420)

49. Coordinate building addressing with City Engineering.
50. The Madison Fire Department does not object to this proposal provided the project complies with all applicable fire codes and ordinances. Madison Fire will continue to work with the design team to provide feedback as construction documents are further developed.

Water Utility (Contact Dennis Cawley, 261-9243)

51. This property is not in a Wellhead Protection District. All wells located on this property shall be abandoned if no valid well operation permit has been obtained from the Madison Water Utility.

Metro Transit (Contact Tim Sobota, 261-4289)

52. The applicant proposes to construct sidewalk though the existing Metro Transit bus shelter. The site plans submitted for this project, as they relate to improvements in the public right-of-way of Wright Street – including bus stop locations and amenities – do not match the site plans submitted for the project at 3550 Anderson Street.
53. The applicant shall complete planned improvement in the public right-of-way of Wright Street, including creation of a bus pullout lane along the west side of Wright Street, placement of an accessible boarding surface adjacent the bus pullout lane in the terrace between the curb and sidewalk, and installation and maintenance of anew passenger waiting shelter. The bus shelter should be installed at the south end of the bus pullout land, not at the north end closest the crosswalk as shown on the plans submitted for 3550 Anderson Street.
54. The applicant shall include the location of these right-of-way improvements passenger amenities on the final documents filed with their permit application so that Metro Transit may review and approve the design.

55. Metro Transit operates daily transit service along Anderson Street through the Wright Street intersection. Additional weekday service operates along Wright Street through the Anderson Street intersection. Bus stop ID #9100 is adjacent the proposed project site, with the signed bus stop zone encompassing the area generally south of the mid-block pedestrian crosswalks, north of the Anderson Street intersection.
56. Metro Transit had met with project consultant staff from SAA to develop the transit-related infrastructure on both sides of Wright Street, related to this project and the proposal across Wright Street to the east.
57. The applicant should consider inclusion of a display case within the passenger shelter, where map and schedule information could be posted.

Parks Division (Contact Kay Rutledge, 266-4714)

This agency did not submit a response for this request.

Zoning Administrator (Contact Pat Anderson, 266-5978)

Zoning Comments were unavailable when this report was completed. Please see the zoning comments in the back of the Plan Commission packet.