



PREPARED FOR THE URBAN DESIGN COMMISSION AND PLAN COMMISSION

Project Address: 901-945 East Washington Avenue, 902-946 East Main Street

Application Type: Demolition

Legistar File ID # [32128](#)

Prepared By: Heather Stouder, AICP, Planning Division
Report Includes Comments from other City Agencies, as noted

Summary

Applicant/Contact: Steve Harms; Tri-North Builders; 2625 Research Park Dr.; Fitchburg, WI 53711

Property Owner: Archipelago Village, LLC; 505 N. Carroll St.; Madison, WI, 53703

Requested Action: The applicant requests approval of the demolition of three buildings and a portion of a fourth building for a new building addition and a surface parking lot.

Proposal Summary: The applicant proposes to demolish three one-story buildings and a portion of the Kleuter Warehouse Building (Kleuter building) to be replaced with a 129-stall surface parking lot and a new five-story addition to the Kleuter building. As part of the project, the interior of the original Kleuter building would be renovated as office space. The renovations and addition total just over 85,000 square feet of commercial space. There are no known tenants at this time.

Applicable Regulations & Standards: This proposal is subject to the standards for demolitions (MGO Section 28.185), and to the design standards in Urban Design District 8 (MGO Section 33.24(15)).

Review Required By: Urban Design Commission (UDC), Plan Commission (PC)

Summary Recommendation: The Planning Division recommends that the Plan Commission find that the demolition standards can be met and **approve** the request at 901-945 East Washington Avenue. This recommendation is subject to input at the public hearing and the conditions recommended by the Planning Division and other reviewing agencies.

Background Information

Parcel Location: The 4.3-acre property is on the 900 block of East Washington Avenue, bounded by South Paterson Street, East Main Street, South Brearly Street and East Washington Avenue, with the exception of a 10,800 square foot parcel on the corner of South Brearly Street and East Washington Avenue; Traditional Employment (TE) District; Urban Design District 8; Tax Increment District 36; Aldermanic District 6 (Rummel); Madison Metropolitan School District.

Existing Conditions and Land Use: The property currently has eight buildings, at least four of which are vacant at this time. The vacant, 45,000 square foot, five-story Kleuter building on the corner of East Washington Avenue and South Paterson Street would remain, but the immediately adjacent metal building at 905 East Washington Ave., which currently used for temporary storage, would be demolished to make space for the proposed addition. Also, two vacant two-story brick buildings at 925 and 939 East Washington Avenue, formerly used by the Mautz Paint Company, are proposed for demolition and replacement with a surface parking area. The buildings proposed for demolition total an approximately 45,000 square foot footprint.

Four additional buildings on the property would remain, as follows: An 8,300 square foot one-story brick warehouse building at 945 East Washington Avenue currently used as meeting space, a vacant 20,000 square foot two-story brick building at 946 East Main Street, a 5,700 square foot one-story brick building at 910 East Main Street, and a 7,200 square foot one-story brick building at 924 East Main Street, portions of which are currently utilized for temporary storage.

Surrounding Land Use and Zoning:

Northwest: Across East Washington Avenue, vacant land owned by the City of Madison, where a mixed-use development with over 100,000 square feet of commercial space (including a 50,000 square foot grocery) and 254 residential units has been proposed in the Traditional Employment (TE) District. One block further west is the “Constellation”, a mixed-use, twelve-story building with 32,000 square feet of commercial space and 217 residential units in the Planned Development District. One block further east is Breese Stevens Field, in the Parks and Recreation District.

Northeast: In the northeast corner of this block, a credit union in the TE District. Across South Brearly Street to the northeast, a 25,000 square foot brick office building formerly utilized as a school, and a warehouse building with a loading dock in the TE District

Southeast: Across East Main Street to the southeast, Madison Water Utility facility and “Main Street Industries, a multi-tenant business incubator owned and managed by Commonwealth Development, in the TE District.

Southwest: Across South Paterson Street to the southwest, three-story brick multi-tenant building in the TE District.

Adopted Land Use Plan: The Comprehensive Plan (2006) recommends employment uses in this area. The East Washington Avenue Capitol Gateway Corridor Plan (2008) recommends employment uses for this block, with first floor commercial space. 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 properties are in the Traditional Employment (TE) District.

Dimensional Requirements	Required	Proposed
Lot Area	6,000 sq. ft.	6,000 sq. ft. +
Lot Width	50'	Adequate
Front Yard Setback	0'	To be shown on final plans
Side Yard Setback	15' or 20% of building height	To be shown on final plans
Rear Yard	20'	To be shown on final plans
Minimum Lot Coverage	85%	To be shown on final plans
Maximum Height	5 stories / 68'	5 stories / 68'

Site Design		
Number parking stalls	1 per 400 sq. ft. floor area (212)	129 surface stalls
Bike parking	1 per 2,000 sq. ft. floor area (43)	53 surface
Landscaping	Yes	Yes
Lighting	Yes	Yes
Loading	2 (10' x 35')	None
Building Forms	Yes	Meets building forms
Other Critical Zoning Items: Urban Design District 8, Wellhead Protection District 24		

Environmental Corridor Status: The subject site is not located in a mapped environmental corridor.

Public Utilities and Services: This property is served by a full range of urban services.

Related Approvals

Informational presentations were provided to the Urban Design Commission on August 7 and December 18, 2013 (see enclosed UDC reports and Legistar Item [31109](#)). In August, two additional buildings on Main Street were being proposed for demolition, and the surface parking lot was proposed on Main Street. The buildings along East Washington Avenue were proposed to be replaced with greenspace as an interim condition, awaiting future development of the site. At its December 18 meeting, the UDC saw the site plan as currently proposed, and the discussion focused largely on the design of the five-story addition to the Kleuter building. The UDC will formally review the proposal on January 22, 2014 for its consistency with requirements and guidelines in Urban Design District 8 (MGO 33.24(15)).

Project Description

The applicant proposes to demolish three vacant buildings and a portion of a fourth building to be replaced with an addition to the Kleuter building and a 129-stall surface parking lot on the front portion of the site facing East Washington Avenue. As proposed, the two street-facing sides of the five-story Kleuter building would remain, and the interior of the building would be refurbished as office space. A substantial five-story addition to the northeast side of the building would result in a total of just over 85,000 square feet of office space.

The applicant has included a conceptual site plan for a "Phase 2" of the project to include additional eight and twelve story buildings to replace the surface parking lot and the four remaining brick buildings elsewhere on the property. While this concept is not part of the proposal before the Plan Commission, it demonstrates that the proposed surface parking area is not intended to remain on the site for the long term, and that further redevelopment consistent with the East Washington Avenue Capitol Gateway Corridor Plan is not precluded by the proposal before the Plan Commission.

Site Plan, Access, Circulation and Parking – The main 85,000 square foot building on the site is located at the corner of East Washington Avenue and South Paterson Street. While the Kleuter building is located right on the corner, the new addition would be set back between 18 and 29 feet from East Washington Avenue. The resulting building is 130 feet long along East Washington, 130 feet deep along South Paterson, and 65 feet tall (the top of the penthouse is at approximately 80 feet, but is set back from the front facade by 65 feet).

The surface parking area on the northeast side of the building, set back approximately 15 feet from East Washington Avenue, would replace two brick buildings formerly utilized by Mautz Paint Company. The surface parking lot as shown in submitted plans is depressed below grade by roughly four feet, and will need to be further analyzed by City Engineering staff for compliance with stormwater management and drainage standards. Automobile access to the site is provided from East Main Street and South Paterson Street. 53 bicycle parking stalls are shown in two locations on the latest site plans, with ten stalls near the main entrance of the building along East Washington Avenue, and 43 stalls behind the building, accessed from South Paterson Street.

Aside from the replacement of buildings with surface parking and the new building addition, it is unclear whether other changes are proposed for the site, particularly in areas surrounding the other buildings to remain. Identification of surfaces, circulation patterns, and any additional parking for these buildings will need to be shown in final plans.

Building Design – The proposed 85,000 square foot building has a relatively open floor plan on all five levels, and is designed to accommodate a range of commercial tenants. The space includes open 6,700 square foot, two-story interior spaces in the basement and on the second floor of the addition, which could work very well for unique users requiring additional vertical space. The location of the elevator core, stairs, and restrooms in the front of the building addition next to East Washington Avenue has implications for visibility into and out of the building in this area, and will be discussed further.

The building has five pedestrian entrances, with the main entrance at the northeast corner of the building facing East Washington Avenue, and four additional entrances facing northeast toward the parking lot, southeast toward the rear bicycle parking area, in the northwest corner of the building facing East Washington Avenue, and on the southwest side facing South Paterson Street.

Building Exterior- The submitted elevations show that the existing brick and existing window pattern are being retained on the main facades of the Kleuter building. The building addition on the northeast side of the Kleuter building is clad primarily in metal panel and glass, with a large red brick element on the back of the building and a small brick element on the second through fifth floors on north side of the building in the area of the stair tower. Staff has requested further detail on the proposed restoration of the facades of the Kleuter building and on the type of metal paneling and brick proposed. These details will be shared with the Urban Design and Plan Commissions when received. Further staff comments on the building exterior are provided in the analysis section below.

Project Analysis and Conclusion

In order to approve the proposal, the Plan Commission must find that the demolition standards can be met, and the Urban Design Commission must find that the requirements and guidelines for development in Urban Design District 8 are sufficiently addressed. Staff has carefully reviewed applicable standards and requirements for both the Plan Commission and Urban Design Commission.

Demolition Standards

In order to approve the proposal, the Plan Commission shall consider whether the proposed demolition of the three buildings and the proposed building addition and surface parking lot are consistent with the purpose of the demolition section of the Zoning Code (MGO Section 28.185), with the [Comprehensive Plan](#) (2006), and with the [East Washington Avenue Capitol Gateway Corridor Plan](#) (2008) (referred to from here as the Plan). The Plan Commission may consider the impacts of the demolition and proposed use on the normal and orderly development and improvement of this block and surrounding properties, reasonableness of efforts to relocate the buildings, and the limits that the location of the buildings would place on relocation efforts (due to their size, staff believes that relocation of the buildings proposed for demolition is irrelevant in this case).

The Plan recommends Employment uses for this block, with commercial (retail and service) uses on the ground floor. The Plan specifically recommends retaining the Kleuter building and utilizing it as a precedent for street-level facade height. Stepping back from this height, development of up to 15 stories is allowable on the East Washington half of the block, and up to 10 stories is allowable on the East Main Street half of the block. General recommendations for East Washington Avenue in the Plan call for a formal and uniform streetscape framing the Capitol View, with consistent building setbacks and building orientation, but varied scale and amount of enclosure along the Avenue. With regard to East Main Street in this area, the Plan recommends that the corridor become more pedestrian friendly, and retain its cluster of historic industrial brick buildings.

Large, intensive parking and loading areas should be concealed with access directed to the north-south streets, where possible. In this case, access is being provided from both South Paterson Street (as recommended in the Plan) and from East Main Street. The proposed surface parking lot occupies over 310 feet of the East Washington Avenue frontage, and is quite visible. In many ways, it is difficult for staff to support the replacement of existing buildings with large surface parking lots.

In their review of the proposal, Economic Development staff shared the following comments:

“The Economic Development Division views this property as one of the prime redevelopment opportunities in the Capitol East District. It’s an especially interesting site because of its potential to mix historic preservation and adaptive reuse with infill development. To fully unlock its potential, we believe an interim surface parking strategy, along the lines proposed, will be required. The scale of development required to support structured parking is highly unlikely to be accomplished in the initial phase of development. Allowing surface parking during the initial phase will allow a critical mass of tenants to be generated. During subsequent phases, additional demand can drive construction of both additional commercial space and structured parking. This parking may be accommodated on the site or on nearby property.”

Considering this carefully, staff can support the proposal as an initial step to begin to activate and redevelop this block, which is critical to the success of the Capitol East District. Staff would prefer to see a structured parking solution as part of an initial redevelopment phase, but understands that this is not economically feasible, especially with a speculative commercial redevelopment. Another issue for consideration is the optimal location of an interim surface lot. Ultimately, a surface parking lot should not be prominently located on East Washington Avenue. However, the applicant had initially discussed the demolition of additional buildings so as to place surface parking closer to East Main Street, which ran counter to recommendations in the Plan for activating East Main Street. The applicant has taken into account early feedback from the Urban Design Commission and staff, and staff believes that the applicant has chosen wisely among the buildings on the site for selective demolition. By replacing the vacant warehouse buildings formerly utilized by the Mautz Paint Company with surface parking, the smaller brick buildings on East Main Street can remain on the site. With minimal investment, these could be adaptively reused by new tenants to contribute to a lively, pedestrian-friendly environment along East Main Street for the long term, or at least until such time as the broader site is redeveloped in the future.

With a speculative office addition proposed, staff recognizes that many pieces of the puzzle still need to come together before the proposal as submitted will move forward. However, it is difficult to conceive of a long term redevelopment consistent with the Plan that would retain the buildings proposed for demolition, and their removal will not preclude orderly redevelopment of the block or nearby properties. On balance, staff believes that the demolition standards can be met, noting that the proposed development, if successful, would restore the Kleuter building and could catalyze further development of employment and other uses and structured parking on and around the site.

Design Requirements in UDD 8

Phase 1 includes demolition of three buildings on East Washington Avenue, an addition to the Kleuter building and a surface parking area. This is the only aspect of the proposal formally before the Urban Design Commission (UDC) and Plan Commission for review at this time. Staff has analyzed the proposal based on the design requirements and guidelines in MGO Section 33.24(15)(e) as follows:

1. Building Height – The proposed five-story addition meets the building height standards, which require a minimum of three stories on this part of the site, and a maximum of up to 15 stories after a step-back above the fifth floor.
2. Building Location and Orientation – Buildings are required to be set back exactly 15 feet from the East Washington Avenue right-of-way, so as proposed, this requirement is not met. In this case, the existing

Kleuter building is built right behind the property line, and would remain in place, but the placement of the front wall of the proposed addition varies between 18 and 29 feet from the property line. The UDC may approve the greater setback to allow for the development of additional usable public open spaces, such as pedestrian plazas, as long as design elements are included to maintain a uniform character in the District. As proposed, this area includes a small lawn area, linear shrub and perennial plantings, and ten bicycle parking stalls. The UDC should consider whether the greater setback can be supported, given these details.

3. Building Height, Location, and Steppack – Already addressed above in #1 and #2.
4. Parking and Service Areas -As proposed, the new surface parking area located along East Washington Avenue appears to meet all requirements, with one potential exception, which relates to the requirement that the distance from the property line to the parking lot shall be the same as for buildings. The parking is located beside the proposed addition to the Kleuter building, and is set back 15 feet from the property line. If the UDC interprets the code to require that the parking is set back at the same distance as the addition to the building, the facade of the addition should either be brought up to the 15-foot setback mark, or the parking lot should be further set back to match the facade of the addition. Otherwise, if the surface parking lot simply needs to be placed behind the existing Kleuter building, this requirement is met.

Requirements related to access to the parking lot and parking lot landscaping appear to be met. As a detail in final plans submitted for staff review and approval, the applicant will need to demonstrate that any trash areas are screened from the public view.

5. Landscaping and Open Space- As submitted, the landscape plan does not meet the requirements in this section. Specifically, the area between the building addition and surface parking lot and East Washington Avenue includes only one canopy tree, while canopy trees are required to be planted every 40 feet, and should be coordinated with trees planted within the public right-of-way. Further, while understanding that the parking lot is intended to be depressed approximately four feet below grade, staff recommends additional attention to the screening of the parking lot through landscaping and possibly decorative fencing. In any case, a revised landscape plan should be submitted for further review by staff and the UDC, following UDC comments.
6. Site Lighting and Furnishings- The UDC should review the lighting fixtures specified on Sheet E.102 to ensure that they are cut-off light fixtures meeting the requirement in this section. Details on site furnishings such as bicycle rack types, trash receptacles, and benches are unknown at this time. Staff recommends that a revised plan set to include these and any other site details be submitted for further review by staff and the UDC, following UDC comments.
7. Building Massing and Articulation – Staff notes that the proposed addition is essentially metal paneling and glass, with two brick elements stretching from floors two through five. Staff recommends that the applicant extend or move the brick proposed near the stair tower on the front of the building to wrap around the northeast corner of the building above the main entrance. This change could better address *Requirement 7.a.i.*, which pertains to four-sided architecture.

Requirement 7.a.ii. notes that blank walls along primary facades shall be avoided. With this in mind, staff recommends that the UDC carefully review the proposed front facade of the addition, which has a significant blank wall in the area where restrooms are located inside the building. In some ways, this “void” provides a separation between the existing Kleuter building and the addition, but the UDC may have helpful ideas to improve this area. Staff has suggested that the applicant consider opening more of the front facade by glazing and thus highlighting the elevator core, which would be a unique architectural feature in this area, and could perhaps help interior spaces to function more efficiently.

On the whole, the UDC should consider how the interior program is expressed to the exterior. The restrooms, stairwell, and elevator shaft limit the visual interest of the East Washington Avenue facade and need to be addressed more creatively so that they play to the industrial features of the district.

Requirement 7.a.iii. pertains to architectural details at the ground floor to enhance the pedestrian character of the street. Staff believes that the proposal can be improved to better meet this requirement, noting that there seems to be a significant dead space with concrete and metal paneling at the street level, permeated only by a couple of entrances.

Finally, it is unclear whether the addition adequately complements the character of the Kleuter building (see *Guideline b.vii*), as was discussed by the UDC in their review of a December 18, 2013 informational presentation by the applicant. Based on the proposed changes, the UDC should discuss this issue again during their formal review of the proposal on January 22, 2014.

8. Materials and Colors – Staff believes that the materials (primarily metal, with glass, concrete, and brick) can be durable, high-quality, and appropriate for external use, as is required. However, more detail should be provided on the type of metal and brick proposed, and staff believes that additional brick may be needed to better meet these requirements. Staff believes that a brick color matching the Kleuter building may be superior to the red brick proposed for the addition, and requests that the UDC consider this issue. Overall, the composition of the materials and colors should better complement the Klueter building.
9. Windows and Entrances – *Requirement 9.a.ii.* notes that the proposed addition must have at least 40% of the street wall devoted to windows, and in looking at the Northwest Elevation, it appears as though the windows as currently proposed equate to approximately 30% of the total street wall area, and that windows are especially scarce at the sidewalk level. The applicant must demonstrate that this requirement is met in final plans.
10. Signage – Details relating to these requirements have not been provided, and will need to be submitted for review by the Urban Design Commission in the future if the project moves forward.
11. Restoration / Preservation Activities – Staff believes that this requirement can be addressed very well. The applicant is proposing a renovation of the building, which would preserve the original brick and architectural details along its street-facing facades (importantly, the facades which will be removed and or replaced with the proposed addition are currently metal siding, and not “distinguishing features” to be preserved). Additional details may need to be provided on the proposed treatment of the building exterior (masonry repair and replacement, and window repair and replacement), so that the UDC and staff can better understand the scope of the proposed work.
12. Upper Level Development Standards – These are not applicable with the proposal for a five-story addition.

Conclusion

Staff believes that the demolition standards can be met with this proposal, so long as the proposed restoration of the Kleuter building and proposed building addition move forward as a catalyst for further development of this block and the surrounding area. However, staff does not believe that the removal of buildings for surface parking should move forward without assurances that the commercial restoration and addition will occur. Thus, staff recommends that the Plan Commission require the applicant to submit proof of financing for the proposal prior to obtaining any demolition permits for buildings on the site.

Staff acknowledges that an approval will result in the demolition of buildings for replacement with a surface parking lot in a highly visible area, but that this will likely be an interim use prior to further redevelopment of the site consistent with the East Washington Avenue Capitol Gateway Corridor Plan (2008). While there is no way to

ensure that the surface parking exists only in the short term, staff believes that it will not preclude further redevelopment, and that its location on East Washington Avenue, rather than East Main Street, is a preferred condition, so as to better support recommendations to activate East Main Street with new uses that could locate within existing buildings with relative ease.

With regard to the site and building design, staff has raised some questions with regard to the requirements and guidelines in Urban Design District 8. With changes and the provision of greater detail, staff believes that the applicant can address staff and UDC concerns regarding the proposal, and looks forward to reviewing final plans with details as specified in the conditions of approval.

Recommendation

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

The Planning Division recommends that the Plan Commission find that the demolition standards can be met and **approve** the requested demolition and new addition at 901-945 East Washington Avenue. This recommendation is subject to input at the public hearing and the conditions recommended by the Planning Division and other reviewing agencies.

Recommended Conditions of Approval

Major/Non-Standard Conditions are Shaded

Planning Division (Contact Heather Stouder, 266-5974)

1. Final plans submitted for staff review shall demonstrate that all requirements in Urban Design District 8 are met, and shall include the following details:
 - a) Details on bicycle racks, benches, trash receptacles, and any other site furnishings, and an adequately screened trash area
 - b) Revised landscape plan meeting UDD 8 requirements
 - c) Calculations demonstrating that 40% of the street-facing wall of the building addition is devoted to windows. The applicant is encouraged to study the possibility of opening up views into the elevator core as an innovative way to meet this requirement.
 - d) A materials schedule with colors and specifications for each proposed material
2. Conditions of approval recommended by the Urban Design Commission shall be addressed in final plans submitted for staff review and approval.
3. Prior to final sign-off by staff on the demolition, the applicant shall submit proof of financing for the proposed site and building addition as approved. This shall include a letter of commitment from a bank and a cost estimate for the proposed improvements, prepared by a construction firm, and shall be reviewed and approved by the Director of the Department of Planning and Community and Economic Development.

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

4. The proposed new building addition and existing buildings cross underlying platted lot lines. Current State building code and City enforcement requires the underlying platted lot line be dissolved by Certified Survey Map (CSM) prior to issuance of a building permit. A CSM and required supporting information shall be prepared and submitted to the City of Madison Planning Department. The CSM shall be approved by the City and recorded with the Dane County Register of Deeds prior to issuance of a building permit.

5. The Civil Plan sheets C101-103 do not include Lot 8, Block 158 as part of any site plan. Sheet 002, Architectural Site Plan Future Phases includes Lot 8 as part of the site plan. This discrepancy shall be rectified on the site plan(s) as applicable.
6. A detailed demolition plan shall be provided in the plan set.
7. The final site plan to be submitted in the future for building permits shall reflect the boundary of the required Certified Survey Map and shall show and note all existing and new easements/ encumbrances of record.
8. In a multi-tenant building, all tenant spaces will need suite addresses. Provide detailed build out plans when available for suite number approvals.
9. The applicant proposes a parking lot grade of 846.00. This is 2-feet below the 100 year flood elevation of Lake Monona. The storm sewer cannot drain this area and this shall not be allowed.
10. The site plans are not detailed enough to provide more specific engineering comments. Additional comments will be provided as more detailed information becomes available. Provide detailed drawings showing what is being proposed with the current application and what will be future development.
11. The owner's Engineer shall meet with the City Engineer to review future sanitary sewer demand and determine required Developer improvements to meet said demand. Contact Mark Moder at 261-9250 to discuss.
12. This site is an open contaminant site with the WDNR (BRRTS: 03-13-101143 & 03-13-001608). Provide evidence of coordination with WDNR Project Manager regarding the handling of contaminated materials.
13. The construction of this building will require removal and replacement of sidewalk, curb and gutter and possibly other parts of the City's infrastructure. The applicant shall enter into a City / Developer agreement for the improvements required for this development. The applicant shall be required to provide deposits to cover City labor and materials and surety to cover the cost of construction. The applicant shall meet with the City Engineer to schedule the development of the plans and the agreement. The City Engineer will not sign off on this project without the agreement executed by the developer. The developer shall sign the Developer's Acknowledgement prior to the City Engineer signing off on this project (MGO 16.23(9)c).
14. The site plan shall include all lot/ownership lines, existing building locations, proposed building additions, demolitions, parking stalls, driveways, sidewalks (public and/or private), existing and proposed signage, existing and proposed utility locations and landscaping.
15. Submit a PDF of all floor plans to izenchenko@cityofmadison.com so that a preliminary interior addressing plan can be developed. If there are any changes pertaining to the location of a unit, the deletion or addition of a unit, or to the location of the entrance into any unit, (before, during, or after construction) the addresses may need to be changed. The interior address plan is subject to the review and approval of the Fire Marshal.
16. The Applicant shall close all abandoned driveways by replacing the curb in front of the driveways and restoring the terrace with grass (POLICY).
17. The approval of this Conditional Use or PUD 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 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).
19. The Applicant shall provide the City Engineer with the proposed earth retention system to accommodate the restoration. The earth retention system must be stamped by a Professional Engineer. The City Engineer may reject or require modifications to the retention system (POLICY).
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 E. Washington, S. Paterson, E. Main and S. Brearly, 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 show storm water "overflow" paths that will safely route runoff when the storm sewer is at capacity (POLICY).
25. 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.
26. 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 <http://dnr.wi.gov/Runoff/stormwater/constrformsinfo.htm> (NOTIFICATION).
27. Prior to approval, this project shall comply with MGO Chapter 37 regarding stormwater management. Specifically, this development is required to:

- a) Reduce TSS off of the proposed development by 80% when compared with the existing site
- 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.

28. 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 Miscellaneous 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 lzenchenko@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)).

29. 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)

30. 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)).

31. 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>.
32. Prior to approval, the owner or owner's representative shall obtain a permit to plug each existing storm sewer lateral which must be permanently or temporarily disconnected from the public storm sewer system as part of the proposed work. For each lateral to be plugged the owner shall complete a sewer lateral plugging application and pay the applicable permit fees. NOTE: As of January 1, 2013 new plugging procedures and permit fees go into effect. The new procedures and revised fee schedule is available on line at <http://www.cityofmadison.com/engineering/permits.cfm> (MGO CH 37.05(7)).
33. 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. NOTE: As of January 1, 2013 new plugging procedures and permit fees go into effect. The new procedures and revised fee schedule is available on line at <http://www.cityofmadison.com/engineering/permits.cfm> (MGO CH 35.02(14)).
34. All outstanding Madison Metropolitan Sewerage District (MMSD) 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)).
35. 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).

Zoning Administrator (Contact Pat Anderson, 266-5978)

36. The project is proposed for phasing. Each individual site or zoning lot combination will require separate site plan reviews prior to the issuance of permits for demolition of future uses. This review only relates to the first phase of the project.
37. The particular uses of the building have not been determined. A parking reduction or a conditional use approval for a parking reduction pursuant to Section 28.151(5), Table 28 I-4 may be required at a later date.
38. Pursuant to Section 28.137(2)(a), a planned multi-use site shall have a plan and reciprocal land use agreement approved by the Traffic Engineer, City Engineer, and Director of Planning and Community and Economic Development recorded in the office of the Dane County Register of Deeds.
39. Provide the minimum bike parking stalls for the project. Bike parking shall be located in a safe and convenient location on an impervious surface subject to Section 28.141(11) to be shown on the final plan. Provide a detail of the proposed bike rack.
40. Pursuant to 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.
41. Parking and loading shall comply with MGO Section 28.141(13): Provide two 10' x 35' loading areas with 14' vertical clearance to be shown on final plans. The loading area shall be exclusive of the drive aisle and maneuvering space.
42. Signage approvals are not granted by the Plan Commission. Signage must be reviewed for compliance with MGO Chapter 31 Sign Codes 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.

43. Redefine lot lines via a Certified Survey Map. A property line cannot go through a building without a fire wall down the lot line pursuant to Section 105.1.1 of the International Building Code. CSM shall be approved before sign off of final plans.
44. Provide site plan showing setbacks.
45. The demolition approval is good for one year from the date of issuance.
46. Any future use or development will require approvals from the water utility, as a portion of the site is located within Wellhead Protection District No. 24.
47. Parking requirements for persons with disabilities must comply with Sec. 28.141(4)(e). Final plans shall show the required accessible stalls, including van accessible stalls.
48. Submitted "future phases" plan shows buildings exceeding the height limitation in the TE District, which will require Conditional Use approval.

Traffic Engineering (Contact Eric Halvorson, 266-6527)

49. Insufficient information to adequately review this site. Traffic Engineering needs the following for review: access routes, existing site conditions, parking geometrics (dimensioned) and summary of stalls.
50. The applicant shall submit one contiguous plan for approval. The plan drawing shall be scaled to 1" = 20' and include the following, when applicable: existing and proposed property lines; parcel addresses; all easements; pavement markings; signing; building placement; items in the terrace such as signs, street light poles, hydrants; surface types such as asphalt, concrete, grass, sidewalk; driveway approaches, including those adjacent to and across street from the project lot location; parking stall dimensions, including two (2) feet of vehicle overhang; drive aisle dimensions; semitrailer movement and vehicle routes; dimensions of radii; and percent of slope.
51. 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.
52. 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.
53. All parking facility design shall conform to MGO standards, as set in section 10.08(6).

Parks Division (Kay Rutledge, 266-4816)

54. All proposed street tree removals within the right of way shall be reviewed by City Forestry. Please submit an existing inventory of trees (location, species, & DBH) and a tree removal plan (in PDF format) to Dean Kahl – dkahl@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.
55. Additional street trees are needed for this project. All street tree planting locations and trees species with the right of way shall be reviewed by City Forestry. Please submit a tree planting plan (in PDF format) to Dean Kahl – dkahl@cityofmadison.com or 266-4816. Approval and permitting of tree planting shall be obtained from the City Forester and/or the Board of Public Works prior to the approval of the site plan. Tree planting specifications can be found in section 209 of *City of Madison Standard Specifications for Public Works Construction* <http://www.cityofmadison.com/business/pw/documents/StdSpecs/2013/Part2.pdf>.

56. 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* <http://www.cityofmadison.com/business/pw/documents/StdSpecs/2013/Part1.pdf>.

57. Please reference ID# 13166 when contacting Parks about this project.

Fire Department (Contact Bill Sullivan, 261-9658)

58. Provide fire apparatus access as required by IFC 503 2012 edition, MGO 34.503.

59. Please consider allowing Madison Fire Department to conduct training sequences prior to demolition. Contact MFD Training Division to discuss possibilities: Captain Tim Mrowiec (608) 206-7534.

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

Metro Transit (Contact Tim Sobota, 261-4289)

61. Metro Transit operates daily service along East Washington Avenue through the South Paterson Street intersection. Bus stop ID #1565 is adjacent to the proposed project site along the south side of East Washington Avenue, with the bus stop zone encompassing the area from the existing bus stop sign pole and concrete boarding pad surface west back to the intersection at South Paterson Street.

No other agencies submitted comments for this request.