



Report to the Plan Commission

April 8, 2013

Legistar I.D. #29212 and #29224
1419 Monroe Street
Demolition, Rezoning, and Conditional Use

Report Prepared By:
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Planning Division Staff

Requested Action: Approval of the demolition of an existing tavern, the rezoning of property from CC-T (Commercial Corridor – Transitional) District to TSS (Traditional Shopping Street) to construct a six-story mixed-use building with 72 apartments and 7,592 square feet of commercial space. Conditional use review is required for four aspects of the proposal as follows: a building exceeding three stories, a building exceeding 25,000 square feet, over 24 dwelling units in a mixed-use building, and a parking reduction of 115 stalls (approximately 77% of the required stalls).

Applicable Regulations & Standards: Section 28.185(7) provides the standards for the approval of demolition requests. Section 28.182 provides the process for zoning map amendments. Section 28.183(6) provides the standards for approval of conditional uses.

Review Required By: Plan Commission (approval of demolition requests and conditional uses, and advisory recommendation for zoning map amendments) and Common Council (approval of zoning map amendments).

Summary Recommendation: The Planning Division recommends that the Plan Commission find that the standards for demolition, rezoning, and conditional uses can be met and forward the request to the April 16 meeting of the Common Council with a recommendation to **approve** the proposal. This recommendation is subject to input at the public hearing and the conditions recommended by the Planning Division and other reviewing agencies.

Background Information

Applicant/Contact: Jerad Protaskey; Opus Development Company, LLC; 330 E Kilbourn Ave., Ste 222; Milwaukee, WI 53202

Owner: McJingles, LLC; 1419 Monroe St.; Madison, WI 53711

Proposal: The applicant proposes to demolish an existing tavern for the construction of a six-story mixed-use building.

Parcel Location: 1419 Monroe Street is located at the southwest corner of Monroe Street and North Randall Avenue; Aldermanic District 5 (Bidar-Sielaff); Madison Metropolitan School District.

Existing Conditions: The half-acre site has a 4,212 square foot one-story tavern, originally constructed in 1948, on its western portion, The eastern portion of the site is used for surface parking, seasonal sand volleyball leagues, and an outdoor beer garden associated with the home UW football games.

Adopted Land Use Plans: The Comprehensive Plan (2006) and Regent Street South Campus Neighborhood Plan (2008) recommend “Community Mixed-Use” for this property, described as “a relatively high-density mix of residential, retail, office, institutional, and civic uses in a compact urban setting”. The neighborhood plan recommends redevelopment at a maximum of ten (10) stories for this site, with 15 foot setbacks above the sixth floor. A 5-foot setback from Monroe Street and a 10-foot setback from North Randall Avenue are also recommended.

Surrounding Land Use and Zoning:

North and Northwest: Across Monroe Street, Camp Randall Stadium and open space in the PD (Planned Development) District.

South and West: University of Wisconsin-Madison Police Department and UW surface parking lot, in the CC-T (Commercial Corridor-Transitional) District (*Note: This site is likely to be redeveloped in the future.*)

East: Across North Randall Avenue, multi-family apartment buildings in the TR-U2 (Traditional Residential-Urban 2) and PD (Planned Development) Districts.

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

Public Utilities and Services: The area is served by a full range of urban services.

Zoning Summary: TSS Zoning Criteria

Bulk Requirements	Required	Proposed
Front yard setback	0'-25'	adequate
Side yard setback	0'	adequate
Rear yard	0'	adequate
Maximum lot coverage	85%	Less than 85%, counting green roof and pervious pavers
Maximum height	3 stories/ 40' (or taller with conditional use approval)	6 stories
Usable open space	None required in TSS	None shown

Site Design	Required	Proposed
Number parking stalls	72 residential (1 per du) 78 commercial (15% capacity) 150 total	18 residential 17 commercial 35 total <i>(Please see p. 9, Condition No. 14)</i>
Accessible stalls	TBD	<i>(Please see p. 9, Condition No. 12)</i>
Loading	0	
Number bike parking stalls	Residential = 94 Commercial = TBD (depending on use)	115 <i>(Please see p. 9, Condition No. 13)</i>
Landscaping	Yes	Yes
Lighting	Yes	existing
Building forms	Yes	Meets building forms requirements

Other Critical Zoning Items: Utility Easements, Barrier free (ILHR 69)

Compiled by Pat Anderson, Assistant Zoning Administrator

Project Description

Following demolition and removal of the existing tavern, corner monument sign, and associated parking area, the proposed building would cover nearly the entire property, with the exception of a hardscaped area for urban amenities between the building and the public sidewalk. The proposed building has just over 90,000 square feet of leasable space, with 7,592 square feet of commercial space in two separate ground floor spaces and 82,430 square feet of residential space on floors two through six. Remaining parts of the building are dedicated to parking, mechanicals, and refuse storage. The estimated construction cost of the project is 10 to 12 million dollars.

Building Proposed for Demolition

While it houses a very popular establishment associated with UW-Madison football games and other events at Camp Randall Stadium, the 4,212 square foot building itself has no historic value. Neither the Landmarks Commission nor the Historic Preservation Planner have any concerns about its demolition and removal from the site.

Summary of Proposed Development

Building Bulk and Placement- The proposed building follows the irregular shape of the property, but is set back 5 feet from the Monroe Street right of way and 10 feet from the North Randall Avenue right-of-way, as recommended in the Regent Street South Campus Neighborhood Plan (Neighborhood Plan). On the south and west sides, the base of the building is immediately adjacent to the property line shared with UW-Madison, but the residential portion of the building is stepped back at a depth ranging from six to ten feet from the property line to allow plenty of space for window openings in the residential units. The building is approximately 79 feet tall, excluding the rooftop mechanicals in the center of the building, which are unlikely to be seen from the street. The building has a total gross square footage of just over 105,000 square feet on six levels, including the mezzanine parking area.

Commercial Uses – The building has two ground floor commercial spaces – a 5,887 square foot space at the corner, with multiple entrances from both Monroe Street and North Randall Avenue, and a 1,556 square foot space in the southwest corner of the building with a single entrance off of Monroe Street. Staff understands that the applicant may fill the commercial spaces with bar/restaurant and/or retail users, but no tenant commitments have been made at this time. The TSS Zoning District would allow for a wide variety of retail, office, service, or restaurant uses on the ground floor, but it is likely that the building will attract uses taking advantage of proximity to Camp Randall Stadium. It is worth noting that the property lies within a wellhead protection district, where uses involving the storage, use, or presence of hazardous chemicals would be limited, and would require careful review by Water Utility staff.

Residential Uses- The 72 units include a mix of 7 efficiencies, 5 one-bedroom, 45 two-bedroom, and 15 four-bedroom units. Overall density is 144 units per acre (324 bedrooms per acre), which compares with surrounding densities as shown in the table below.

Name	Address	# Units	Density (du/ac)	Year Constructed	Zoning
The Humbucker	1216 Spring St	75	176	2010	PD
Vantage Point	1323 W Dayton St	65	155	2013	PD
N/A	202 N Charter St	25	155	2006	PD
Park Terrace West	45 N Randall Ave	57	148	2002	PD
Proposal	1419 Monroe St	72	144	N/A	TSS
The Regent	1402 Regent St	242	109	1965	TSS
Randall Station	27 N Randall Ave	149	88	1992	PD

Units range in size from a 357 square foot efficiency to a 1,434 square foot four-bedroom unit, and all will be fully furnished. As shown on submitted floor plans, many of the bedrooms (28% of the total) are interior bedrooms without windows. The floor plans also include small 357 square foot common areas on the second through fourth floors.

The applicant indicates that the four-bedroom units are designed for one occupant per bedroom, while all other units are designed for the option of up to two occupants per bedroom. Upon signing the lease, tenants could indicate whether bedrooms should be furnished for single or double occupancy in these cases. At full capacity (which is not anticipated by the applicant), the building could accommodate up to 264 residential tenants if all efficiencies, one-bedroom, and two-bedroom units had double-occupied bedrooms.

Parking and Access- Two automobile parking areas are proposed within the project for a total of 35 stalls. An above-grade parking area within the building accessed via a ramp from Monroe Street, has 18 automobile stalls intended for use by residents with assigned parking. Access to this space is

through an overhead door, inset from the property line by approximately 12 feet. An at-grade, under building parking area accessed from North Randall Avenue has space for 17 automobile stalls. This space has no overhead door, and will be designated for use by a commercial tenant if needed based on the user, and could otherwise be assigned to residents.

A total of 115 bicycle parking stalls are distributed throughout the site. The at-grade parking area includes 78 standard bicycle stalls for a majority of the residential bicycle parking, with some stalls near the entrance that could be used for commercial employees or guests. The second floor parking area has 18 vertical mount and 4 standard bicycle stalls, ideal for longer-term parking by residents. An additional 15 stalls are provided outside the building along both North Randall Avenue and Monroe Street. Finally, three moped stalls are proposed in the second floor parking area for use by residents.

Building Details- The proposed building has a strong 20-foot high base clad with dark grey brick and glass along the North Randall Avenue and Monroe Street frontages. Along the southern and western property lines shared with UW Madison, a solid brick wall extends from grade to 20 feet in height, as no openings are allowed on property lines. The upper five floors of the building are clad primarily with white and grey metal paneling and glass, with brown and green metal and composite accents. The corner of the building is clad in grey ribbed metal paneling, which is also applied along the parapet as a unifying feature for the building top.

A projecting bay on the second through fourth floors helps to define the main residential entrance along Monroe Street, which itself is inset by a few feet at ground level. The entrance leads to a 1,312 square foot lobby with two elevators, a mailroom, and a small leasing office. The lobby can also be accessed through the parking areas, and another residential entrance leading to a separate stairwell is located off of North Randall Avenue. Plans currently show multiple commercial entries along Monroe Street, and one commercial entry off of North Randall Avenue. The applicant has indicated that the exact location of entrances to the commercial space is subject to the type of use and specific tenant. For instance, if a single tenant occupies the corner space, the main entry could be relocated to the corner, and some of the others would become windows.

Landscaping and Usable Open Space- The proposed landscape plan includes approximately 20 shrubs to be planted near the foundation of the building. Additional landscaping will be necessary to meet zoning requirements. While not counting as landscaping or open space per the zoning requirements, the proposal includes two green roof areas above the first floor, totaling approximately 1,500 square feet, which should aid in stormwater management.

It does not appear as though any of the space on the property qualifies as usable open space for the residential units. There are no balconies or usable rooftop decks (rooftop decks were contemplated early in the design, but UW Police requested that the project exclude them, likely to avoid safety concerns associated with UW football games). The paved areas adjacent to the building are appropriately designed for use as an extension of the first floor commercial spaces with structured landscaping, bicycle parking, and opportunities for future outdoor seating, rather than as open space for residential tenants.

Open space is not required in the TSS District, but it is important to consider available open space nearby, especially with the number of units proposed. In this case, the open space most likely to be used by tenants is the UW Camp Randall open space directly across Monroe Street to the north, which includes over 4 acres. In addition, the City of Madison's Klief Park is located approximately a quarter-mile to the southeast.

Project Analysis

Conformance with Adopted Plans

The proposal is consistent with the Comprehensive Plan recommendation for Community Mixed-Use, and with the more specific land use and design recommendations in the Regent Street South Campus Neighborhood Plan. The building is well below the 10-story maximum height limit recommended in the neighborhood plan, and meets the recommended 5-foot setback along Monroe Street and 10-foot setback along Randall Avenue.

Demolition

Staff believes that the standards for demolition approval are met. The building proposed for demolition has no known historic value, and the proposed redevelopment is consistent with adopted plans and the proposed zoning district.

Rezoning

Staff believes that a rezoning from CC-T (Commercial Corridor-Transitional) to TSS (Traditional Shopping Street) is well-aligned with plan recommendations for Community Mixed-Use on this site. The TSS District is a better fit for the proposed building, as it ensures that the building is well-oriented to the street without space for surface parking between the building and street. Properties starting a block to the west along Monroe Street are already in the TSS District, and future redevelopment of the adjacent UW-Madison property could potentially utilize the TSS District as well.

It is noted that during the recent changes to the City's zoning map, this property was included in the CC-T District, rather than the TSS District, primarily so that the long-established Stadium Bar beer garden associated with home UW football games could have continued as a conforming use. Were it not for this use, the property would likely have been included in the TSS District, (which does not allow for beer gardens open to the public - termed "Non-accessory temporary outdoor events" in the use list).

Conditional Uses

The Plan Commission is considering the proposal based on four conditional use "triggers" in the requested TSS zoning district: a parking reduction of 115 stalls (approximately 77% of the required stalls), building height exceeding three stories, building size exceeding 25,000 square feet, and greater than 24 dwelling units in a mixed-use building. The general conditional use standards apply to each request. In addition, requests to reduce parking requirements and exceed building height are subject to specific conditional use standards included below for reference. Each conditional use request is evaluated below:

Parking Reduction –

Standard #10: When applying the conditional use standards to an application for a reduction in off-street parking requirements, the Plan Commission shall consider and give decisive weight to all relevant facts, including but not limited to, the availability and accessibility of alternative parking; impact on residential neighborhoods; existing or potential shared parking arrangements; number of residential parking permits issued for the area; proximity to transit routes and/or bicycle paths and provision of bicycle racks; the proportion of the total parking required that is represented by the requested reduction; the proportion of the total parking required that is decreased by Sec. 28.141; the characteristics of the use, including hours of operation and peak parking demand times, design and maintenance of off-street parking that will be provided; and whether the proposed use is new or a small addition to an existing use.

Staff believes that the proposal can meet Conditional Use Standard #10 related to automobile parking reductions, although review of this standard is somewhat dependent on the type of commercial tenant utilizing the 5,887 square foot corner commercial space. Assuming the most intense parking

generator (a restaurant/tavern), the site would be required to have 150 total stalls, and is proposing 35 (77% reduction). To support this request, the applicant has provided a memorandum dated March 27, 2013, which is included in the Plan Commission materials.

If the commercial spaces end up being retail, they may need very little on-site parking, which could potentially free up more space in the at-grade lot for use as assigned residential parking for automobiles and/or mopeds. If the commercial space is utilized by a restaurant/tavern, the 17 on-site spaces and nearby on-street parking will not likely be adequate to support it; but even without the use of the adjacent UW Lot #16 (which UW officials have asked not be included), adequate overflow parking appears to be available during evening hours in both the Union South and Engineering ramps within a short walking distance. These options, as well as the provision of bicycle parking, proximity of the site to transit options, and clientele within easy walking distance, should relieve parking pressure from the residential neighborhood to the south across Regent Street. Staff suggests a condition of approval that if the tenant in the corner commercial space is a restaurant and/or tavern, the at-grade automobile stalls be dedicated to serve it.

Considering this location and the intended residential market, staff can generally support the virtual elimination of residential parking spaces, so long as sufficient alternatives are provided. The proposal meets the minimum bicycle-parking requirements in the zoning code, but only provides three moped parking stalls. With the 162 bedrooms (equating to a maximum of 264 occupants) proposed on this site, which is so well located by the bike path, staff believes that additional bicycle parking is advisable. Further, staff believes that additional moped parking will be necessary absent a clear management policy limiting tenants' parking of mopeds on the site, or a significant decline in moped use by UW students. While the zoning code does not require moped parking, a typical ratio built in recent successful projects is 1 stall per 7 bedrooms, which would equate to 23 stalls in this case.

The applicant should work with staff to identify additional opportunities for moped and bicycle parking. One solution could be to remove a small portion of the automobile stalls on either level to provide additional space for mopeds and bicycles. The space near the top of the ramp currently shown as three automobile stalls appears to be a good candidate for reprogramming in this regard, although other locations may also work well. In any case, the applicant should provide a plan for the management of parking areas, and include for staff review a copy of a residential lease that clearly explains the limited availability of automobile and moped parking on the property.

It is also noted that none of the residential tenants will have access to residential parking permits for the area, as per Traffic Engineering Condition No. 45, which will help minimize residential parking pressure on the Vilas and Greenbush neighborhoods to the south.

Building Height –

Standard #12: When applying the conditional use standards to an application for height in excess of that allowed in the district, the Plan Commission shall consider recommendations in adopted plans; the impact on surrounding properties, including height, mass, orientation, shadows and view; architectural quality and amenities; the relationship of the proposed building with adjoining streets, alleys, and public rights of way, and the public interest in exceeding the district height limits.

Staff believes that the proposal meets Conditional Use Standard #12 related to height exceeding three stories in the TSS District. The six-story proposal is four stories less than the maximum height recommended in the Regent Street South Campus Neighborhood Plan, which included significant input from UW-Madison, the immediate neighbor. The building will be a significant and appropriate addition to this part of the UW-Campus periphery, and its height should not negatively impact neighboring properties or adjacent public rights-of-way.

Building Size – While there are no specific conditional use standards related to building size, staff believes that the general conditional use standards are met. In this case, the mixed-use building has

nearly 93,000 square feet of floor area, excluding the parking areas enclosed within the building. The apparent mass of the building is somewhat offset by the setbacks along Monroe Street and North Randall Avenue, consistent with neighborhood plan recommendations for a minimum of 5 and 10 feet, respectively. Further, the over 1,000 square foot triangular green roof area proposed above the first floor in the southeast corner of the building provides a significant stepback, further reducing the impact of the building mass along North Randall Avenue. Finally, the six to ten foot stepback of the upper levels of the building on the south side allow additional window openings and provide additional space between this and the adjacent UW-Madison property.

Number of Dwelling Units – There are no specific conditional use standards related to the number of dwelling units in mixed-use buildings, but the Plan Commission can consider whether the proposed 72-unit mixed-use building sufficiently meets conditional use standards. Staff believes that the most applicable standard relating to number of units is the adequacy of parking supply and internal circulation improvements, including but not limited to vehicular, pedestrian, bicycle, public transit, and other necessary site improvements.

As noted in the parking section above, staff believes that an increase in moped and bicycle parking may be necessary to adequately serve the tenants. Further, while the family definition in the zoning code would technically allow up to five unrelated individuals in each unit, staff suggests limiting the occupancy to a total of two persons per bedroom in the smaller units, and one person per bedroom in the four-bedroom units. The applicant has agreed to this limitation, which would result in a theoretical maximum of 264 occupants in the proposed 162 bedrooms.

As also noted in the Project Description, the floor plans show that 45 of the 162 bedrooms in the building are interior bedrooms without windows. All one-bedroom units and one of the four-bedroom units on each floor are fully comprised of interior bedrooms, and others are included as one of the bedrooms in the two-bedroom units. The applicant has reduced the number of interior bedrooms throughout the review process, but has noted in discussions with staff that there is a strong market for these bedrooms, and that the preference is to provide windows to the living and dining spaces, when windows cannot be provided to both bedrooms and common areas. Staff understands that the irregular shape of the building leads to challenges in this regard, but would prefer to see fewer interior bedrooms if possible. It is important to note to the Plan Commission that interior bedrooms are allowed under contemporary building codes, and are not specifically addressed in the zoning code. Upon review, staff does not believe that the conditional use standards necessarily apply directly to this issue. However, if the Plan Commission believes that the proposed arrangement fails to meet the conditional use standards, further changes could be explored with the applicant at the meeting.

Design Considerations

The placement and massing of the building is consistent with the Regent Street South Campus Neighborhood Plan, with setbacks from the public right-of-way which allow for a more functional and active streetscape adjacent to the first floor commercial uses. The building also appears to be consistent with design requirements for mixed-use and commercial districts, although a few more details are needed to verify this. Specifically, final plans submitted for staff review should include a calculation of the percentage of window and door openings meeting “Door and Window Openings” requirements (MGO Sec. 28.060(2)(d)).

Staff supports the contemporary exterior design on this prominent corner, with a base of brick and glass for the commercial space and variety of metal paneling on the floors above. The solid brick wall on the lower 20 feet of the building along the southwest and southeast property lines will be prominently seen, especially by those travelling north on Randall Avenue. However, while not shown on the UW Campus Master Plan, it is possible that the surface lot on the adjacent UW property will be redeveloped in the future, which would eliminate this blank wall from sight.

As mentioned in the project description, the location of entrances to the commercial spaces may change in the future, once tenant commitments are finalized. Staff recommends that the applicant move forward with the presently proposed entrance arrangement, and handle any future changes as a minor alteration that may be administratively reviewed by staff.

The landscape plan provided for the private property does not appear to meet zoning requirements. With the entire half-acre site counting as a “developed area”, approximately 365 landscape points would be required. Without a detailed landscape schedule provided, staff estimates that the shrubs shown on the plans submitted would amount to just over 60 landscape points, meaning that a more significant urban landscape plan will need to be prepared prior to final staff review and approval. The applicant has indicated that further work on the landscape plan will be done. Further, a detailed planting and maintenance plan for the green roof area should be submitted for staff review prior to final approval.

Public Input

The applicant attended a well-attended neighborhood meeting hosted by the Alder on December 6, 2012. At the meeting, an 8-story building with underground parking was presented, which generally met the Regent Street South Campus Neighborhood Plan. Concerns raised by neighbors and others focused primarily on the height of the building and lack of adequate parking. The applicant has since revised the proposal to the current 6-story version now before the Plan Commission, which also incorporates parking into the building and reduces the size of the commercial space.

The proposal is generally supported by the District 5 Alder, as well as the alders of nearby District 8 and District 13. Alder Bidar-Sielaff would like assurances that the construction staging plan will be well thought-out, reviewed, and approved by staff to minimize disruption to the public rights-of-way (see Traffic Engineering Condition No. 47). Further, she has concerns about safety issues the building might present for views from cars approaching the intersection, especially northeast-bound on Monroe Street, where views of cars, pedestrians, and bicyclists on North Randall Avenue are already difficult. Staff notes that the building setback from both streets and the transparency of the first floor windows, should allow for better views than the current condition. The removal of the substantial corner monument sign currently on the property will assist with this as well.

Finally, the UW-Madison, as the adjacent neighbor, submitted comments on March 28 related to construction impacts, site lines, stormwater management, lack of sufficient moped parking, and a note that their parking lot may not be available to serve the new development. These comments have been included in the Plan Commission materials for review, and the applicant is preparing a written response, which will be provided to the Plan Commission when received.

Conclusion

On balance, staff believes that the proposed redevelopment of the site will be a positive addition to the south campus area, where this use and intensity is appropriate. The proposal is consistent with the Comprehensive Plan and the detailed design recommendations in the Regent Street South Campus Neighborhood Plan, and respects early input from neighbors and others by further limiting the building height to six stories. Staff believes that the demolition and rezoning standards are met, and that the conditional use standards can be met with adjustments to the proposal that the applicant has agreed to address. As with all conditional uses, the Plan Commission will retain ongoing jurisdiction over the site.

Recommendations and Proposed Conditions of Approval

Major/Non-Standard Conditions are shaded

Planning Division Recommendation

The Planning Division recommends that the Plan Commission find that standards for demolitions and conditional uses can be met and **approve** the demolition and conditional use requests contingent on approval of the rezoning request by the Common Council. The Planning Division recommends that the Plan Commission zoning map amendments can be met, forward this request to the April 16 meeting of the Common Council with a recommendation to **approve** the rezoning request, subject to input at the public hearing and the following conditions from reviewing agencies.

Planning Division (Contact Heather Stouder, 266-5974)

1. The applicant shall work with staff to identify additional locations for moped and bicycle parking. Final plans submitted to staff for review and approval shall include additional space for moped parking that does not result in a loss of bicycle stalls, but may result in a loss of a portion of the automobile stalls.
2. The applicant shall prepare a management plan for the parking areas which includes assurances that mopeds will only be parked in spaces properly designed for moped parking on final site plans. Further, the limited availability of automobile and moped parking areas shall be clearly addressed in the residential leases. The management plan and a copy of the lease shall be provided to staff for review and approval prior to the issuance of demolition permits.
3. If the tenant in the corner commercial space is a restaurant and/or tavern initially or at any time in the future, the at-grade automobile parking shall be dedicated to serve it.
4. The maximum occupancy of the units shall be two persons in the studios and one-bedroom apartments and four persons in the two-bedroom and four-bedroom apartments.
5. The applicant shall submit a detailed planting and maintenance plan for the proposed green roof area on the southeast side of the building.
6. Final plans submitted for review and approval by Planning and Traffic Engineering staff shall indicate the intended safe pathway for bicyclists entering and exiting the mezzanine parking area, and ensure adequate space between the garage door and the street for vehicles exiting the above ground parking area.
7. Elevation drawings submitted for staff review and approval shall demonstrate compliance with MGO Section 28.060(2), including calculations for the percentage of door and window openings. Any future changes to entrance locations due to tenant commitments will require a minor alteration to the conditional use.
8. A revised landscape plan meeting requirements in MGO Section 28.142 within the boundaries of the private property shall be submitted for review and approval by planning and zoning staff prior to the issuance of a demolition permit. The plan shall include a detailed landscape schedule including plant species and size at time of planting.

Zoning Administrator (Contact Pat Anderson, 266-5978)

9. Signage approvals are not granted by the Plan Commission. Signage must be reviewed for compliance with MGO Chapter 31, Sign Codes prior to sign installations.
10. Section 28.185(7)(a)5 requires approval of a reuse and recycling plan by the Recycling Coordinator, Mr. George Dreckmann (608-267-2626) prior to the issuance of the demolition permit.

11. Section 28.185(10) 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.
12. Pursuant to Section 26.141(4)(e), Parking Requirements for Persons with Disabilities, the provisions contained in Wis. Stat. 101.12, 346.503, and 346.56 and any related Wisconsin Administrative Code sections are applicable to parking facilities in this building. Final submitted plans shall comply with these requirements.
13. Bike parking shall comply with MGO Table 28I-3 (General Regulations). Bicycle parking design and location shall comply with MGO Section 28.141(11). Provide bike rack details with final plan set, both ground and wall mount.
14. Parking reductions are required for the proposed uses. A Commercial use reduction of 71 stalls, and a residential use reduction of 54 stalls. Provide information to support the argument for reducing the required number of spaces.

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

15. The Applicant shall replace all backward draining sidewalk and terrace on Monroe Street. The FFE shall be set so all sidewalk and terraces drain toward the street.
 16. The grades and design of the access to the parking ramps and entrances on both Randall and Monroe shall be submitted, reviewed and approved by City Engineering. This area has a history of severe flooding and the design must accommodate that fact.
 17. The owner/applicant shall submit a Certified Survey Map application to the City Planning Division for agency review, approval and recording prior to issuance of building permits.
 18. The owner/applicant has requested the City release public utility and water main easements retained on this site within vacated public alley per Document No. 2391342. The owner/applicant must first obtain recorded utility releases prior to final City releases. Contact Land Records Coordinator Eric Pederson (epederson@cityofmadison.com or 266-4056) to coordinate utility and City releases.
 19. For easement release coordination cited above, please reference Engineering Project No. 53B2357 and Office of Real Estate Services (ORES) Project No. 10129. ORES requires a \$500 check payable to City of Madison Treasurer to cover administrative costs and recording fees associated with the easement releases requested by the property owner.
 20. The approved base address for the apartment shall be 1423 Monroe Street.
 21. In accordance with 10.34 MGO – STREET NUMBERS - Submit a PDF of all floor plans to Engineering Mapping Lori Zenchenko (Lzenchenko@cityofmadison.com) so that an 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.
22. 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).

23. The Applicant shall close all abandoned driveways by replacing the curb in front of the driveways and restoring the terrace with grass (POLICY).
24. The approval of this Rezoning and 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)).
25. 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).
26. 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).
27. 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).
28. 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).
29. All damage to the pavement on Monroe Street and Randall Avenue, 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).
30. 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).
31. 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.
32. For Commercial sites < 1 acre in disturbance the City of Madison is an approved agent of the Department of Commerce and WDNR. As this project is on a site with disturbance area less than one (1) acres, and contains a commercial building, the City of Madison is authorized to review infiltration, stormwater management, and erosion control on behalf of the Department of Commerce. No separate submittal to Commerce or the WDNR is required (NOTIFICATION).
33. Prior to approval, this project shall comply with MGO Chapter 37 regarding stormwater management. Specifically, this development is required to 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.

34. The plan set shall be revised to show more information on proposed drainage for the site. This shall be accomplished by using spot elevations and drainage arrows or through the use of proposed contours. It is necessary to show the location of drainage leaving the site to the public right-of-way. It may be necessary to provide information off the site to fully meet this requirement (POLICY).
35. 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 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)).

36. 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 Mgmt Facilities (including if applicable planting plans)
37. The area adjacent to this proposed development has a known flooding risk. All entrances shall be 2-feet above the adjacent sidewalk elevation or 1-foot above the 100-year regional flood elevation (whichever is greater). This includes garage entrances (POLICY).

Note: The applicant has worked with City Engineering staff to address this condition of approval, and the verbal agreement reached is that entrances on Monroe Street do not need to be elevated over existing sidewalk elevations. Elevations of entrances on North Randall Avenue would be at or above elevation 863.5 feet.

38. 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>.

39. 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)).

40. 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)).
41. 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)).
42. 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 Eric Halvorson, 266-6527)

43. Straight ramp grades should not exceed 10 to 15 percent; flatter grades are preferred. Modify the ramp off of Monroe St to conform to this standard. If the applicant is not able to achieve a grade of less than 12% proper transition zones are required to prevent vehicles from scraping the ramp.
44. Applicant shall reimburse the City of Madison Parking Utility \$13,849 for each metered on-street parking space lost due to the proposed development. This is to compensate the Parking Utility for the lost revenue stream of the parking space.
45. A condition of approval shall be that no residential parking permits shall be issued for 1419 Monroe St., which would be consistent with other projects in the area. In addition, the applicant shall inform all tenants of this facility requirement in their apartment leases. In addition, the applicant shall submit for 1419 Monroe St. a copy of the lease noting the above condition.
46. Before final approval, provide a plan for onsite deliveries to support the commercial site. All deliveries will be completed with the vehicle entering and exiting the site forward.
47. The developer shall work with the City to resolve construction-related issues prior to submitting final plans for approval. The site has limited areas on and off site for construction-related use. There shall be no or very limited impact to Monroe St. There may be a daily fee for any on-street parking or loading zone removal due to this project. Staff cannot commit to anything until it can perform a detailed review with the applicant.
48. When the applicant submits plans 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 and proposed property lines, addresses, one contiguous plan (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, semitrailer movements and vehicle routes, dimensions of radii, aisles, driveways, stalls including the two (2) feet overhang, and a scaled drawing at 1" = 20'. Contact City Traffic Engineering if you have questions.

49. 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.
50. Public signing and marking related to the development may be required by the City Traffic Engineer for which the developer shall be financially responsible.

Water Utility (Contact Dennis Cawley, 261-9243)

51. This property is included in City of Madison Wellhead Protection District WP-27. All proposed land uses in this district shall be reviewed by the Madison Water Utility General Manager or his/her designee in accordance with MGO 13.22 and 28.102.

52. The Madison Water Utility shall be notified to remove the water meter prior to demolition.
53. All wells located on this property shall be abandoned if no valid well operation permit has been obtained from the Madison Water Utility.

Fire Department (Contact Bill Sullivan, 266-4420)

54. Provide fire apparatus access as required by IFC 503 2009 edition, MGO 34.503, as follows:
- a) IFC 503 Appendix D105, Provide an aerial apparatus access fire lane that is at least 26-feet wide, with the near edge of the fire land within 30-feet and not closer than 15 feet from the structure, and parallel to one entire side of the structure, if any part of the building is over 30 feet in height.
 - b) Coordinate street trees with fire aerial access lanes. Trees should be shown at mature canopy size based on tree species
55. The Madison Fire Department does not object to this proposal provided the project complies with all applicable fire codes and ordinances.

Parks Divison (Contact Kay Rutledge, 266-4714)

56. The developer shall pay approximately \$169,444.80 for park dedication and development fees for the new 72-unit multifamily development, calculated as follows for 2013:

Fees in lieu of dedication = (72 MF @ \$1,708) =	\$122,976.00
<u>Park development fees = (72 MF @ \$645.40) =</u>	<u>\$ 46,468.80</u>
Total fees =	\$169,444.80

57. The developer must select a method for payment of park fees before signoff on the rezoning.
58. Additional street trees are needed for this project. All street tree planting locations and tree species within 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>.
59. This development is within the Vilas-Brittingham park impact fee district (SI27). Please reference ID# 13114 when contacting Parks about this project.

Metro Transit (Contact Tim Sobota, 261-4289)

This agency did not submit comments for this request.