



Project Addresses: 1209-1313 Fish Hatchery Road, 901-917 Midland Street and 1210-1216 South Street; 1213-1313 South Street

Application Type: Zoning Map Amendment, Demolition Permit, Conditional Use, and Certified Survey Map Referral

Legistar File ID # [59303](#) and [58783](#); [59304](#) and [58784](#); and [58788](#)

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

Reviewed By: Heather Stouder and Kevin Firchow, Planning Division

Summary

Applicant & Property Owner: SSM Health Dean Medical Group/ Wingra Building Corporation, Damond Boatwright, representative; 1808 W Beltline Highway and 1313 Fish Hatchery Road; Madison

Surveyor: Scott Maier, Ayres Associates, Inc.; 5201 East Terrace Drive, Suite 200; Madison

Contact Person: Melissa Huggins, Urban Assets, LLC; 807 E Johnson Street; Madison

Requested Actions:

- ID 59303 and 58783 – Approval of a request to rezone 1209-1221 Fish Hatchery Road, 901-917 Midland Street and 1210-1216 South Street from TR-C2 (Traditional Residential–Consistent 2 District) to CC-T (Commercial Corridor–Transitional District); approval of a demolition permit and conditional uses for 1209-1313 Fish Hatchery Road, 901-917 Midland Street and 1210-1216 South Street to allow 11 single-family residences to be demolished and a five-story, 180,000 square-foot health clinic to be constructed; and
- ID 59304 and 58784 – Approval of a request to rezone 1213-1229 South Street from TR-C2 to CC-T; approval of a demolition permit and conditional uses for 1213-1313 South Street to allow four single-family residences and a two-family two-unit residence to be demolished and a private parking facility to be constructed; and
- ID 58788 – Approval of a Certified Survey Map (CSM) to create lots for the proposed clinic and private parking facility and two outlots for future street right of way.

Proposal Summary: SSM Health has submitted three applications for Plan Commission consideration on land generally centered on South Street and bounded on the north by Midland Street and on the south by Appleton Road. Between Fish Hatchery Road and South Street on the western portion of the subject site, SSM Health proposes to raze single-family residences located at 1213, 1221, and 1225 Fish Hatchery Road; 901, 905, 909, 915, and 917 Midland Street; and 1210, 1214, and 1216 South Street to construct a five-story 180,000 square-foot health clinic to be located adjacent to the intersection of Fish Hatchery Road and Midland Street. A 246-stall surface parking lot (“west lot”) is proposed to serve the new clinic, which will extend south of the proposed building and existing Appleton Road. For clarity, the portion of the overall site west of South Street will be referred to as the “*western site*.”

On the eastern portion of the site (“*eastern site*”), SSM Health proposes to raze a two-family residence at 1211-1213 South Street and single-family residences at 1215, 1223, 1227, and 1229 South to reconstruct and expand a surface parking facility currently located at 1313 South Street across from the clinic. The proposed “east lot” will include surface parking for 274 autos, which will be connected to the clinic site across South Street by at-grade

pedestrian crossings. A portion of the eastern site will be improved as private open space feature for the proposed clinic campus. A total of 520 automobile parking stalls are proposed within the 9.9-acre overall site.

The new clinic will replace the existing Dean Health Clinic at 1313 Fish Hatchery Road, which will be demolished once the new clinic is completed. Demolition of the existing clinic is not pending at this time. The letter of intent indicates that the existing clinic will be razed in June 2022, with a separate application for Plan Commission approval to be submitted beforehand.

The residences to be demolished are zoned TR-C2 and are proposed to be zoned CC-T, which is the zoning of the property currently developed with the clinic and surface parking.

A CSM has also been submitted to combine all of the underlying platted lots that comprise the sites into a 5.58-acre lot for the clinic and parking proposed west of South Street and a 3.51-acre lot for the parking and open space proposed east of South Street. The CSM also creates two outlots for future street right of way for the planned extension of Cedar Street between S Park Street and Fish Hatchery Road, which will be constructed in phases beginning in 2021. Once the outlots are dedicated for Cedar Street right of way, the City anticipates that Appleton Road will be vacated to SSM Health and its affiliated entities for future development.

Demolition of the 16 residences and construction of the new clinic is anticipated in spring 2020, with completion of all phases of the proposed development (including demolition of the existing clinic) anticipated by December 2022.

Applicable Regulations & Standards: Table D-2 in Section 28.061(1) identifies health clinics as a permitted use in the CC-T district, and a private parking facility as a conditional use. Section 28.067(3)(d) requires conditional use approval for a building taller than five (5) stories and 68 feet in the CC-T district. Section 28.067(4)(a) requires conditional use approval for a building exceeding 25,000 square feet for an individual establishment in the CC-T district. Section 28.182 of the Zoning Code provides the process for zoning map amendments. Section 28.183 provides the process and standards for the approval of conditional use permits. Section 28.185 provides the process and standards for the approval of demolition and removal permits.

Review Required By: Plan Commission and Common Council

Summary Recommendation: If the Plan Commission can find the standards for demolition permit approval met, the Planning Division recommends that it forward Zoning Map Amendment ID 28.022–00422, rezoning 1213-1221 Fish Hatchery Road, 901-917 Midland Street, 1210-1216 South Street, and Zoning Map Amendment ID 28.022–00423, rezoning 1213-1229 South Street, from TR-C2 to CC-T and the Certified Survey Map to the Common Council with a recommendation of **approval**, and also find the standards for conditional uses met to allow construction of a five-story, 180,000 square-foot building on the western site and a private parking facility on the eastern site, all subject to input at the public hearing and the conditions from reviewing agencies beginning on:

- **page 13** of this report for the **western site**;
- **page 22** for the **eastern site**, and;
- **page 28** for the **Certified Survey Map**.

Background Information

Parcel Location: Approximately 9.9 acres of land generally bounded by Fish Hatchery Road on the west, Midland Street on the north, High Street on the east, and Appleton Road on the south and located on both sides of South Street; Aldermanic District 13 (Evers); Madison Metropolitan School District.

Existing Conditions and Land Use: West of South Street, the subject site is developed with the one- to three-story, approximately 170,000 square-foot Dean Health Clinic building located at 1313 Fish Hatchery Road, which includes surface parking lots for approximately 108 autos adjacent on the south and west. The existing clinic is zoned CC-T (Commercial Corridor–Transitional District). North of the clinic, the site is developed with single-family residences at 1213, 1221, and 1225 Fish Hatchery Road; 901, 905, 909, 915, and 917 Midland Street; and 1210, 1214, and 1216 South Street, all of which are zoned TR-C2 (Traditional Residential–Consistent 2 District).

East of South Street, 1313 South Street is developed with an approximately 360-stall surface parking lot, zoned CC-T. North of the parking lot, the site is developed with a two-family residence at 1211-1213 South Street and single-family residences at 1215, 1223, 1227, and 1229 South. The residential properties are zoned TR-C2.

Land Uses and Zoning Surrounding Overall Site:

North: Wingra Clinic and parking structure, zoned PD;

South: St. Mary’s Hospital satellite parking lot (1347 Fish Hatchery Road), zoned TR-V2 (Traditional Residential–Varied 2 District); Shenandoah Apartments along east side of South Street, zoned TR-U1 (Traditional Residential–Urban 1 District); City-owned Truman Olson property, zoned CC-T (Commercial Corridor–Transitional District);

West: Single-family residences across Fish Hatchery Road, zoned TR-C1 (Traditional Residential–Consistent 1 District);

East: Various commercial businesses fronting onto S Park Street, including Pick ‘N Save grocery store, zoned TSS (Traditional Shopping Street District).

Adopted Land Use Plans: The 2018 [Comprehensive Plan](#) recommends the Fish Hatchery Road frontage of the overall site for Community Mixed-Use (CMU) development, with the remainder of the overall site and neighboring properties extending east to S Park Street and south to Wingra Drive for Regional Mixed-Use (RMU) development.

The subject site is located within the boundaries of the 2005 [South Madison Neighborhood Plan](#), which generally recommends that redevelopment activities in the same triangle formed by S. Park Street, Fish Hatchery Road and Wingra Creek emphasize business retention and expansion, increased connectivity, street-oriented development with an emphasis on urban building forms, and the placement of parking to the side and rear of buildings.

Finally, the subject site is located within the boundaries of the 2006 [Wingra Market BUILD Market Study and Redevelopment Plan](#), which includes the property in Sub-Areas 3 and 6 of the plan. In general, the plan supports expansion of the historic Dean Clinic with adequate on-site parking for the clinic and remote parking for St. Mary’s Hospital in Sub-Area 3. The plan recommends that an east-west street be extended between Fish Hatchery Road and S Park Street to support development in the planning area. However, the plan also recommends that workforce housing be provided north of the clinic along both sides of Midland Street (SA6) on lands owned by Wingra Building [Corp.], with rehabilitation of nine single- or two-family residences envisioned.

Zoning Summary: The overall site will be zoned CC-T (Commercial Corridor–Transitional District):

Requirements	Required	Proposed
Front Yard (Clinic Building Only)	25' Maximum	10' from Midland Street
Side Yards (Clinic Building Only)	6'	35.43' from South Street 10.78' from Fish Hatchery Road
Rear Yard (Clinic Building Only)	Lesser of 20% lot depth or 20'	Will Exceed
Maximum Lot Coverage (Both Sites)	85%	65.7% on west side of South Street 56.9% on east side of South Street
Maximum Building Height	5 stories/ 68 feet	5 stories/ 75.33 feet to roof 88 feet to top of penthouse
Auto Parking – Health Clinic	No minimum required; Maximum: 1 per 200 sq. ft. of floor area (898)	246 west (See conditions) 274 east in private parking facility
Accessible Stalls	Yes	28
Bike Parking – Health Clinic	1 per 5 employees (To be determined)	50
Loading	None	Loading Area
Building Forms	Flex Building	(See conditions)
Other Critical Zoning Items		
Yes:	Barrier Free, Utility Easements	
No:	Urban Design, Floodplain, Wellhead Protection, Landmarks, Waterfront Development, Adjacent to Park	
<i>Prepared by: Jenny Kirchgatter, Assistant Zoning Administrator</i>		

Environmental Corridor Status: The properties are not located in a mapped environmental corridor.

Public Utilities and Services: The site is served by a full range of urban services, including Metro Transit, which currently operates seven-day service along Fish Hatchery Road and S Park Street adjacent or near the subject site.

Project Description

SSM Health is requesting approval of zoning map amendments, demolition permits, and conditional uses to allow two sites totaling 9.9 acres of land located along and east of Fish Hatchery Road and centered on South Street to be redeveloped with a new five-story, approximately 180,000 square-foot health clinic and parking for 520 autos to be located in two surface lots located on both sides of South Street. The proposed clinic will replace the existing Dean Clinic located at 1313 Fish Hatchery Road on the western portion of the overall site, which will be demolished once the proposed clinic is completed.

The 9.9 acres is comprised of two parcel assemblages centered on South Street and generally bounded by Fish Hatchery Road on the west, Midland Street on the north, High Street on the east, and Appleton Road on the south. Approximately six (6) acres of the subject site are located west of South Street, which are developed with the one-to three-story, approximately 160,000 square-foot Dean Health Clinic building located at 1313 Fish Hatchery Road, and single-family residences at 1213, 1221, and 1225 Fish Hatchery Road; 901, 905, 909, 915, and 917 Midland Street; and 1210, 1214, and 1216 South Street. The remaining 3.9 acres of the site are located east of South Street. 1313 South Street is developed with an approximately 360-stall surface parking lot for the adjacent clinic. North of the parking lot, the site is developed with a two-family residence at 1211-1213 South Street and single-family

residences at 1215, 1223, 1227, and 1229 South. The existing clinic site and the parking lots on both sides of South Street are zoned CC-T, while all of the residential properties are zoned TR-C2. All of the existing structures on the subject site are proposed for demolition, with approval to demolish all of the residences requested now. Demolition of the clinic will be submitted for Plan Commission approval under a separate, subsequent application.

Following the proposed demolitions, the western portion of the site will be redeveloped with a five-story, 180,000 square-foot health clinic, which will be located in the northwestern corner of the site adjacent to the intersection of Fish Hatchery Road and Midland Street. The proposed building will have public entrances facing Fish Hatchery Road and along the southern façade facing a 246-stall surface parking lot that will be constructed on most of the remaining western site. Access to the western lot will be provided by driveways from Appleton Road and South Street. A patient drop-off area is proposed adjacent to the south-facing clinic entrance. The proposed parking lot will initially be set back 90 feet north of the Appleton Road right of way to accommodate the eventual construction of Cedar Street between S Park Street and Fish Hatchery Road. Construction of the street is planned as a City public works project to occur in two phases in 2021; reconstruction of South Street and High Street by the City is also planned in 2021.

Plans for the proposed clinic are included in the plans submitted for the project, including floorplans for each of the five stories. As noted on the plans and in the letter of intent for the western portion of the overall site, the applicant is not proposing to finish the fourth floor of the clinic initially, and will instead reserve that floor for future use by SSM Health. Due to the grades of the site, which falls modestly from Midland Street to the south, the first floor of the clinic will be partially located below the grade of Midland Street before emerging along the western façade to allow the entry from Fish Hatchery Road. The proposed building will be clad with a combination of gray-toned brick and glass curtain wall above a limestone base. According to the elevations submitted, the building will stand over 75 feet in height above grade as measured to the top of the fifth floor, with an additional 13 feet to the top of the mechanical penthouse.

East of South Street, the plans call for the existing parking lot and land to the north to be improved as a 274-stall surface lot to serve the proposed clinic to the west. Land north of the parking lot will be improved as private open space where the 3.9-acre site begins to taper toward the existing intersection of South and High streets.

In total, the applicant is proposing 520 parking stalls for automobiles on the eastern and western sites, which they indicate will result in a parking ratio of 3.5 stalls per 1,000 square feet of clinic floor area exclusive of the unfinished fourth floor. The 520 parking stalls do not include the stalls located south of Appleton Road, which is developed with a surface lot on land historically owned by SSM Health but used as satellite parking for St. Mary's Hospital (site of the former St. Mary's Care Center).

On the eastern site, staff is requesting that right of way be dedicated from the east lot to allow for construction of a turnaround for High Street, which abuts the rear of the residential parcels and also provides secondary access to parcels fronting onto the west side of S Park Street. Right of way dedication is also requested at the northern tip of the triangular site to accommodate reconstruction of the intersection to "T" High Street into South Street south of Midland Street as part of the City project in 2021. Currently, South and High flow together into one wide intersection with Midland.

The plans submitted with the land use application show a detailed phasing plan for the project, which begins with removal of the existing houses on both sites and construction of the new clinic building. Once the new clinic is completed, the existing clinic will be demolished and the western parking lot constructed, followed by

reconstruction of the eastern parking lot. A “Phase 3” plan included with the plans shows a smaller surface parking lot south of existing Appleton Road and future Cedar Street where the St. Mary’s Hospital satellite lot is currently located, while a “Conceptual 30-Year Master Plan” shows how SSM (or others) may more fully develop the site with additional buildings located along Fish Hatchery Road using a combination of surface and structured parking. Both future phase plans are conceptual, and no approvals of either concept are pending at this time.

In addition to the land use approvals sought on both sides of South Street, SSM Health is also requesting approval of a Certified Survey Map to combine the many underlying lots that comprise the sites into two lots for the above-described projects. The CSM will also create two outlots that will be transferred to the City for Cedar Street. Prior to recording of the CSM and issuance of permits for the new clinic building, the applicant is also required to vacate Garden Street, a partially improved public street located in a 34-foot wide right of way that extends south from Midland Street through the western portion of the site and dead-ends at the north wall of the existing clinic.

Analysis

The applicant is requesting a series of approvals from the Plan Commission to implement the proposed clinic:

- Rezoning of 1209-1221 Fish Hatchery Road, 901-917 Midland Street, 1210-1216 South Street, and 1213-1229 South Street from TR-C2 (Traditional Residential–Consistent 2 District) to CC-T (Commercial Corridor–Transitional District) (the rest of the subject sites are zoned CC-T);
- Approval of the demolitions of single-family residences located at 1213, 1221, and 1225 Fish Hatchery Road; 901, 905, 909, 915, and 917 Midland Street; 1210, 1214, 1215, 1216, 1223, 1227, and 1229 South Street; and a two-family residence at 1211-1213 South Street;
- Approval of conditional uses in CC-T zoning for a building exceeding 25,000 square feet for an individual establishment and that is taller than five (5) stories and 68 feet to allow construction of the five-story, 180,000 square-foot health clinic on the western site;
- Approval of a conditional use in CC-T zoning for a private parking facility on the eastern site to serve the clinic; and
- Approval of a Certified Survey Map (CSM) to create lots for the proposed clinic and private parking facility and two outlots for future street right of way.

Zoning Map Amendments

In order to approve the zoning map amendments, the Common Council shall find that the zoning map amendment is *consistent with* the City’s Comprehensive Plan as required by Section 66.1001(3) of Wisconsin Statutes. “Consistent with” is defined as “furthers or does not contradict the objectives, goals and policies contained in the comprehensive plan.”

Planning staff feels that the request to rezone 2.63 acres of the 9.9-acre overall site from TR-C2 to CC-T to match the zoning of the rest of the site containing the existing clinic and surface parking lot is generally—but not entirely—consistent with the plan recommendations applicable to the overall site.

Most of the subject property is recommended in the 2018 Comprehensive Plan for Regional Mixed-Use (RMU), with the exception of the Fish Hatchery Road frontage, which is recommended for Community Mixed-Use (CMU).

The RMU district extends from the S Park Street frontage west across South Street and from Midland Street to Wingra Creek before transitioning to CMU along Fish Hatchery Road to create a transition to the low-density one- and two-story single-family residences located across Fish Hatchery from the Wingra Triangle.

The RMU category includes existing and planned high-intensity centers supporting a variety of multi-family housing options and commercial activity serving the needs of the region. These areas typically include large-scale sites supportive of multi-story buildings between two and twelve stories in height, subject to recommendations in adopted sub-area plans. RMU areas are intended to be the most intensively developed areas of the city outside of downtown and are mapped close to the junctions of major streets, along major roads, close to highway interchanges, and along existing and planned high-frequency/high-capacity public transit routes. RMU areas should be well connected with the adjoining street network and be transit-oriented, with a pedestrian-friendly public street network and buildings placed close to the sidewalk and street, and with parking located behind buildings, underground, on street, or in parking structures.

The CMU category includes existing and planned areas supporting an intensive mix of medium- to high-density residential, commercial, employment, and civic uses serving residents and visitors from the surrounding area and the community as a whole. CMU areas are generally located at major intersections and along relatively high-capacity transit corridors, often extending several blocks. CMU areas can generally accommodate significant development with a variety of housing options and commercial uses that attract a wide customer base. Subject to adopted detailed plans for the area, CMU areas are intended to include buildings two to six stories in height. Many of the City's aging, auto-oriented strip commercial centers are recommended for CMU redevelopment due to their accessible locations along major transportation corridors and the opportunities to significantly increase integrated housing and commercial development. Development and design within CMU areas should create a walkable node or corridor, ideally adjacent to existing or planned transit, and should be transit-oriented. Buildings should screen surface parking from the street, and intensive development in the CMU district may require structured parking. CMU areas should be well connected with surrounding neighborhoods and have buildings placed close to the sidewalk.

The subject site is located within the boundaries of the 2005 South Madison Neighborhood Plan, which generally recommends that redevelopment activities in the triangle formed by S Park Street, Fish Hatchery Road and Wingra Creek emphasize business retention and expansion, increased connectivity, street-oriented development with an emphasis on urban building forms, and the placement of parking to the side and rear of buildings. However, the redevelopment concepts contained in the plan do not include specific recommendations for the residences on Midland Street.

The subsequent Wingra Market Study and Conceptual Redevelopment Plan Summary Report ("Wingra Plan") adopted in 2006 studied the market potential for redevelopment of the same triangle and provided a series of broad planning and urban design recommendations to guide future redevelopment activities. The Wingra Plan includes the property in Sub-Areas 3 and 6.

In Sub-Area 3 (SA3), the plan supports expansion of the historic Dean Clinic with adequate on-site parking for the clinic and remote parking for St. Mary's Hospital on land roughly bounded by Appleton Road on the south and on the north by an east-west line generally formed by the southern property lines of 901-917 Midland Street. The market study component of the plan noted that Dean Clinic sought sufficient area to accommodate 150,000 additional feet of clinic space and parking for 1,000 vehicles within the planning area. The build-out strategy for SA3 called for 225,000 square feet of existing and new clinic space within that sub-area, with parking for 1,400

autos, although much of that was envisioned to occur in a parking structure on approximately three acres. Recommendations in SA3 also include extension of an east-west street between Fish Hatchery Road and S Park Street to support development in the planning area. The plan also encourages maintaining an attractive façade on Fish Hatchery Road compatible with residential neighborhood to the west.

To the north, the plan recommends that workforce housing be provided north of the clinic along both sides of Midland Street in Sub-Area 6 (SA6) on lands owned by Wingra Building Corp., with rehabilitation of nine single- or two-family residences envisioned and some potential for neighborhood-scale infill housing. SA3 also includes allusions to workforce housing in that sub-area along South and Garden streets. However, in the case of both sub-areas, the Wingra Plan acknowledges that then Dean Health Systems (now SSM Health) owns many of the residences along and south of Midland Street and that Dean/SSM expressed a desire to maintain those properties to preserve the potential for future expansion of their facilities located along Fish Hatchery Road.

Broader recommendations in the Wingra Plan note that opportunities for job creation in health care and biomedical services exist with the plan area. Structured parking is also strongly recommended, though interim use of surface parking may be acceptable in limited circumstances. The Plan also encourages development on the triangle to maintain compatibility with the residential neighborhoods located west of Fish Hatchery Road and east of S Park Street.

In general, expansion of the CC-T district to encompass the entire 9.9-acre subject site is consistent with and will aid in the implementation of the CMU and RMU recommendations for the site in the [Comprehensive Plan](#). The statement of purpose for the CC-T district states that it “is established to recognize the many commercial corridors within the City that remain largely auto-oriented, and to encourage their transformation into mixed-use corridors that are equally conducive to pedestrian, bicycle, transit and motor vehicle activity.” Among other things, the district is also intended to improve the quality of landscaping, site design and urban design along these corridors and encourage appropriate transitions between higher-intensity uses along commercial corridors and adjacent lower-density residential districts. Structured parking is also encouraged in the CC-T district.

The rezoning of the northern portion of the western site to CC-T will facilitate retention and expansion of Dean Clinic within the triangle as recommended in the [Wingra Market Study and Conceptual Redevelopment Plan Summary Report](#), albeit at a slightly different and more prominent location than originally planned. The relocation of the clinic to the corner of Midland Street will also eliminate the remaining land recommended in the Wingra Plan for workforce housing along Midland Street in Sub-Area 6; the rest of that sub-area was subsumed into the Wingra Clinic/Peloton development to the north (see *Demolition* section that follows for additional information).

Staff will note that some, but not all, of the proposed clinic development conforms to the development pattern recommended by the [Comprehensive Plan](#), or the more specific site recommendations of the Wingra Plan. The five-story building falls within the height ranges for CMU and RMU development in the [Comprehensive Plan](#), which are up to six and twelve stories, respectively. There are no specific height recommendations for the site in the Wingra Plan, and staff believes that the proposed height and orientation to Fish Hatchery Road can be found to be consistent with the general recommendation that an attractive façade be maintained along Fish Hatchery Road compatible with lower-scaled residential neighborhood to the west.

However, the proposed development’s reliance on surface parking is less consistent with the various plan recommendations for the site, which generally encourage structured parking to serve the intensity of planned development. While SSM Health has submitted extensive landscaping plans for both the east and west sites, which

include incorporating a substantial number of existing mature trees, the nearly two-block long stretches of street frontage along Fish Hatchery Road and South Street that will be abutted by surface parking is not suggestive of the intensity of development planned. Although SSM has submitted a 30-year conceptual plan that calls for additional buildings and the potential for structured parking that would be much more consistent with the types of mixed-use and higher-intensity development planned for the overall site, staff will note that those plans are illustrative, and that no approval of those plans is being sought at this time. Planning staff strongly encourages that the additional development of the SSM-owned lands alluded to in the 30-year plan be brought to fruition sooner rather than later, including potentially through partnerships with other development interests that may include non-medical land uses, and which may accommodate land for the workforce housing component of the Wingra Plan that will no longer be implemented on Midland Street if the proposed clinic is approved.

Proposed Demolitions

For the demolition of the existing buildings, the Plan Commission shall find that both the requested demolitions and the proposed use are compatible with the purpose of Section 28.185 of the Zoning Code and the intent and purpose for the zoning district in which the property is located. In part, the purpose of Section 28.185 include aiding in the implementation of adopted City plans, protecting neighborhood character, preserving historic buildings, encouraging the reuse and/or relocation of existing buildings, and discouraging buildings falling into a state of severe disrepair. The proposed use of the property following the demolitions should also be consistent with the Comprehensive Plan and any adopted neighborhood plans. When making its decision, the Commission may consider and give decisive weight to any relevant facts including but not limited to the effects the demolition and proposed use of the subject property following demolition would have on the normal and orderly development and improvement of surrounding properties, the reasonableness of efforts to relocate the building, including the costs of relocation and the structural soundness of the building, impacts on street trees, and the limits that the location of the building would place on relocation efforts.

The 16 buildings proposed for demolition vary in age, height, and size, with the oldest house dating back to 1864 according to City records (905 Midland), and the newest dating to 1955 (1229 South). At least one house on the subject site was built in each of the decades beginning in the 1890s through the 1950s, and there is a range of architectural styles present, including Tudor, Craftsman, cottage, and mid-century modern.

The letters of intent submitted with the requests indicate that at least some of the houses have not been occupied since spring 2018, and all of the residences appeared to be vacant during a recent staff visit to the site. The applicant has submitted a series of photos of the interior and exterior of the residences to be demolished, which generally depict buildings in below average to poor condition and in need of repair and renovation, particularly the exteriors, which staff confirmed during its tour of the exteriors of the buildings.

The Landmarks Commission informally reviewed the proposed demolitions at its November 11, 2019 meeting. An excerpt of the report of that meeting regarding the subject demolitions notes the following:

“[Preservation Planner Heather Bailey] said that there are no preservation files for any of the properties proposed for demolition. She mentioned that she had already suggested that the applicants look into architectural salvage for the Mid-Century decorative blocks at 1313 Fish Hatchery Road. [Chairperson Anna] Andrzejewski said that it is an Erdman building. Bailey discussed each property, and pointed out that 1214 South Street was constructed in 1901 and is very intact. She said that 1210 South Street, constructed in 1894, is the oldest of the group, and also has good historic integrity.”

[Commission Member Katherine] Kaliszewski suggested criterion b for all 17 properties, and said that the applicants are taking down a gigantic chunk of the neighborhood with potential to not put anything up for 20-30 years. Andrzejewski said that the intact properties have value related to the vernacular context. [Commission Member Maurice] Taylor asked if the properties were all owned by SSM Health, and Bailey confirmed they were. Kaliszewski said that this will destroy the neighborhood, and [Commission Member David] McLean agreed that it is a loss of a neighborhood. Andrzejewski said that it is also a loss of vernacular, ordinary buildings.

A motion was made by McLean, seconded by Kaliszewski, to recommend to the Plan Commission that the buildings at 1313 Fish Hatchery Road, 1225 Fish Hatchery Road, 1221 Fish Hatchery Road, 1213 Fish Hatchery Road, 1229 South Street, 1227 South Street, 1223 South Street, 1215 South Street, 1211 South Street, 1216 South Street, 1214 South Street, 1210 South Street, 917 Midland Street, 915 Midland Street, 909 Midland Street, 905 Midland Street, and 901 Midland Street have historic value related to the vernacular context of Madison's built environment, but the buildings themselves are not historically, architecturally, or culturally significant."

In reviewing the proposed demolition permits, Planning staff regrets the loss of the 16 residences but believes that the Plan Commission may find the standards for approval met. On balance, the proposed demolitions are consistent with the recommendations in the Wingra Plan to allow for retention and expansion of the Dean Clinic within the triangle formed by Fish Hatchery Road, S Park Street, and Wingra Creek, albeit in a slightly different location than shown in the adopted 2006 plan. If approved, the proposed demolitions will effectively preclude implementation of the workforce housing component called for in the plan—at least in the form of rehabilitated houses along Midland Street in Sub-Area 3. However, staff is confident that affordable/workforce housing will be developed elsewhere on the Wingra Triangle, including potentially on the Truman Olson property at 1402 S Park Street or on the site of one of the future phase buildings on the SSM Health property south of the proposed clinic.

The proposed demolitions and reconfigured development proposal for the land between Midland Street and Appleton Road follow a development pattern begun in 2011 with the approval of the Wingra Clinic planned development located at 1102 S Park Street north of Midland, which included the demolition of eight residential buildings along and just north of Midland as well as the former Bancroft Dairy located at the corner of S Park and Fish Hatchery (now being developed with the "Peloton" mixed-use development). The residences located at the northeastern corner of Fish Hatchery Road and Midland Street formed the northern half of Sub-Area 3 and the planned workforce housing area. While generally supporting the Wingra Clinic/Peloton development at that time, staff noted the loss of the residential component of the Wingra Plan to accommodate the plans for the clinic and parking structure and foresaw those demolitions as being potentially precedential with regard to the residences south of Midland now proposed for demolition.

Conditional Uses

Similarly, the Plan Commission may not approve an application for a conditional use unless it can find that all of the standards found in Section 28.183(6)(a), Approval Standards for Conditional Uses, are met. That section states: "The City Plan Commission shall not approve a conditional use without due consideration of the recommendations in the City of Madison Comprehensive Plan and any applicable, neighborhood, neighborhood development, or special area plan, including design guidelines adopted as supplements to these plans. No application for a conditional use shall be granted by the Plan Commission unless it finds that all of the [standards for approval in Section 28.183(6) are met]."

As noted on page 6, the applicant is seeking conditional use approval for a building exceeding 25,000 square feet for an individual establishment and that is taller than five (5) stories and 68 feet to allow construction of the five-story, 180,000 square-foot health clinic on the western site, and for a private parking facility on the eastern site to serve the clinic. Health clinics are a permitted use in the CC-T zoning district.

In general, staff believes that the bulk thresholds for conditional use approval in the CC-T district of 25,000 square feet for individual establishment and 40,000 square feet for a building with multiple tenants are intended to ensure that new development in the CC-T district are compatible with their surroundings. As noted in the statement of purpose for the district, it is intended to facilitate their transformation into mixed-use corridors, to improve the quality of urban design along these corridors, and to encourage appropriate transitions between higher-intensity uses along commercial corridors and adjacent lower-density residential districts. While buildings much larger than 25,000 or 40,000 square feet are likely appropriate in CC-T, which is mapped in many locations planned for more intensive development across the City, the introduction of those larger and denser development forms often needs careful consideration to ensure that the “appropriate transitions” noted in the statement of purpose are achieved.

Staff believes that the proposed 180,000 square-foot clinic can meet the standards for conditional use approval. Establishment of the clinic is generally consistent with adopted plans, and should not negatively impact the uses, values and enjoyment nor normal and orderly development of surrounding properties. The applicant has submitted a Traffic Impact Analysis to evaluate the impact the proposed development will have on the City’s transportation network, which has been reviewed and accepted by the Traffic Engineering Division. A Transportation Demand Management Plan (TDMP) for the proposed clinic was also recently submitted, which has been reviewed by Traffic Engineering and Planning staff, excerpts of which are included in the Plan Commission materials (the full document is posted to the legislative file ID 58783). Following review of those documents, staff believes that conditional use standards 5 and 6 can be met subject to the conditions in the last section of this report.

Buildings up to five (5) stories and 68 feet in height are permitted by right in CC-T zoning, with additional height allowed when approved as a conditional use. The proposed five-story building meets the height in stories allowed in the zoning district, but will be 7.33 feet taller (75 feet, 4 inches) than the 68-foot height allowed as a permitted use as measured to the cornice above the fifth floor (88 feet to the top of the mechanical penthouse). Therefore, conditional use approval is required.

The Planning Division believes that the Plan Commission can find the standards met to approve the conditional use to exceed the 68-foot height threshold in the CC-T zoning district, including conditional use standard 12, which applies to buildings taller than allowed:

When applying the above 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(s) with adjoining streets, alleys, and public rights of ways; and the public interest in exceeding the district height limits.

The Planning Division believes the Commission can find that standard 12 is met. The proposed building and use are consistent with the CMU and RMU districts recommended in the Comprehensive Plan, which contemplate taller buildings when compatible with their surroundings and consistent with more detailed sub-area plans. The

proposed clinic will be significantly taller than anything currently located along the section of Fish Hatchery Road south of Midland Street, including the existing approximately 160,000 square-foot clinic, which is more horizontal than vertical, with its tallest elements located along South Street and set back from Fish Hatchery Road. However, staff feels that the 10- to 20-foot setback proposed for the building façade adjacent to Fish Hatchery Road, the stepback of the western facade at the third through fifth floors, and the width of the Fish Hatchery right of way are adequate to provide an acceptable transition to the one- to two-story residences located to the west.

Across South Street, the proposed private parking facility effectively continues the long-standing use of most of the eastern site. While the proposed lot will be located on a portion of the site currently occupied by the residences to be demolished, relocation of the lot slightly north of its historic location will accommodate the planned construction of Cedar Street between S Park Street and Fish Hatchery Road, which staff feels is critical to the Wingra Triangle achieving its many plan objectives. The new lot will be improved to contemporary standards for landscaping, lighting, and circulation. As a condition of approval for the project, the applicant is requested to work closely with the City to ensure that adequate connections between the western and eastern sites across South Street can be implemented during the City's reconstruction of South Street and construction of Cedar Street in 2021.

Certified Survey Map

Finally, staff believes that the proposed CSM to create lots for the proposed clinic and private parking facility and two outlots for future street right of way can meet the criteria for approval. The resulting lots will combine the various underlying lots for code purposes and also provide a means for the applicant to convey the various rights of way and easements to the public needed to implement the project. Those dedications include widening of the right of way of South Street to a consistent 60 feet throughout the subject site, and the widening of the right of way and pavement of Midland Street to support the clinic development.

Conclusion

The applicant is requesting approval of a zoning map amendment, a demolition permit to raze 16 residential structures, and conditional uses to allow construction of a five-story, 180,000 square-foot health clinic to eventually replace its existing clinic. While staff regrets the loss of the residences and would encourage the applicant to relocate some of those structures elsewhere, it has carefully considered the overall development and believes that the various standards for approval can be met. The proposed rezonings and development are consistent with many, but not all, of the various land use and development recommendations applicable to the site, including retention and expansion of the longstanding Dean Clinic within the Wingra Triangle. The proposed development will also facilitate construction of the long-planned extension of Cedar Street between S Park Street and Fish Hatchery Road.

The proposed development, despite its heavy reliance on surface parking initially, will allow for portions of the site to be more intensively developed in the future consistent with the Community Mixed-Use and Regional Mixed-Use recommendations in the Comprehensive Plan and the more intensive development of the Wingra Triangle recommended in the Wingra Market Study and Conceptual Redevelopment Plan Summary Report. However, approval of the future development shown on the applicant's 30-year conceptual master plan is not pending at this time, and staff cautions the Plan Commission not to review and approve the proposed 180,000 square-foot clinic and surface parking based on the future development illustrated on the conceptual plan.

Recommendation – Western Site, 1209-1313 Fish Hatchery Road, et al

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

If the Plan Commission can find the standards for demolition permit approval met, the Planning Division recommends that it forward Zoning Map Amendment ID 28.022–00422, rezoning 1213-1221 Fish Hatchery Road, 901-917 Midland Street, 1210-1216 South Street from TR-C2 to CC-T to the Common Council with a recommendation of **approval**, and also find the standards for conditional uses met to allow construction of a five-story, 180,000 square-foot building on land addressed as **1209-1313 Fish Hatchery Road, 901-917 Midland Street and 1210-1216 South Street**, all subject to input at the public hearing and the conditions from reviewing agencies:

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

Planning Division

1. Prior to approval of final plans and issuance of permits for the western site, the applicant shall receive final approval of the Transportation Demand Management Plan for the proposed clinic by the City Traffic Engineer and Director of the Planning Division prior to issuance of building permits for the proposed clinic.
2. Approval of the pending demolition permit does not include the existing Dean Clinic at 1313 Fish Hatchery Road. Plan Commission approval to demolish the existing clinic shall be obtained prior to construction of the western parking lot south of the proposed clinic.
3. Any proposed HVAC or utility penetrations for the building shall not face a public right of way or residential property. Any such penetrations elsewhere on the exterior of the building shall be designed to be perpendicular to the facades to limit their visibility to the greatest extent possible. No utility or HVAC pedestals or penetrations, including ventilation louvers, and gas meters or electric meters visible from a public right of way shall be permitted without specific approval by the Plan Commission.
4. Note: Staff encourages the applicant to relocate or offer for relocation the sixteen residences located on the subject site. In the event that any of the buildings are relocated, the party responsible for relocation shall coordinate with the Building Inspection Division and City Forestry Office as early as possible.

City Engineering Division (Contact Tim Troester, 267-1995)

5. The City is proposing to reconstruct South Street in 2021. The applicant shall coordinate proposed utility connections with the City project. For sewer and storm sewer connection locations, the utility engineer for the South Street project is Lauren Striegl (266-4094, lstriegl@cityofmadison.com).
6. Sewer on Midland Street currently drains south on Garden Street, which will be below the proposed clinic. The developer shall be responsible to build sewer in Midland Street from Garden Street draining to South Street.
7. All public sanitary sewer facilities (sewer main and manholes) that are to be taken out of service shall be removed or abandoned in conformance with the City of Madison Standard Specifications. All abandonment of public sewer facilities shall be included with the developer's agreement.

8. This area is a known flooding risk and the City is conducting stormwater modeling to determine deficiencies. The applicant shall continue to coordinate the stormwater and flooding issues with City Engineering and modify the site plan as necessary. The City will be reconstructing South Street and extending Cedar Street (from S Park Street to South Street) in 2021 and all new public infrastructure will need to be coordinated with this project. The City will plan to abandon the existing storm sewer from South Street to Fish Hatchery Road as part of the proposed public works infrastructure project. Additionally, the City will upgrade storm sewer from High Street to South Street in conjunction with the public works construction. South Street currently has an enclosed depression near the northerly driveway of the surface parking lot on the east side of South Street. The applicant shall work with the City to determine the best overland flow route for extreme events (up to the 500-year event) to safely pass water from South Street to Fish Hatchery Road. This should take into account avoiding any future building expansions. Public easements for drainage purposes and or access will be required.
9. The minimum opening elevations for structures shall be a minimum of two (2) feet above the adjacent sidewalk elevation. The stated elevation is intended to be protective but does not guarantee a flood proof structure. The developer/owner are strongly encouraged to complete their own calculations and determine an elevation that protects their property to a level of service to which they are comfortable.
10. Additional easements for storm sewer and drainage purposes will be required across the property located at 1227 and/or 1229 to provide a safe overland flow and for maintenance and access from the enclosed depression on High Street.
11. Enter into a City / Developer agreement for required infrastructure improvements. The agreement shall be executed prior to sign off. Allow 4-6 weeks to obtain agreement. Contact the City Engineering Division to schedule the development and approval of the plans and the agreement.
12. Construct sidewalk along Fish Hatchery Rd and Midland Street according to a plan approved by the City Engineer.
13. Construct public sanitary sewer, storm sewer, and drainage improvements as necessary to serve the lots within this CSM/ development.
14. Madison Metropolitan Sewerage District (MMSD) charges are due and payable prior to City Engineering Division sign-off, unless otherwise collected with a Developer's/ Subdivision Contract. Contact Mark Moder (261-9250) to obtain the final MMSD billing a minimum of two (2) working days prior to requesting City Engineering signoff.
15. Obtain a permanent sewer plug permit for each existing sanitary sewer and storm sewer lateral serving a property that is not to be reused and a temporary sewer plug permit for each sewer lateral that is to be reused by the development.
16. An Erosion Control Permit is required for this project.
17. A Storm Water Management Report and Storm Water Management Permit is required for this project.
18. A Storm Water Maintenance Agreement (SWMA) is required for this project.

19. This site appears to disturb over one (1) acre of land and requires a permit from the Wisconsin Department of Natural Resources (WDNR) for stormwater management and erosion control. The City of Madison has been required by the WDNR to review projects for compliance with NR-216 and NR-151; however, a separate permit submittal is still required to the WDNR for this work. The City of Madison cannot issue our permit until concurrence is obtained from the WDNR via their NOI or WRAPP permit process. Contact Eric Rortvedt at 273-5612 of the WDNR to discuss this requirement. The applicant is notified that the City of Madison is an approved agent of the Department of Safety and Professional Services (DSPS) and no separate submittal to this agency or CARPC is required for this project to proceed.
20. The City will undertake a reconstruction of South Street, High Street, and Midland Street and construction of Cedar Street in 2021. Execute a waiver of notice and hearing on the assessments for the improvements in accordance with Section 66.0703(7)(b) Wisconsin Statutes and MGO Section 4.09. Note that new Cedar Street, east of South Street, is a new street which half of the construction is assessed to each side. High Street will include a rural-to-urban project where curb and gutter and four (4) feet of pavement will be assessed to applicant.
21. 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.
22. Include calculations in the stormwater management report that show how a 500-year storm event would be handled by the proposed site design. These calculations are required to show that the proposed building does not flood during this design storm event using the site grades proposed.
23. This project falls in the area subject to increased erosion control enforcement as authorized by the fact that it is in a TMDL ZONE and therefore will be regulated to meet a higher standard.
24. This project will disturb 20,000 square feet or more of land area and requires an Erosion Control Plan. Please submit an 11 x 17-inch copy of an erosion control plan (PDF electronic copy preferred) to Megan Eberhardt (west) at meberhardt@cityofmadison.com, or Daniel Olivares (east) at daolivares@cityofmadison.com, for approval.
25. Demonstrate compliance with MGO Sections 37.07 and 37.08 regarding permissible soil loss rates. Include Universal Soil Loss Equation (USLE) computations for the construction period with the erosion control plan. Measures shall be implemented in order to maintain a soil loss rate below 5.0 tons per acre per year.
26. This project will require a concrete management plan and a construction dewatering plan as part of the erosion control plan to be reviewed and approved by the City Engineer's Office. If contaminated soil or groundwater conditions exist on or adjacent to this project additional WDNR, Madison-Dane County Public Health, and/or City Engineering approvals may be required prior to the issuance of the required Erosion Control Permit.
27. This project appears to require fire system testing that can result in significant amounts of water to be discharged to the project grade. The Contractor shall coordinate this testing with the erosion control measures and notify City Engineering 266-4751 prior to completing the test to document that appropriate measures have been taken to prevent erosion as a result of this testing.

28. Complete weekly self-inspection of the erosion control practices and post these inspections to the City of Madison website as required by Chapter 37 of the Madison General Ordinances.
29. Prior to approval, this project shall comply with MGO Chapter 37 regarding stormwater management. Specifically, this development is required to submit a Storm Water Management Permit application, associated permit fee, Stormwater Management Plan, and Storm Water Management Report to City Engineering. The Storm Water Management Plan and Report shall include compliance with the following:
- Report: Submit prior to plan sign-off, a stormwater management report stamped by a PE registered in the State of Wisconsin.
- Electronic Data Files: Provide electronic copies of any stormwater management modeling or data files including SLAMM, RECARGA, TR-55, HYDROCAD, Sediment loading calculations, or any other electronic modeling or data files. 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 to City Engineering.
- TSS Redevelopment with TMDL: Reduce TSS by 80% off of the proposed development when compared with the existing site.
- Oil/Grease Control: Treat the first half-inch of runoff over the proposed parking facility and/or drive up window.
- Submit a draft Stormwater Management Maintenance Agreement (SWMA) for review and approval that covers inspection and maintenance requirements for any best management practices (BMP) used to meet stormwater management requirements on this project.
30. Submit, prior to plan sign-off but after all revisions have been completed, a digital CAD file (single file) to the City Engineering Division that is to scale and represents final construction with any private storm and sanitary sewer utilities.
31. Submit, prior to plan sign-off but after all revisions have been completed, digital PDF files to the City Engineering Division. Email PDF file transmissions are preferred to: bstanley@cityofmadison.com (East) or ttroester@cityofmadison.com (West).

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

32. There are portions of the Public Storm and Sanitary Sewer Easements per Document Nos. 998984, 2056027, 2064027 and 2064028 to be released by the City of Madison by a separate instrument that lie within proposed Lot 1 of this development. The applicant shall provide the maps, legal descriptions and fees for the City to administer and record the required easement releases for this development. The releases shall only be recorded upon the public facilities having been abandoned by the City as part of the construction of the site. Any new easements required for the rerouting of the storm and sanitary sewer shall be identified and granted on the face of the pending CSM.
33. The pending Certified Survey Map application for this property shall be completed and recorded with the Dane County Register of Deeds (ROD), the new parcel data created by the Assessor's Office and the parcel data available to Zoning and Building Inspection staff prior to issuance of building permits for new construction.

34. The developer shall petition for the street discontinuance and vacation of Garden Street. Provide a petition along with legal description and sketch of the right of way to be discontinued and other required materials after first consulting with Jeff Quamme of Engineering Mapping. (jrquamme@cityofmadison.com) The Resolution will have a reservation of a Temporary Storm Sewer Easement over a portion of the discontinued right of way for existing storm sewer until such time the storm sewer is re-routed allowing for abandonment of the current sewer.

35. SSM Health requested a Fish Hatchery Road address. There is a public entrance along Fish Hatchery Road. The address of the proposed medical clinic is 1211 Fish Hatchery Road. The site plan shall reflect a proper street address of the property as reflected by official City of Madison Assessor's and Engineering Division records.

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

36. The applicant shall dedicate right of way or grant a public sidewalk easement and be responsible for the construction of a five (5)-foot wide sidewalk, eight (8)-foot terrace, and additional one (1)-foot for maintenance along Fish Hatchery Road.

37. The applicant shall dedicate right of way or grant a public sidewalk easement for and be responsible for widening Midland Street to 28 feet in width measured from face of curb to face of curb and providing an eight (8)-foot terrace, five (5)-foot wide sidewalk, and additional one (1) foot for maintenance.

38. The City is planning to realign the Midland Street/High Street/South Street intersection. The applicant shall dedicate right of way at the southwest corner of the Midland Street-South Street intersection as required by the Traffic Engineering Division.

39. The applicant shall be responsible for constructing and dedicating the appropriate right of way for a fifty (50)-foot diameter turnaround bulb at the southern end of High Street.

40. The Traffic Impact Analysis (TIA) provided by the applicant allowed Traffic Engineering staff to get a reasonably accurate understanding of the potential transportation related impacts of the proposed development on the surrounding transportation network. The TIA studied existing conditions, the impacts from full build-out of the proposed development, and the future impacts with a twenty-year forecast of anticipated network growth. Traffic Engineering staff generally accepts the traffic counts and the modeling resulting from the TIA. The applicant shall work with Traffic Engineering to achieve final TIA approval prior to sign-off.

41. The applicant shall prepare a Traffic Demand Management Plan (TDMP) to be reviewed and approved by the City Traffic Engineer.

42. The applicant shall dedicate right of way for South Street with the CSM to create a consistent 60-foot wide right of way from Appleton Road to Midland Street.

43. The applicant shall submit one contiguous plan showing proposed conditions and one contiguous plan showing existing conditions for approval. The plan drawing shall be scaled to 1" = 20' and include the following, when applicable: existing and proposed property lines; parcel addresses; all easements; pavement markings; signing; building placement; items in the terrace such as signs, street light poles, hydrants; surface types such as asphalt, concrete, grass, sidewalk; driveway approaches, including those adjacent to and across street from

the project lot location; parking stall dimensions, including two (2) feet of vehicle overhang; drive aisle dimensions; semitrailer movement and vehicle routes; dimensions of radii; and percent of slope.

44. 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.
45. 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.
46. All parking facility design shall conform to the standards in MGO Section 10.08(6).
47. All pedestrian walkways adjacent parking stalls shall be seven (7) feet wide to accommodate vehicle overhang, signage and impediments to walkway movements. Any request for variance shall be submitted to and reviewed by City Traffic Engineering.
48. All bicycle parking adjacent pedestrian walkways shall have a two (2)-foot buffer zone to accommodate irregularly parked bicycles and/or bicycle trailers.
49. The applicant shall adhere to all vision triangle requirements as set in MGO Section 27.05 (No visual obstructions between the heights of 30 inches and 10 feet at a distance of 25 feet behind the property line at streets and 10 feet at driveways.). Alteration necessary to achieve compliance may include but are not limited to; substitution to transparent materials, removing sections of the structure and modifying or removing landscaping elements. If applicant believes public safety can be maintained they shall apply for a reduction of MGO Section 27.05(2)(bb) - Vision Clearance Triangles at Intersections Corners. Approval or denial of the reduction shall be the determination of the City Traffic Engineer.
50. The applicant shall provide a clearly defined five (5)-foot walkway clear of all obstructions to assist citizens with disabilities, especially those who use a wheelchair or are visually impaired. Obstructions include but are not limited to tree grates, planters, benches, parked vehicle overhang, signage and doors that swing outward into walkway.
51. City of Madison radio systems are microwave directional line of sight to remote towers citywide. The building elevation will need to be reviewed by Traffic Engineering staff to accommodate the microwave sight and building. The applicant shall submit grade and elevations plans if the building exceeds three stories prior to sign-off to be reviewed and approved by Austin Scheib, (266-4768) (ascheib@cityofmadison.com), Traffic Engineering Shop, 1120 Sayle Street. The applicant shall return one signed approved building elevation copy to the City of Madison Traffic Engineering office with final plans for sign off.
52. "Stop" signs shall be installed at a height of seven (7) feet from the bottom of the sign at all Class III driveway approaches, including existing driveways, behind the property line and noted on the plan. All directional/regulatory signage and pavement markings on the site shall be shown and noted on the plan.
53. The applicant shall show the dimensions for the proposed Class III driveway including the width of the drive entrance, width of the flares, and width of the curb cut.

54. All existing driveway approaches which are to be abandoned shall be removed and replaced with curb and gutter and noted on the plan.
55. Secure parking facility. This is usually done with continuous six (6)-inch curb, timbers, pre-formed wheel stops, guardrail erected at a height of eighteen (18) inches or fencing of sufficient strength to act as a vehicle bumper.

Zoning Administrator (Contact Jenny Kirchgatter, 266-4429)

56. Extend the screening of the outdoor loading and service area adjacent South Street. If an outdoor storage, service or loading area is visible from adjacent residential uses or an abutting public street or public walkway, it shall be screened by a decorative fence, wall or screen of plant material at least six (6) feet in height. Fences and walls shall be architecturally compatible with the primary structure.

57. Section 28.185(7)(a)5 requires that if a demolition or removal permit is approved, it shall not be issued until the reuse and recycling plan is approved by the Recycling Coordinator, Bryan Johnson (266-4682). Section 28.185(10) requires that every person who is required to submit a reuse and recycling plan pursuant to Section 28.185(7)(a)5 shall submit documents showing compliance with the plan within sixty (60) days of completion of demolition. A demolition or removal permit is valid for one (1) year from the date of the Plan Commission.
58. On the site plan, show the width of the landscaped areas and landscaped pedestrian pathways that separate the parking lot into smaller modules. Surface parking shall be divided into separate modules no greater in size than 100 spaces; modules shall be separated by buildings, landscaped open space areas, internal streets or landscaped pedestrian pathways at least 20 feet in width.
59. Bicycle parking for the health clinic shall comply with the requirements of Sections 28.141(4)(g) and 28.141(11). Provide a minimum of one (1) short-term bicycle parking stall per five (5) employees. Where the number of employees is used to determine parking, it shall be based on the number of employees on the maximum working shift at the time the occupancy permit is requested. Parking requirements based on number of employees will not change unless new construction or expansion is proposed. Provide the anticipated number of employees in order to calculate the bicycle parking requirement.
60. Relocate the group of bicycle stalls adjacent the parking lot to a location within 100 feet of the principal entrance. Required short-term bicycle parking shall be located at least as close as the closest non-accessible automobile parking and within 100 feet of a principal entrance. Bicycle parking spaces shall be located on paved or pervious, dust-free surface with a slope no greater than three percent (3%). Clearly label the bicycle parking areas on the site plan with the number of stalls and stall dimensions. Note: A bicycle stall is a minimum of two (2) feet by six (6) feet with a five (5-foot wide access area. Provide a detail of the proposed bike rack.
61. On the landscape plan, label and number the proposed trees and plantings with the planting code in addition to the identification symbol. Submit the landscape plan and landscape worksheet stamped by the registered landscape architect. Per Section 28.142(3) Landscape Plan and Design Standards, landscape plans for zoning lots greater than 10,000 square feet in size must be prepared by a registered landscape architect.
62. Provide details showing that the primary street façade adjacent Fish Hatchery Road meets the door and window opening requirements of Section 28.060(2)(d). For nonresidential uses at ground floor level, windows

and doors or other openings shall comprise at least sixty percent (60%) of the length and at least forty percent (40%) of the area of the ground floor of the primary street facade. At least fifty percent (50%) of windows on the primary street facade shall have the lower sill within three (3) feet of grade.

63. Per Section 28.186(4)(b), the property owner or operator is required to bring the property into compliance with all elements of the approved site plans by the date established by the Zoning Administrator as part of the site and building plan approval. Work with Zoning staff to establish a final site compliance date.
64. Signage approvals are not granted by the Plan Commission. Signage must be reviewed for compliance with Chapter 31 Sign Codes of Madison General Ordinances. Signage permits are issued by the Zoning Section of the Department of Planning and Community and Economic Development.

Fire Department (Contact Bill Sullivan, 261-9658)

65. Provide fire apparatus access as required by IFC 503 2015 edition, MGO Section 34.503. The site plans shall clearly identify the location of all fire lanes.
66. Please consider allowing the Madison Fire Department to conduct training sequences prior to demolition. Contact Division Chief Paul Ripp to discuss this possibility at pripp@cityofmadison.com or 712-6277.

Water Utility (Contact Adam Wiederhoeft, 266-9121)

67. The utility site plan proposes an 8-inch connection for the two water service laterals. The existing water main is only 6-inch diameter. The plan also indicates the service laterals to be PVC, which is not an approved material in the right of way. Update the utility plan to show an approved material.
68. The Madison Water Utility shall be notified to remove the water meters at least two working days prior to demolition. Contact the Water Utility Meter Department at 266-4765 to schedule the meter removal appointment.
69. A Water Service Application Form and fees must be submitted before connecting to the existing water system. Provide at least two working days' notice between the application submittal and the requested installation or inspection appointment. Application materials are available on the Water Utility's Plumbers & Contractors website (<http://www.cityofmadison.com/water/plumbers-contractors>), otherwise they may be obtained from the Water Utility Main Office at 119 E Olin Avenue. A licensed plumber signature is required on all water service applications. For new or replacement services, the property owner or authorized agent is also required to sign the application. A Water Meter Application Form will subsequently be required to size and obtain a water meter establish a Water Utility customer account and/or establish a Water Utility fire service account. If you have questions regarding water service applications, please contact Madison Water Utility at 266-4646.

Metro Transit (Contact Tim Sobota, 261-4289)

70. In coordination with public works improvements, the applicant shall install and maintain concrete boarding pad surfaces at the planned Metro bus stops on the east side of Fish Hatchery Road, north of (new) Cedar Street; and on the south side of (new) Cedar Street, east of Fish Hatchery Road.

71. The applicant shall install and maintain a concrete shelter pad surface - as part of the private landscape plan - opposite the planned Metro bus stop zone that is on the east side of Fish Hatchery Road, north of (new) Cedar Street. The applicant shall install and maintain a new passenger waiting shelter with seating amenity in this area, as part of the private landscape plan. The applicant shall include the location of these transit amenities on the final documents filed with their permit application so that Metro Transit may review the design.

72. Note: Metro Transit currently operates daily, all-day service on Fish Hatchery Road, serving stops in the Appleton Road intersection. The existing City bus shelter amenity and associated property easement Document No. 1857758, in the southeast corner of the Appleton Road intersection, are anticipated for elimination upon completion of the new Cedar Street intersection area improvements.

Parks Division (Contact Sarah Lerner, 261-4281)

This agency reviewed the request and has recommended no conditions of approval.

City Forestry Section (Brad Hofmann, 267-4908)

73. An existing inventory of trees (location, species, & DBH) and any tree removal plans (in PDF format) shall be submitted to the plans and Brad Hofmann – bhofmann@cityofmadison.com or 266-4816. All proposed street tree removals within the right of way shall be reviewed by City Forestry. Approval and permitting of street tree removals shall be obtained from the City Forester prior to the approval of the site plan.

74. Existing street trees shall be protected. Please include the following note on the site plan: Contractor shall install tree protection fencing in the area between the curb and sidewalk and extend it at least 5 feet from both sides of the tree along the length of the terrace. No excavation is permitted within 5 feet of the outside edge of a tree trunk. If excavation within 5 feet of any tree is necessary, contractor shall contact City Forestry (266-4816) prior to excavation to assess the impact to the tree and root system. Tree pruning shall be coordinated with City Forestry. Tree protection specifications can be found in Section 107.13 of *City of Madison Standard Specifications for Public Works Construction*. Any tree removals that are required for construction after the development plan is approved will require at least a 72-hour waiting period before a tree removal permit can be issued by Forestry, to notify the Alder of the change in the tree plan.

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

Recommendation – Eastern Site, 1213-1313 South Street

If the Plan Commission can find the standards for demolition permit approval met, the Planning Division recommends that it forward Zoning Map Amendment ID 28.022–00423, rezoning 1213-1229 South Street from TR-C2 to CC-T to the Common Council with a recommendation of **approval**, and also find the standards for conditional uses met for a private parking facility at **1213-1313 South Street**, all subject to input at the public hearing and the conditions from reviewing agencies:

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

Planning Division

1. The applicant shall work closely with the City Engineer and City Traffic Engineer to ensure that adequate connections between the western and eastern sites across South Street can be implemented during the City's reconstruction of South Street and construction of Cedar Street in 2021.
2. Note: Staff encourages the applicant to relocate or offer for relocation the sixteen residences located on the subject site. In the event that any of the buildings are relocated, the party responsible for relocation shall coordinate with the Building Inspection Division and City Forestry Office as early as possible.

City Engineering Division (Contact Tim Troester, 267-1995)

3. The City is proposing to reconstruct South Street in 2021. The applicant shall coordinate proposed utility connections with the City project. For sewer and storm sewer connection locations, the utility engineer for the South Street project is Lauren Striegl (266-4094, lstriegl@cityofmadison.com).
4. Sewer on Midland Street currently drains south on Garden Street, which will be below the proposed clinic. The developer shall be responsible to build sewer in Midland Street from Garden Street draining to South Street.
5. All public sanitary sewer facilities (sewer main and manholes) that are to be taken out of service shall be removed or abandoned in conformance with the City of Madison Standard Specifications. All abandonment of public sewer facilities shall be included with the developer's agreement.
6. This area is a known flooding risk and the City is conducting stormwater modeling to determine deficiencies. The applicant shall continue to coordinate the stormwater and flooding issues with City Engineering and modify the site plan as necessary. The City will be reconstructing South Street and extending Cedar Street (from S Park Street to South Street) in 2021 and all new public infrastructure will need to be coordinated with this project. The City will plan to abandon the existing storm sewer from South Street to Fish Hatchery Road as part of the proposed public works infrastructure project. Additionally, the City will upgrade storm sewer from High Street to South Street in conjunction with the public works construction. South Street currently has an enclosed depression near the northerly driveway of the surface parking lot on the east side of South Street. The applicant shall work with the City to determine the best overland flow route for extreme events (up to the 500-year event) to safely pass water from South Street to Fish Hatchery Road. This should take into account avoiding any future building expansions. Public easements for drainage purposes and or access will be required.
7. The minimum opening elevations for structures shall be a minimum of two (2) feet above the adjacent sidewalk elevation. The stated elevation is intended to be protective but does not guarantee a flood proof structure. The developer/owner are strongly encouraged to complete their own calculations and determine an elevation that protects their property to a level of service to which they are comfortable.
8. Additional easements for storm sewer and drainage purposes will be required across the property located at 1227 and/or 1229 to provide a safe overland flow and for maintenance and access from the enclosed depression on High Street.

9. Enter into a City / Developer agreement for required infrastructure improvements. The agreement shall be executed prior to sign off. Allow 4-6 weeks to obtain agreement. Contact the City Engineering Division to schedule the development and approval of the plans and the agreement.
10. Construct sidewalk along Fish Hatchery Rd and Midland Street according to a plan approved by the City Engineer.
11. Construct public sanitary sewer, storm sewer, and drainage improvements as necessary to serve the lots within this CSM/ development.
12. Madison Metropolitan Sewerage District (MMSD) charges are due and payable prior to City Engineering Division sign-off, unless otherwise collected with a Developer's/ Subdivision Contract. Contact Mark Moder (261-9250) to obtain the final MMSD billing a minimum of two (2) working days prior to requesting City Engineering signoff.
13. Obtain a permanent sewer plug permit for each existing sanitary sewer and storm sewer lateral serving a property that is not to be reused and a temporary sewer plug permit for each sewer lateral that is to be reused by the development.
14. An Erosion Control Permit is required for this project.
15. A Storm Water Management Report and Storm Water Management Permit is required for this project.
16. A Storm Water Maintenance Agreement (SWMA) is required for this project.
17. This site appears to disturb over one (1) acre of land and requires a permit from the Wisconsin Department of Natural Resources (WDNR) for stormwater management and erosion control. The City of Madison has been required by the WDNR to review projects for compliance with NR-216 and NR-151; however, a separate permit submittal is still required to the WDNR for this work. The City of Madison cannot issue our permit until concurrence is obtained from the WDNR via their NOI or WRAPP permit process. Contact Eric Rortvedt at 273-5612 of the WDNR to discuss this requirement. The applicant is notified that the City of Madison is an approved agent of the Department of Safety and Professional Services (DSPS) and no separate submittal to this agency or CARPC is required for this project to proceed.
18. The City will undertake a reconstruction of South Street, High Street, and Midland Street and construction of Cedar Street in 2021. Execute a waiver of notice and hearing on the assessments for the improvements in accordance with Section 66.0703(7)(b) Wisconsin Statutes and MGO Section 4.09. Note that new Cedar Street, east of South Street, is a new street which half of the construction is assessed to each side. High Street will include a rural-to-urban project where curb and gutter and four (4) feet of pavement will be assessed to applicant.
19. 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.

20. Include calculations in the stormwater management report that show how a 500-year storm event would be handled by the proposed site design. These calculations are required to show that the proposed building does not flood during this design storm event using the site grades proposed.
21. This project falls in the area subject to increased erosion control enforcement as authorized by the fact that it is in a TMDL ZONE and therefore will be regulated to meet a higher standard.
22. This project will disturb 20,000 square feet or more of land area and requires an Erosion Control Plan. Please submit an 11 x 17-inch copy of an erosion control plan (PDF electronic copy preferred) to Megan Eberhardt (west) at meberhardt@cityofmadison.com, or Daniel Olivares (east) at daolivares@cityofmadison.com, for approval.
23. Demonstrate compliance with MGO Sections 37.07 and 37.08 regarding permissible soil loss rates. Include Universal Soil Loss Equation (USLE) computations for the construction period with the erosion control plan. Measures shall be implemented in order to maintain a soil loss rate below 5.0 tons per acre per year.
24. This project will require a concrete management plan and a construction dewatering plan as part of the erosion control plan to be reviewed and approved by the City Engineer's Office. If contaminated soil or groundwater conditions exist on or adjacent to this project additional WDNR, Madison-Dane County Public Health, and/or City Engineering approvals may be required prior to the issuance of the required Erosion Control Permit.
25. This project appears to require fire system testing that can result in significant amounts of water to be discharged to the project grade. The Contractor shall coordinate this testing with the erosion control measures and notify City Engineering 266-4751 prior to completing the test to document that appropriate measures have been taken to prevent erosion as a result of this testing.
26. Complete weekly self-inspection of the erosion control practices and post these inspections to the City of Madison website as required by Chapter 37 of the Madison General Ordinances.
27. Prior to approval, this project shall comply with MGO Chapter 37 regarding stormwater management. Specifically, this development is required to submit a Storm Water Management Permit application, associated permit fee, Stormwater Management Plan, and Storm Water Management Report to City Engineering. The Storm Water Management Plan and Report shall include compliance with the following:
 - Report: Submit prior to plan sign-off, a stormwater management report stamped by a PE registered in the State of Wisconsin.
 - Electronic Data Files: Provide electronic copies of any stormwater management modeling or data files including SLAMM, RECARGA, TR-55, HYDROCAD, Sediment loading calculations, or any other electronic modeling or data files. 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 to City Engineering.
 - TSS Redevelopment with TMDL: Reduce TSS by 80% off of the proposed development when compared with the existing site.
 - Oil/Grease Control: Treat the first half-inch of runoff over the proposed parking facility and/or drive up window.

Submit a draft Stormwater Management Maintenance Agreement (SWMA) for review and approval that covers inspection and maintenance requirements for any best management practices (BMP) used to meet stormwater management requirements on this project.

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

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

30. The pending Certified Survey Map application for this property shall be completed and recorded with the Dane County Register of Deeds (ROD), the new parcel data created by the Assessor's Office and the parcel data available to Zoning and Building Inspection staff prior to issuance of building permits for new construction.

31. The existing Sewer Easement per Document No. 998984 shall be amended with additional text setting forth terms and conditions clarifying the use for Public Storm Sewer and Sanitary Sewer. Also, any additional easement areas required to provide 10 feet of width on each side of the existing public sanitary and storm sewer facilities shall be granted on the pending CSM.

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

32. The applicant shall dedicate right of way or grant a public sidewalk easement for and be responsible for widening Midland Street to 28 feet in width measured from face of curb to face of curb and providing an eight (8)-foot terrace, five (5)-foot wide sidewalk, and additional one (1) foot for maintenance.

33. The City is planning to realign the Midland Street/High Street/South Street intersection. The applicant shall dedicate right of way at the southwest corner of the Midland Street-South Street intersection as required by the Traffic Engineering Division.

34. The applicant shall be responsible for constructing and dedicating the appropriate right of way for a fifty (50)-foot diameter turnaround bulb at the southern end of High Street.

35. The Traffic Impact Analysis (TIA) provided by the applicant allowed Traffic Engineering staff to get a reasonably accurate understanding of the potential transportation related impacts of the proposed development on the surrounding transportation network. The TIA studied existing conditions, the impacts from full build-out of the proposed development, and the future impacts with a twenty-year forecast of anticipated network growth. Traffic Engineering staff generally accepts the traffic counts and the modeling resulting from the TIA. The applicant shall work with Traffic Engineering to achieve final TIA approval prior to sign-off.

36. The applicant shall prepare a Traffic Demand Management Plan (TDMP) to be reviewed and approved by the City Traffic Engineer.

37. The applicant shall dedicate right of way for South Street with the CSM to create a consistent 60-foot wide right of way from Appleton Road to Midland Street.
38. The applicant shall submit one contiguous plan showing proposed conditions and one contiguous plan showing existing conditions for approval. The plan drawing shall be scaled to 1" = 20' and include the following, when applicable: existing and proposed property lines; parcel addresses; all easements; pavement markings; signing; building placement; items in the terrace such as signs, street light poles, hydrants; surface types such as asphalt, concrete, grass, sidewalk; driveway approaches, including those adjacent to and across street from the project lot location; parking stall dimensions, including two (2) feet of vehicle overhang; drive aisle dimensions; semitrailer movement and vehicle routes; dimensions of radii; and percent of slope.
39. 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.
40. 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.
41. All parking facility design shall conform to the standards in MGO Section 10.08(6).
42. All pedestrian walkways adjacent parking stalls shall be seven (7) feet wide to accommodate vehicle overhang, signage and impediments to walkway movements. Any request for variance shall be submitted to and reviewed by City Traffic Engineering.
43. All bicycle parking adjacent pedestrian walkways shall have a two (2)-foot buffer zone to accommodate irregularly parked bicycles and/or bicycle trailers.
44. The applicant shall adhere to all vision triangle requirements as set in MGO Section 27.05 (No visual obstructions between the heights of 30 inches and 10 feet at a distance of 25 feet behind the property line at streets and 10 feet at driveways.). Alteration necessary to achieve compliance may include but are not limited to; substitution to transparent materials, removing sections of the structure and modifying or removing landscaping elements. If applicant believes public safety can be maintained they shall apply for a reduction of MGO Section 27.05(2)(bb) - Vision Clearance Triangles at Intersections Corners. Approval or denial of the reduction shall be the determination of the City Traffic Engineer.
45. The applicant shall provide a clearly defined five (5)-foot walkway clear of all obstructions to assist citizens with disabilities, especially those who use a wheelchair or are visually impaired. Obstructions include but are not limited to tree grates, planters, benches, parked vehicle overhang, signage and doors that swing outward into walkway.
46. "Stop" signs shall be installed at a height of seven (7) feet from the bottom of the sign at all Class III driveway approaches, including existing driveways, behind the property line and noted on the plan. All directional/regulatory signage and pavement markings on the site shall be shown and noted on the plan.

47. The applicant shall show the dimensions for the proposed Class III driveway including the width of the drive entrance, width of the flares, and width of the curb cut.
48. All existing driveway approaches which are to be abandoned shall be removed and replaced with curb and gutter and noted on the plan.
49. Secure parking facility. This is usually done with continuous six (6)-inch curb, timbers, pre-formed wheel stops, guardrail erected at a height of eighteen (18) inches or fencing of sufficient strength to act as a vehicle bumper.

Zoning Administrator (Contact Jenny Kirchgatter, 266-4429)

50. Submit the landscape plan and landscape worksheet stamped by the registered landscape architect. Per Section 28.142(3) Landscape Plan and Design Standards, landscape plans for zoning lots greater than 10,000 square feet in size must be prepared by a registered landscape architect.
51. Per Section 28.186(4)(b), the property owner or operator is required to bring the property into compliance with all elements of the approved site plans by the date established by the Zoning Administrator as part of the site and building plan approval. Work with Zoning staff to establish a final site compliance date.

52. Section 28.185(7)(a)5 requires that if a demolition or removal permit is approved, it shall not be issued until the reuse and recycling plan is approved by the Recycling Coordinator, Bryan Johnson (266-4682). Section 28.185(10) requires that every person who is required to submit a reuse and recycling plan pursuant to Section 28.185(7)(a)5 shall submit documents showing compliance with the plan within sixty (60) days of completion of demolition. A demolition or removal permit is valid for one (1) year from the date of the Plan Commission.
53. On the landscape plan, label and number the proposed trees and plantings with the planting code in addition to the identification symbol.

Fire Department (Contact Bill Sullivan, 261-9658)

54. Please consider allowing the Madison Fire Department to conduct training sequences prior to demolition. Contact Division Chief Paul Ripp to discuss this possibility at pripp@cityofmadison.com or 712-6277.

Water Utility (Contact Adam Wiederhoeft, 266-9121)

55. Private wells may have served the parcels associated with this project prior to municipal water service connections. The existing properties will require an internal and external survey for potential unabandoned private wells prior to proceeding with demolition. Any remaining unused/unpermitted private wells existing on this parcel must be properly abandoned according to Wisconsin Administrative Code NR-812 and MGO Section 13.21 prior to the demolition of the property. Please contact Water Utility staff at 266- 4654 to schedule an on-site private well survey prior to demolition, otherwise for additional information regarding well abandonment procedures and potential well abandonment reimbursement programs.

56. The Madison Water Utility shall be notified to remove the water meters at least two working days prior to demolition. Contact the Water Utility Meter Department at 266-4765 to schedule the meter removal appointment.

Metro Transit (Contact Tim Sobota, 261-4289)

This agency reviewed the request and has recommended no conditions of approval.

Parks Division (Contact Sarah Lerner, 261-4281)

This agency reviewed the request and has recommended no conditions of approval.

City Forestry Section (Brad Hofmann, 267-4908)

57. City Forestry will issue a removal permit for one Maple tree at 1223 South Street due to poor condition. Please contact City Forestry at 266-4816 to obtain the street tree removal permit.

58. An existing inventory of trees (location, species, & DBH) and any tree removal plans (in PDF format) shall be submitted to the plans and Brad Hofmann – bhofmann@cityofmadison.com or 266-4816. All proposed street tree removals within the right of way shall be reviewed by City Forestry. Approval and permitting of street tree removals shall be obtained from the City Forester prior to the approval of the site plan.

59. Existing street trees shall be protected. Please include the following note on the site plan: Contractor shall install tree protection fencing in the area between the curb and sidewalk and extend it at least 5 feet from both sides of the tree along the length of the terrace. No excavation is permitted within 5 feet of the outside edge of a tree trunk. If excavation within 5 feet of any tree is necessary, contractor shall contact City Forestry (266-4816) prior to excavation to assess the impact to the tree and root system. Tree pruning shall be coordinated with City Forestry. Tree protection specifications can be found in Section 107.13 of *City of Madison Standard Specifications for Public Works Construction*. Any tree removals that are required for construction after the development plan is approved will require at least a 72-hour waiting period before a tree removal permit can be issued by Forestry, to notify the Alder of the change in the tree plan.

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

Recommendation – Certified Survey Map (Entire Site)

If the Plan Commission approves the related land use applications for the western and eastern sites, the Planning Division recommends that it also forward the two-lot, two-outlot **Certified Survey Map** of the overall site to the Common Council with a recommendation of **approval** subject to input at the public hearing and the conditions from reviewing agencies:

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

City Engineering Division (Contact Tim Troester, 267-1995)

1. The City will plan to abandon the existing storm sewer from South Street to Fish Hatchery Road as part of the proposed public works infrastructure project. Additionally, the City will upgrade storm sewer from High Street to South Street in conjunction with the public works construction. South Street currently has an enclosed

depression near the northerly driveway of the surface parking lot on the east side of South Street. The applicant shall work with the City to determine the best overland flow route for extreme events (up to the 500-year event) to safely pass water from South Street to Fish Hatchery Road. This should take into account avoiding any future building expansions. Public easements for drainage purposes and or access will be required.

2. Additional easements for storm sewer and drainage purposes will be required across the property located at 1227 and/or 1229 to provide a safe overland flow and for maintenance and access from the enclosed depression on High Street.
3. Enter into a City / Developer agreement for required infrastructure improvements. The agreement shall be executed prior to sign off. Allow 4-6 weeks to obtain agreement. Contact the City Engineering Division to schedule the development and approval of the plans and the agreement.
4. Construct sidewalk along Fish Hatchery Rd and Midland Street according to a plan approved by the City Engineer.
5. The City will undertake a reconstruction of South Street, High Street, and Midland Street and construction of Cedar Street in 2021. Execute a waiver of notice and hearing on the assessments for the improvements in accordance with Section 66.0703(7)(b) Wisconsin Statutes and MGO Section 4.09. Note that new Cedar Street, east of South Street, is a new street which half of the construction is assessed to each side. High Street will include a rural-to-urban project where curb and gutter and four (4) feet of pavement will be assessed to applicant.
6. Madison Metropolitan Sewerage District (MMSD) charges are due and payable prior to City Engineering Division sign-off, unless otherwise collected with a Developer's/ Subdivision Contract. Contact Mark Moder (261-9250) to obtain the final MMSD billing a minimum of two (2) working days prior to requesting City Engineering signoff.
7. A minimum of two (2) working days prior to requesting City Engineering signoff on the CSM, contact either Tim Troester (West) at 261-1995 (ttroester@cityofmadison.com) or Brenda Stanley (East) at 261-9127 (bstanley@cityofmadison.com) to obtain the final stormwater utility charges that are due and payable prior to sub-division of the properties. The stormwater utility charges (as all utility charges) are due for the previous months of service and must be cleared prior to the land division (and subsequent obsolesces of the existing parcel).
8. The existing Sewer Easement per Document No. 998984 shall be amended with additional text setting forth terms and conditions clarifying the use for Public Storm Sewer and Drainage facilities. Also, any additional easement areas required by City Engineering Staff to address proper drainage shall be granted on the CSM. Contact Jeff Quamme (jrquamme@cityofmadison.com) for the required language to be placed on the CSM.

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

9. The Developer shall petition for the street discontinuance and vacation of Garden Street. Provide a petition along with legal description and sketch of the right of way to be discontinued and other required materials after first consulting with Jeff Quamme of Engineering Mapping. (jrquamme@cityofmadison.com) The

Resolution will have a reservation of a Temporary Storm Sewer Easement over a portion of the discontinued right of way for existing storm sewer until such time the storm sewer is re-routed allowing for abandonment of the current sewer.

10. Dedicate right of way along the west side of High Street at the south end for a 50-foot diameter cul-de-sac bulb as required by the Traffic Engineering Division.
11. As required by the Traffic Engineering Division, dedicate the necessary right of way or grant a public sidewalk easement on the face of the CSM to accommodate a five (5)-foot wide sidewalk, eight (8)-foot terrace, and additional one (1) foot for maintenance behind the walk along Fish Hatchery Road.
12. The applicant shall dedicate right of way along South Street to a width of 60 feet where the existing right of way exists as 50 feet wide.
13. The City is planning to realign the Midland Street/High Street/South Street intersection. The applicant shall dedicate right of way at the southwest corner of the Midland Street-South Street intersection as required by the Traffic Engineering Division.
14. The applicant shall dedicate right of way or grant a public sidewalk easement for and be responsible for widening Midland Street to 28 feet in width measured from face of curb to face of curb and providing an eight (8)-foot terrace, five (5)-foot wide sidewalk, and additional one (1) foot for maintenance.
15. In accordance with Chapter 236, Wisconsin Statutes, the applicant must show the type, location and width of any and all easements on a CSM. Clearly identify the difference between existing easements (cite recording data) and easements which are being conveyed by the land division. Identify the owner and/or benefiting interest of all easements. Include any and all language required to properly and legally create any easement by this land division.
16. The sidewalk easements along the northerly sides of Outlots 1 and 2 shall be retitled "Public Sidewalk and Bike Path Easement to the City of Madison." No aboveground improvements will be allowed in the Public Sidewalk Easement Area(s) by the property owner. Only pavement and/or concrete for driveway purposes shall be permitted. Contact Jeff Quamme (jrquamme@cityofmadison.com) for the required language to be placed on the CSM. Also contact him for the final easement configuration required along the north side of Outlot 2.
17. Outlot 1 shall include the following restriction to be included as text on the CSM: "Outlot 1 is reserved for a future dedication by the Owner to the City of Madison for public right of way purposes. The area shall be dedicated to the City of Madison at no cost upon the adoption of a resolution by the City of Madison to discontinue and vacate Appleton Road as shown on this Certified Survey Map. The effective date of the vacation shall be conditioned upon the execution and recording of the document conveying and dedicating Outlot 1 to the City of Madison for public street purposes. Only existing parking lot improvements or a new driveway access shall be permitted within Outlot 1, no buildings or other new private improvements shall be permitted within Outlot 1 prior to the conveyance to the City. See the detail of Appleton Road area to be discontinued."
18. Outlot 2 shall include the following restriction to be included as text on the CSM: Outlot 2 is reserved for a future acquisition by the City of Madison for public right of way purposes. Only existing improvements shall be

permitted within Outlot 1 prior to any conveyance to the City of Madison. No buildings or new private improvements shall be permitted within Outlot 2. Coordinate the final configuration of the Outlot at the east end with Jeff Quamme (jrquamme@cityofmadison.com).

19. Re-label the Temporary Storm Sewer as: Temporary Public Storm Sewer Easement to the City of Madison per Doc No. _____. The document number will be the recorded discontinuance of Garden Street. Also extend the north end of the temporary easement to be opposite the North line of the existing Public Storm Sewer Easement per Document No. 2064028.
20. Better delineate the portion of the Public Storm Sewer Easement per Document No. 998984 that has been released by Document No. 2064029.
21. Add a note and label directly on the map the portions of the Public Storm and Sanitary Sewer Easements per Document Nos. 998984, 2056027, 2064027 and 2064028 to be released by the City of Madison by a future separate instrument that lie within proposed Lot 1 of this CSM. The approval of this CSM by the City of Madison provides authorization of the release of these easement areas upon the future approval by the City Engineer. Any new easements required for the rerouting of the storm and sanitary sewer easements shall be granted on the face of the CSM.
22. Show, dimension and label the 30-foot Building Setback Line per Haen Subdivision No. 1, Document No. 998984.
23. The owner shall coordinate with the City of Madison the release of the existing utility easements lying within Outlots 1 and 2 prior to their being conveyed to the City of Madison.
24. The Public Storm Sewer Easement area shown and labeled per Document No. 2064027 is also subject to a Public Storm Sewer Easement per Document No. 2056027 and shall be labeled as such.
25. Show and label the encroachment area permitted for the crossing of a conduit per the Encroachment Agreement per Document No 2279574. Contact Jeff Quamme (jrquamme@cityofmadison.com) for the map exhibit that was not attached to the recorded document.
26. Note and label the area comprising Block 1 of Haen Subdivision No. 1 is subject to a Restriction Agreement on uses per Document No. 989359.
27. Add the note from the plat of Haen Subdivision No. 1 regarding the setting of utility poles.
28. The existing Sewer Easement per Document No. 998984 shall be amended with additional text setting forth terms and conditions clarifying the use for Public Storm Sewer and Sanitary Sewer. Also, any additional easement areas required to provide 10 feet of width on each side of the sanitary and storm sewer facilities shall be granted on the CSM. Contact Jeff Quamme (jrquamme@cityofmadison.com) for the required language to be placed on the CSM.
29. Wisconsin Administrative Code A-E 7.08 identifies when Public Land System (PLS) tie sheets must be filed with the Dane County Surveyor's office. The Developer's Surveyor and/or Applicant must submit copies of required

tie sheets or monument condition reports (with current tie sheet attached) for all monuments, including center of sections of record, used in this survey, to Jeff Quamme, City Engineering (jrquamme@cityofmadison.com).

30. Prior to Engineering final sign-off by main office for Certified Survey Maps, the final CSM shall be submitted in PDF format by email transmittal to Engineering Land Records Coordinator Jeff Quamme (jrquamme@cityofmadison.com) for final technical review and approval. This submittal must occur a minimum of two working days prior to final Engineering Division sign-off.
31. Conditions of approval noted herein are not intended to be construed as a review determining full compliance with City of Madison Ordinances and State of Wisconsin Statutes. The licensed professional preparing the land division is fully responsible for full compliance with all Ordinances and Statutes regulating this proposed land division.
32. Add to the header on each sheet and the legal description to include "Vacated and Discontinued Garden Street recorded as Document No.'s 2056027 and__." The CSM shall delineate and label the two separate discontinuance areas.
33. Some of the labels have text that is too small and will not scan well at the Register of Deeds. No text shall be smaller than 0.05 inches in height.
34. All easements shall be dimensioned adequately on the face of the CSM to allow them to be fully retraced.
35. Label all existing buildings and note those to be demolished as part of phase 1 of the redevelopment project.
36. The CSM shall include details showing the true location and dimensions between both public land survey corner locations and the meander corners to which they are referenced. The legal description shall state the bearing and distance from the true corner location from which the description begins at the meander corner.
37. Correct the section number and Town number on the labels for the Section Corners. Also correct the note for the center of section, there is a monument at the Meander Corner and a chiseled cross at the true corner location. Lastly, overall distances between corners shall be added as required by statute.
38. Adjoiners shall be labeled on all sheets of the CSM. Provide recorded as data as required by statute on the exterior boundaries of the Certified Survey Map.
39. Provide curve data for the east and west sides of Outlot 1, the west side of Outlot 2 and sub curve data along the southwesterly curve of Lot 2.
40. Correct the street name to Fish Hatchery Road on all sheets and the surveyor certificate legal description.
41. Verify that the map shows the correct bearing and dimension for the north line across South Street. Revise surveyor's certificate legal description accordingly.
42. Add total square footage / acreage to the end of the legal description in the Surveyor's Certificate.

43. The current title report indicates more than one owner of lands included in this CSM. Add all Owner's Certificates for all Owners at the time of final sign off.
44. Confirm the right of way width of Midland Street. Computations indicate that this right of way may not be the 50 feet as platted with the CSM on the north side.
45. The pending Certified Survey Map application for this property shall be completed and recorded with the Dane County Register of Deeds (ROD), the new parcel data created by the Assessor's Office and the parcel data available to Zoning and Building Inspection staff prior to issuance of building permits for new construction.
46. The applicant shall submit to Jeff Quamme, prior to final Engineering sign-off of the subject CSM, one (1) digital CADD drawing in a format compatible with AutoCAD. The digital CADD file(s) shall be referenced to the Dane County Coordinate System and shall contain, at minimum, the list of items stated below, each on a separate layer/level name. The line work shall be void of gaps and overlaps and match the final recorded CSM: right of way lines (public and private); lot lines; lot numbers; lot/plat dimensions; street names, and; easement lines (including wetland and floodplain boundaries).

*This transmittal is a separate requirement than the required submittals to Engineering Streets Section for design purposes. The Developer/Surveyor shall submit new updated final plat, electronic data and a written notification to Engineering Mapping for any changes to the plat which occur subsequent to any submittal.

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

47. The applicant shall dedicate right of way or grant a public sidewalk easement and be responsible for the construction of a five (5)-foot wide sidewalk, eight (8)-foot terrace, and additional one (1)-foot for maintenance along Fish Hatchery Road.
48. The applicant shall dedicate right of way or grant a public sidewalk easement for and be responsible for widening Midland Street to 28 feet in width measured from face of curb to face of curb and providing an eight (8)-foot terrace, five (5)-foot wide sidewalk, and additional one (1) foot for maintenance.
49. The City is planning to realign the Midland Street/High Street/South Street intersection. The applicant shall dedicate right of way at the southwest corner of the Midland Street-South Street intersection as required by the Traffic Engineering Division.
50. The applicant shall be responsible for constructing and dedicating the appropriate right of way for a fifty (50)-foot diameter turnaround bulb at the southern end of High Street.
51. The applicant shall dedicate right of way for South Street with the CSM to create a consistent 60-foot wide right of way from Appleton Road to Midland Street.

Zoning Administrator (Contact Jenny Kirchgatter, 266-4429)

This agency reviewed the request and has recommended no conditions of approval.

Fire Department (Contact Bill Sullivan, 261-9658)

This agency reviewed the request and has recommended no conditions of approval.

Water Utility (Contact Adam Wiederhoeft, 266-9121)

This agency reviewed the request and has recommended no conditions of approval.

Metro Transit (Contact Tim Sobota, 261-4289)

This agency reviewed the request and has recommended no conditions of approval.

Parks Division (Contact Sarah Lerner, 261-4281)

This agency reviewed the request and has recommended no conditions of approval.

City Forestry Section (Brad Hofmann, 267-4908)

This agency reviewed the request and has recommended no conditions of approval.

Office of Real Estate Services (Heidi Radlinger, 266-6558)

52. The title Commitment states title is vested in three entities. Signature block certifications shall be executed by all parties of interest having the legal authority to do so, pursuant to Wis. Stats. 236.21(2)(a). The title of each certificate shall be consistent with the ownership interest reported in the most recent title report. The executed original hard stock recordable CSM shall be presented at the time of sign-off.
53. A certificate of consent for all mortgagees shall be included following the Owner's Certificate(s) and executed prior to CSM approval sign-off.
54. If a mortgage or other financial instrument is reported in record title, but has been satisfied or no longer encumbers the lands or ownership within the CSM boundary, a copy of a recorded satisfaction or release document for said instrument shall be provided prior to CSM approval sign-off.
55. If any portion of the lands within the CSM boundary are subject to an Option to Purchase or other Option interest please include a Certificate of Consent for the option holder.
56. City of Madison Plan Commission Certificate: The Secretary of the Plan Commission is Matthew Wachter.
57. The lands within the CSM boundary are located within TID 42, a Tax Incremental Financing District. Discussions with Joe Gromacki, the City of Madison's tax increment financing coordinator, may be necessary before recording the CSM if a TIF application is required. Mr. Gromacki may be reached at 267-8724 or jgromacki@cityofmadison.com.
58. Real estate taxes for 2019 are owed for the subject properties. Per 236.21(3) Wis. Stats. and 16.23(5)(g)(1) Madison General Ordinances, the property owner shall pay all real estate taxes that are accrued or delinquent for the subject property prior to CSM recording. This includes property tax bills for the prior year that are distributed at the beginning of the year. Receipts from the City of Madison Treasurer are to be provided before

or at the time of sign-off. Payment is made to: City of Madison Treasurer; 210 Martin Luther King, Jr. Blvd.; Madison, WI 53701.

59. Pursuant to MGO Section 16.23(5)(g)(4), the owner shall furnish an updated title report to Heidi Radlinger in City's Office of Real Estate Services (hradlinger@cityofmadison.com), as well as the survey firm preparing the proposed CSM. The report shall search the period subsequent to the date of the initial title report (December 4, 2019) submitted with the CSM application and include all associated documents that have been recorded since the initial title report. A title commitment may be provided, but will be considered only as supplementary information to the title report update. The surveyor shall update the CSM with the most recent information reported in the title update.
60. The owner shall email the document number of the recorded CSM to Heidi Radlinger as soon as the recording information is available.