

PLANNING DIVISION STAFF REPORT

SEPTEMBER 16, 2015 URBAN DESIGN COMMISSION

SEPTEMBER 21, 2015 PLAN COMMISSION



Project Address: 2524 Winnebago Street – Union Corners
Application Type: PD (SIP) to Amended PD (SIP)
Legistar File ID # [39711](#)
Prepared By: Timothy M. Parks, Planning Division
Report includes comments from other City agencies, as noted.

Summary

Applicant & Property Owner: Edward Matkom and Marc Ott, Gorman & Company; 200 N. Main Street; Oregon.

Requested Actions: Approval of an amended Planned Development–Specific Implementation Plan to allow construction of a mixed-use building at Union Corners on land addressed as 2524 Winnebago Street containing a 28,000 square-foot grocery store, 10,000 square feet of general commercial space and 100 apartments.

Proposal Summary: The proposed mixed-use building will occupy approximately 3 acres at the corner of the larger 11.5-acre Union Corners property formed by the intersection of Milwaukee Street and E. Washington Avenue. The project represents the fourth of 10 future buildings shown on the approved general development plan (the site was proposed to be developed with 2 building lines—Buildings 1 and 2). The proposed building will be an L-shaped structure that will stand five stories in height and be located above 2 underground garages that will provide parking for a total of 192 automobiles, with 49 additional parking stalls proposed at grade. The proposed 28,000 square-foot grocery store will occupy the first floor of the building with frontage along Milwaukee Street and E. Washington Avenue, with the additional 10,000 square feet of commercial space proposed in one or more tenant spaces that will extend along the E. Washington frontage of the building. The applicant proposes to commence construction in April 2016, with completion scheduled for July 1, 2017.

Applicable Regulations & Standards: Section 28.182 of the Zoning Code provides the process for zoning map amendments. The approval process and standards for Planned Development districts is outlined in Section 28.098 of the Zoning Code. The subject site is located in Urban Design District 5, the rules for which are outlined in Section 33.24(12) of the Urban Design Commission ordinance.

Review Required By: Urban Design Commission, Plan Commission and Common Council.

Summary Recommendation: The Planning Division recommends that the Plan Commission forward Zoning Map Amendment ID 28.022–00182, approving an Amended Planned Development–Specific Implementation Plan to allow construction of a mixed-use building at 2524 Winnebago Street at Union Corners, to the Common Council with a recommendation of **approval** following a recommendation by the Urban Design Commission and subject to input at the public hearing and the conditions from reviewing agencies beginning on page 5 of this report.

Background Information

Parcel Location: The proposed mixed-use will occupy approximately 3 acres of the larger 11.5-acre Union Corners property generally bounded by E. Washington Avenue, Milwaukee Street, S. Sixth Street and the Union Pacific Railroad, Aldermanic District 6 (Rummel); Urban Design District 5; Madison Metropolitan School District.

The mixed-use building will be located along the E. Washington Avenue frontage at Milwaukee Street and northeast of a previously approved two-story, 60,000 square-foot UW Health medical office building.

Existing Conditions and Land Use: The subject site is undeveloped and zoned PD.

Land Uses and Zoning Surrounding Union Corners:

North: Across E. Washington Avenue, single- and two-family residences, zoned TR-V1 (Traditional Residential–Varied 1 District); two-family and multi-family residences, Speedy Muffler, Red Letter News, Ray’s Bar, Assumption Greek Orthodox Church, zoned TSS (Traditional Shopping Street District); across Milwaukee Street, Malt House tavern, mixed-use buildings, zoned CC-T (Commercial Corridor–Transitional District); single- and two-family residences, zoned TR-V1;

South: Single- and two-family residences across the Union Pacific Railroad right of way and Capital Cities Trail, zoned TR-V1;

West: Single- and two-family residences along E. Washington Avenue, zoned TR-V1; Idun Lodge, zoned NMX (Neighborhood Mixed-Use District);

East: Single- and two-family residences along Anzinger Court and Farwell Street, zoned TR-C4 (Traditional Residential–Consistent 4 District)

Adopted Land Use Plans: The Comprehensive Plan identifies Union Corners as a potential redevelopment site and recommends it for Community Mixed-Use (CMU) development and Transit-Oriented Development (TOD).

Most of the site is also included within the boundaries of the 2000 Schenk-Atwood-Starkweather-Worthington Park Neighborhood Plan, which while not providing a vision for redevelopment of the site, includes a number of smaller, specific recommendations germane to portions of the Union Corners site and surrounding area. The site is also located within the boundaries of the 2000 East Washington Avenue/ Old East Side Master Plan (BUILD), which did not anticipate the closing of the Kohl’s grocery store or the Rayovac plant but included a number of recommendations for urban design and transportation.

Zoning Summary: The site is zoned PD. The SIP will be reviewed in the following sections.

Other Critical Zoning Items	
Yes:	Urban Design (UDD 5), Utility Easements, Barrier Free
No:	Floodplain, Wellhead Protection, Waterfront Development, Landmark, Adjacent to a Park
<i>Prepared by: Planning and Zoning staff</i>	

Environmental Corridor Status: The property is not located within a mapped environmental corridor (see Map F7).

Public Utilities and Services: The site is served by a full range of urban services, including seven-day Metro Transit service on E. Washington Avenue and Milwaukee Street.

Previous Approvals & Project History

On May 21, 2014, the Common Council approved a major amendment to the Planned Development–General Development Plan for Union Corners to call for various medical office, retail, mixed-use and residential buildings on 4 City-owned parcels generally addressed as 2340, 2504 and 2507 Winnebago Street. On September 2, 2014,

the Common Council approved a Planned Development–Specific Implementation Plan to allow construction of a two-story, 60,000 square-foot UW Health medical office building, which recently started construction. A Specific Implementation Plan for 2 mixed-use buildings (Buildings 4 and 5) containing 18,000 square feet of first floor commercial space and 90 apartments was approved by the Common Council on February 3, 2015. Final design approval of the 2 mixed-use buildings by the Urban Design Commission is pending, with construction of that project scheduled to commence by the end of 2015.

The Union Corners site was acquired by the City with Land Banking Funds for \$3.3 million in December 2010. On July 16, 2013, the Common Council accepted a selection committee’s recommendation of the applicant, Gorman & Company, Inc., proposal for the purchase and redevelopment of the City-owned Union Corners properties and authorized the execution of a Purchase and Sale Agreement (PSA) for their purchase and redevelopment. The PSA calls for the 11.5 acres to be conveyed to the applicant and for a tax incremental financing loan agreement to assist with implementation of the planned development. The City previously constructed the current alignment of Winnebago Street, S. Sixth Street and the roundabout where those streets intersect in 2007 as part of its participation in the previous redevelopment efforts for the Union Corners site.

Previously, the Common Council approved a request in 2006 to rezone 2313-2525 E. Washington Avenue, 2306-2422 Winnebago Street, 2317- 2415 Winnebago Street and 11 S. Fifth Street from C2 (General Commercial District) and M1 (Limited Manufacturing District) to PUD-GDP [1966 Zoning Code] to allow the future development of up to 450 dwelling units, 110,000 square feet of commercial space in 11 buildings following demolition of approximately 20 principal and accessory buildings, the vacation of Sullivan, Florence and Winnebago streets and the recording of the Certified Survey Map subdividing the subject site.

On October 4, 2004, the Plan Commission approved demolition permits to allow the demolition of the French Battery Building and other buildings on the Union Corners site to facilitate environmental remediation from previous heavy industrial uses in anticipation of future redevelopment.

Project Description

The proposed specific implementation plan calls for the construction of an L-shaped mixed-use building to occupy the corner of the larger Union Corners Planned Development formed by the intersection of Milwaukee Street and E. Washington Avenue. The subject site was approved on the Union Corners general development plans for future construction of 2 mixed-use buildings extending along the E. Washington frontage northeast of a 60,000 square-foot UW Health clinic now under construction on the western half of the block bounded by S. Sixth Street. The proposed building will extend along the E. Washington frontage from a mid-block pedestrian path adjacent to the future clinic parking lot to Milwaukee Street before turning to parallel Milwaukee Street and extending south towards Winnebago Street.

The first floor of the eastern wing of the proposed building will be occupied by a 28,000 square-foot grocery store that will be located adjacent to the E. Washington-Milwaukee Street intersection. The entrance to the store will be located at the northwestern corner of the tenant space and be accessed from a first floor atrium that will join the two wings of the building. The atrium will extend from the E. Washington Avenue sidewalk through the building to a 49-stall surface parking lot proposed in the courtyard formed by the southern and western walls of the L-shaped building. The primary parking for the grocery store will be in a 92-stall garage located one floor below grade, with escalators, a dedicated elevator, and cart escalator(s) proposed to convey patrons from the parking area to the atrium and grocery entrance. Loading for the grocery will be located along the southerly wall of the store, with the loading docks proposed to face to the west.

West of the atrium through the building, the specific implementation plan calls for the western wing to include the remaining approximately 10,000 square feet of commercial space and the lobby for the residential units that will be located on floors 2-5 of the building. The 100 dwelling units proposed will consist of 58 one-bedroom units and 42 two-bedroom units. A fitness room and club room is proposed on the second floor to serve residents of the building. A variety of full and French/ Juliet balconies are proposed for the dwelling units.

Parking for the residential component of the project will be provided in a separate 100-stall garage that will extend beneath the western wing as well as the at-grade parking lot and plaza proposed at the west end of the project area. The plaza will include a combination of landscaping and hardscaping treatments and pedestrian connections to the serpentine path that will extend through Union Corners parallel to Winnebago Street and the pedestrian path that will extend mid-block between E. Washington Avenue and Winnebago. The 49-stall surface parking lot, grocery loading dock, and separate ramps to the grocery parking garage and residential parking garage will be accessed from a single driveway into the site from Winnebago Street.

The building will be clad with a combination of brick and metal wall panels. The elevations show a high percentage of vision glass at the first floor facing E. Washington Avenue, the mid-block path, and the wall of the western wing facing the surface parking lot. The south face of the atrium connecting the two wings will feature a five-story curtain wall. The first floor façade of the eastern wing along Milwaukee Street will be the rear wall of the grocery store, which limits the opportunity for vision glass into the space. Instead, the elevations depict a series of brick columns to articulate that portion of the building.

Analysis and Conclusion

The Planning Division believes that the specific implementation plan for the proposed mixed-use building conforms to the approved Planned Development–General Development Plan for Union Corners and that the project can meet the standards for approval for zoning map amendments and planned developments. Although the general development plan called for 2 separate buildings to be built on this portion of Union Corners with more building frontage along the north-south mid-block path, staff feels that the proposed building and its two distinct wings as well as the degree of orientation to the path primarily at the first floor is consistent with the intent of the master plan for the site.

Staff also believes that the project plans conform to the applicable plan recommendations for the subject site. The 2006 Comprehensive Plan identifies the Union Corners site, the E. Washington-Milwaukee intersection and the north side of E. Washington Avenue west towards Fifth Street as a potential redevelopment location recommended for Community Mixed-Use (CMU) and Transit-Oriented Development (TOD). The Comprehensive Plan recommends that such developments either be located adjacent to medium- or high-density residential areas or be large enough to accommodate high-density residential uses when adjacent to lower density areas, the latter of which applies to this project. In addition to residential uses, CMU districts are recommended to include a mix of employment, retail and service uses intended to serve both the residents of the area and surrounding neighborhood and “wider community markets.” These districts are typically intended to be located along high-capacity transit routes such as E. Washington Avenue and are recommended to have a focal point developed at high densities and focused on a commercial core, a plaza or square, a civic use or dense residential development. Buildings with these zones should be located close to the sidewalk with parking located at the rear of the buildings or underground, and pedestrian-level amenities should be provided.

A number of TOD policies in the Comprehensive Plan are also applicable to the Union Corners redevelopment. Among the facets of TOD present in this project include the provision of a variety of land uses (housing, retail/commercial, employment, etc.), the placement of the buildings creating a sense of spatial enclosure and creation of a high-quality public realm, and the inclusion of uses that generate pedestrian activity, such as spaces for retail and offices at the ground floor. And while there is not a specific number of residential units proposed in the approved general development plan for the overall 11.5-acre site, the building mass and emphasis on residential uses, including on the upper floors of the numerous mixed-use buildings proposed including the two subject to this specific implementation plan approval, suggest that the density of the project will comport to the 30-unit per acre recommended for the core of a TOD district.

The proposed specific implementation plan represents the final project in the block bounded by E. Washington Avenue, Milwaukee Street, Winnebago Street and S. Sixth Street, which will also include 2 mixed-use buildings along Winnebago Street and the aforementioned UW Health clinic under construction. Construction across the block will be phased among 3 distinct projects being coordinated by the applicant. To ensure that all of the open space amenities originally proposed as part of the Union Corners General Development Plan, staff requests that the applicant provide an updated phasing plan for the block that shows how all of the common site amenities, including the mid-block pedestrian path, serpentine path, and associated landscaping, will be implemented through those project approvals.

Recommendation

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

The Planning Division recommends that the Plan Commission forward Zoning Map Amendment ID 28.022–00182, approving an Amended Planned Development–Specific Implementation Plan to allow construction of a mixed-use building at 2524 Winnebago Street at Union Corners, to the Common Council with a recommendation of **approval** following a recommendation by the Urban Design Commission and subject to input at the public hearing, the following Planning Division condition(s) and the conditions from reviewing agencies:

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

1. The E. Washington Avenue entrances into the first floor commercial spaces in the western wing of the proposed building shall be unlocked and operable during business hours. Operable doors into those spaces from the parking area and central plaza are also encouraged.
2. That the specific implementation plan be revised prior to final approval by the Planning Division and the issuance of building permits as follows:
 - 2a. provide a clear phasing plan for the subject Building 1 and previously approved UW Health Clinic and Buildings 4/ 5 projects to ensure that all site improvements, including the mid-block pedestrian path, serpentine path, and associated landscaping, will be implemented through those project approvals;
 - 2b. provide a fully dimensioned site plan that identifies the exterior dimensions of the property and clearly identifies the setbacks of the building from all property lines;
 - 2c. provide detailed and dimensioned elevations of the first floor commercial spaces from E. Washington Avenue, Milwaukee Street, the pedestrian plaza and path, and parking lot, including typical door locations, materials, and sill heights. If an art wall or living wall is proposed along Milwaukee Street, details of that treatment shall be provided;

- 2d show the dedicated elevators for the residential portion of the building and any freight elevators for the grocery store on the floorplans;
 - 2e. show the location and details of any cart corrals to be installed in the surface parking lot;
 - 2f. on Sheet A2, show the outline of the subject site in relation to the underground parking garages; on Sheets A1 and C200, show the outline of the underground garages;
 - 2g. provide detailed elevations with materials for all facades of the mixed-use building, above-grade walls enclosing the ramps leading to the parking garages and the egress stair from the residential garage at the southwesterly corner of the site.
3. The applicant may submit a zoning text specific to this project for review and approval by the Planning Division and Zoning Administrator prior to recording or note that this project is subject to the zoning text conditionally approved with the final Union Corners General Development Plan.
 4. No utility or HVAC pedestals or penetrations, including HVAC wall packs for units, and gas meters or electric meters for buildings/ units shall be permitted without specific approval by the Urban Design Commission and Plan Commission. As part of the approval of this project, the commissions shall consider the louvers proposed to vent individual "wall-pack" heating and air-conditioning units shown on the northeastern and southwestern facades of both buildings.

The following conditions have been submitted by reviewing agencies:

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

5. The applicant has shown proposed access to underground parking. It is unclear how these will be drained. The applicant shall provide additional detail including if needed pumping plan stamped by a registered engineer or master plumber showing the system can accept a 100-year rain event.
6. The site plan shall be revised to show all existing public sanitary sewer facilities in the project area as well as the size, invert elevation, and alignment of the proposed service.
7. This project falls in the Rock River TMDL Zone and is subject to increased erosion control enforcement as authorized by Resolution 14-00043 passed by the Common Council on January 21, 2014. The project will be expected to meet a higher standard of erosion control than the minimum standards set by the Wisconsin Department Natural Resources (WDNR).
8. The site plans shall be revised to show the location of all rain gutter down spout discharges.
9. The plan set shall be revised to show a proposed private internal drainage system on the site. This information shall include the depths and locations of structures and the type of pipe to be used.
10. The applicant shall demonstrate compliance with Section 37.07 and 37.08 of Madison General Ordinances regarding permissible soil loss rates. The erosion control plan shall include Universal Soil Loss Equation (USLE) computations for the construction period. Measures shall be implemented in order to maintain a soil loss rate below 5.0-tons per acre per year.
11. This site appears to disturb over 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 continue to review projects for compliance with NR-216 and NR-151 but a separate permit submittal is now required to the WDNR for this work as well. The City of Madison cannot issue our permit until concurrence is obtained from the WDNR via their Notice of Intent Permit (NOI) or Water Resources Application for Project Permits (WRAPP) permit process. Contact Eric Rortvedt at 273-5612 of the WDNR to discuss this requirement.

12. This project will require a concrete management plan as part of the erosion control plan to be reviewed and approved by the City Engineer's Office.
13. Prior to approval, this project shall comply with Chapter 37 of Madison General Ordinances regarding stormwater management. Specifically, this development is required to reduce TSS by 80% off of the proposed development when compared with the existing site.
14. The applicant shall submit, prior to plan sign-off, digital PDF files to the City Engineering Division. The digital copies shall be to scale, shall have a scale bar on the plan set, and shall contain the following items: building footprints; internal walkway areas; internal site parking areas; lot lines and right-of-way lines; street names, stormwater management facilities and; detail drawings associated with stormwater management facilities (including if applicable planting plans).
15. This project appears to require construction dewatering. A dewatering plan shall be submitted to City Engineering as part of the Erosion Control Permit.
16. This project appears to require permanent dewatering. A permit to connect to the public stormwater system shall be required from the City Engineering Division. Additionally, a permit for non-storm discharge to the storm sewer system from the City/County Health Department shall be required.
17. 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.
18. Submit a draft Stormwater Management Maintenance Agreement (SWMA) for review and approval that covers inspection and maintenance requirements for any BMP used to meet stormwater management requirements on this project. Include copies of all stormwater, utility, and detail plan sheets that contain stormwater practices on 8.5 x 14" size paper in the draft document. These drawings do not need to be to scale as they are for informational purposes only. Once City Engineering staff has reviewed the draft document and approved it with any required revisions, submit a signed and notarized original copy to City Engineering. Include a check for \$30.00 made out to Dane County Register of Deeds for the recording fee. City Engineering will forward the document and fee for recording at the time of issuance of the stormwater management permit. The draft SWMA document can be emailed to Tim Troester (west) at ttroester@cityofmadison.com, or Jeff Benedict (east) at jbenedict@cityofmadison.com. The final document and fee should be submitted to City Engineering.
19. The applicant's utility contractor shall obtain a connection permit and excavation permit prior to commencing the storm sewer construction.

20. Per the WDNR closure letter, this property was closed with residual soil and/or groundwater contamination (BRRTS #06-13-506291). If contaminated soil or groundwater is encountered as part of this redevelopment, all WDNR and DSPS regulations must be followed for proper handling and disposal.
21. The construction of this building will require removal and replacement of sidewalk, curb and gutter and possibly other parts of the City's infrastructure. The applicant shall enter into a City / Developer agreement for the improvements required for this development. The applicant shall be required to provide deposits to cover City labor and materials and surety to cover the cost of construction. The applicant shall meet with the City Engineer to schedule the development of the plans and the agreement. The City Engineer will not sign off on this project without the agreement executed by the developer. The developer shall sign the Developer's Acknowledgement prior to the City Engineering Division signing off on this project.
22. The construction of this project will require the applicant shall enter into a City / Developer agreement for the required infrastructure improvements. The applicant shall contact Brenda Stanley at bstanley@cityofmadison.com to schedule the development of the plans and the agreement. The City Engineer will not sign off on this project without the agreement executed by the developer. Note: Obtaining a developer's agreement generally takes approximately 4-6 weeks, minimum.
23. The applicant shall provide the City Engineer with a survey indicating the grade of the existing sidewalk and street. The applicant shall hire a Professional Engineer to set the grade of the building entrances adjacent to the public right of way. The applicant shall provide the City Engineer the proposed grade of the building entrances. The City Engineer shall approve the grade of the entrances prior to signing off on this development.
24. The applicant shall replace all sidewalk and curb and gutter that abuts the property that is damaged by the construction, or any sidewalk and curb and gutter, which the City Engineer determines needs to be replaced because it is not at a desirable grade, regardless of whether the condition existed prior to beginning construction.
25. All work in the public right of way shall be performed by a City-licensed contractor.
26. All damage to the pavement on Milwaukee Street, E. Washington Avenue and Winnebago Street adjacent to this development shall be restored in accordance with the City's Pavement Patching Criteria.
27. The approval of this development does not include the approval of the changes to roadways, sidewalks or utilities. The applicant shall obtain separate approval by the Board of Public Works and the Common Council for the restoration of the public right of way including any changes requested by developer. The City Engineer shall complete the final plans for the restoration with input from the developer. The curb location, grades, tree locations, tree species, lighting modifications and other items required to facilitate the development or restore the right of way shall be reviewed by the City Engineer, City Traffic Engineer, and City Forester.
28. The plan set shall be revised to show more information on proposed drainage for the site. This shall be accomplished by using spot elevations and drainage arrows or through the use of proposed contours. It is necessary to show the location of drainage leaving the site to the public right-of-way. It may be necessary to provide information off the site to fully meet this requirement.

29. The applicant shall submit prior to plan sign-off, electronic copies of any Stormwater Management Files including SLAMM DAT files, RECARGA files, TR-55/HYDROCAD/Etc., and Sediment loading calculations. If calculations are done by hand or are not available electronically the hand copies or printed output shall be scanned to a PDF file and provided).
30. The applicant shall submit, prior to plan sign-off, a digital CAD file (single file) to the City Engineering Division (Storm/Sanitary Section). The digital CAD file shall be to scale and represent final construction. The CAD file shall be in a designated coordinate system (preferably Dane County WISCRS, US Ft). The single CAD file submittal can be either AutoCAD (dwg) Version 2013 or older, MicroStation (dgn) V8i Select Series 3 or older, or Universal (dxf) format and shall contain the only the following data, each on a separate layer name/level number. The digital copies shall be drawn to scale and represent final construction including: building footprints; internal walkway areas; internal site parking areas; other miscellaneous impervious areas (i.e. gravel, crushed stone, bituminous/asphalt, concrete, etc.); right-of-way lines (public and private); plat name and lot lines (metes & bounds parcel lines if unplatted); platted lot numbers (noted "unplatted lands" if not platted); lot/plat property dimensions; street names; private on-site sanitary sewer utilities (including all connections to public sanitary); private on-site storm sewer utilities (including all connections to public storm). The CAD file will only be required prior to final plan review so that multiple files do not need to be supplied or reviewed. E-mail CAD file transmissions are preferred to: jbendict@cityofmadison.com or ttroester@cityofmadison.com . The party responsible for the CAD file e-mail transmission shall include the project site address in the email subject line. Any changes or additions to the location of the building, private utilities, sidewalks, parking/pavement during construction will require a new CAD file transmittal.
31. Storm sewer to serve this development has been designed and constructed. The site plans shall be revised to identify the location of this storm sewer and to show connection of an internal drainage system to the existing public storm sewer.
32. The applicant shall show storm water "overflow" paths that will safely route runoff when the storm sewer is at capacity.
33. For commercial sites less than 1 acre in disturbance the City of Madison is an approved agent of the Department of Commerce and WDNR. As this project is on a site with disturbance area less than 1 acre, and contains a commercial building, the City of Madison is authorized to review infiltration, stormwater management, and erosion control on behalf of the Department of Commerce. No separate submittal to Commerce or the WDNR is required.
34. Complete an erosion control plan and complete weekly self-inspection of the erosion control practices and post these inspections to the City of Madison website - as required by Chapter 37 of Madison General Ordinances.
35. The applicant shall submit for approval a stormwater management plan addressing the above issues.
36. The developer shall remove curb cuts and drive aprons on Winnebago Street and E. Washington Avenue. The terrace shall be replaced with grass and new curb and gutter poured along the street. This will require replacement of stormwater inlets.
37. The developer shall install sidewalk on frontage along Winnebago Street.

38. All street tree locations and tree species within the right of way shall be reviewed and approved by City Forestry. Please submit a tree planting plan (in PDF format) to Dean Kahl of the Parks Division, dkahl@cityofmadison.com or 266-4816. Approval and permitting of any tree removal or replacement shall be obtained from the City Forester and/or the Board of Public Works prior to final approval of the site plan.
39. 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.

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

40. Submit a PDF of all floor plans to izenchenko@cityofmadison.com so that a preliminary interior addressing plan can be developed. If there are any changes pertaining to the location of a unit, the deletion or addition of a unit, or to the location of the entrance into any unit, (before, during, or after construction) the addresses may need to be changed. The interior address plan is subject to the review and approval of the Fire Marshal.
41. The portion of the proposed building has been removed from within Milwaukee Street per the revised site plans received August 31, 2015. No further action is needed.
42. The Declaration of Storm Water Easement (Document No. 5176965) shall be amended to add the storm management facilities to be constructed on this site. Note: The following documents have been recorded as previously required for the PD(GDP) and are of record. Lands conveyed to Applicant 5176964. Cross Easement Declaration Document No. 5176966. DCCR Document No. 5177070.
43. It is recommended that upon the relocation of the communication facilities located in the northerly corner of the site that the applicant have the communication utilities release any easement rights retained when that portion of Milwaukee Street was vacated. (Document No. 4253834)
44. Per the revised plans provided on August 31, 2015, no portion of Milwaukee Street will be discontinued. Therefore no new land division is required for this project.
45. The site plan shall include a full and complete legal description of the site or property being subjected to this application.
46. The site plan shall identify lot and block numbers of recorded Certified Survey Map or Plat.
47. The applicant shall confirm if any portions of the proposed building and/or any private site improvements will encroach into the adjacent right of ways. This includes (but is not limited to) bike racks, balconies and roof overhangs. If any private improvements should encroach into the right of way, the applicant shall make an application with the City of Madison for a privilege in streets agreement administered by the City Office of Real Estate Services. An approval of the development does not constitute or guarantee approval of any encroachments.

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

48. The applicant shall adhere to all vision triangle requirements as set in MGO Sec. 27.05 (No visual obstructions between the heights of 30 inches and 10 feet – 25 feet behind the property line at streets and 10 feet at driveways.). If the applicant believes public safety can be maintained they shall apply for a waiver of MGO 27.05(2)(bb) – Vision Clearance Triangles at Intersections Corners. Approval or denial of the waiver shall be the determination of the City Traffic Engineer.

49. Lower level parking is not dimensioned and as such not reviewable at this time; Traffic Engineering reserves the right to make any comment up to and including comments that may require a redesign and cause the applicant to return to Plan Commission for approval. The applicant should be aware standard parking stalls are 9 feet by 18 feet with 24 foot of back-up, stall widths shall not be encroached upon by any items including columns.

50. All sidewalks adjacent parking stalls shall be 7 feet wide to accommodate vehicle overhang.

51. To allow for proper pedestrian movement and prevent encroachment from irregularly parked bicycles or bicycle with trailers, all bicycle racks adjacent the public right-of-way shall have a 2- to 5-foot buffer.

52. The applicant shall submit one contiguous plan for approval. The plan drawing shall be scaled to 1" = 20' and include the following, when applicable: existing and proposed property lines; parcel addresses; all easements; pavement markings; signing; building placement; items in the terrace such as signs, street light poles, hydrants; surface types such as asphalt, concrete, grass, sidewalk; driveway approaches, including those adjacent to and across street from the project lot location; parking stall dimensions, including two (2) feet of vehicle overhang; drive aisle dimensions; semitrailer movement and vehicle routes; dimensions of radii; and percent of slope.

53. 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.

54. 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.

55. All parking facility design shall conform to the standards in MGO Section 10.08(6).

56. Modify all 'Street' type entrances (radius) to 'Commercial' type entrances (flairs).

Zoning Administrator (Contact Matt Tucker, 266-4569)

→ **Comments from the Zoning Administrator will be provided separately once available.**

Fire Department (Contact Bill Sullivan, 261-9658)

57. Provide fire apparatus access as required by IFC 503 2012 edition, MGO Sec. 34.503, as follows:

a. The site plans shall clearly identify the location of all fire lanes.

- b. Per MGO 34.503/IFC 503 Appendix D105, provide an aerial apparatus access fire lane that is at least 26 feet wide, if any part of the building is over 30 feet in height. The near edge of the aerial fire lane shall be within 30 feet and not closer than 15 feet from the structure, and parallel to one entire side.
- c. The aerial fire lane shall cover not less than 25% of the building perimeter.
- d. Provide a fire lane that extends to within 150 feet of all exterior portions of the structure, or it can be extended to within 250 feet if the building is fully sprinklered.

58. All portions of the fire lanes for newly constructed public buildings and places of employment and open storage of combustible materials shall be within 500 feet of at least **two** fire hydrants. Distances are measured along the path traveled by the fire truck as the hose lays off the truck. See MGO Sec. 34.507 for additional information.

Water Utility (Contact Dennis Cawley, 261-9243)

59. Note: All operating private wells shall be identified and permitted by the Madison Water Utility and all unused private wells shall be abandoned in accordance with MGO Sec. 13.21.

Metro Transit (Contact Tim Sobota, 261-4289)

60. In coordination with public works improvements, the applicant shall maintain or replace the concrete passenger boarding pad at the existing Metro bus stop on the south side of Milwaukee Street, east of E. Washington Avenue (#1293). The concrete pad shall occupy the full distance of the terrace, measure a minimum of 10 feet in width parallel to the street, and lie flush between the sidewalk and the top of curb. A continuous concrete terrace would also be suitable.

61. The applicant shall install and maintain a bench or other seating amenity in the adjacent property landscap plan at stop location #1293, ideally taking advantage of any building overhang or canopy to provide the seating amenity some shelter from the elements.

62. The applicant shall coordinate maintaining and protecting access to the existing bus stop zone for both pedestrians and transit vehicles at all times during project construction, to the maximum extent permissible.

63. The applicant shall include the location of these transit amenities on the final documents filed with their permit application so that Metro Transit may review and approve the design.

64. Metro Transit operates daily transit service along Milwaukee Street and E. Washington Avenue adjacent the project site. Bus stop #1293 adjacent the proposed project site generally has its bus stop zone encompassing the area from the existing bus stop sign pole and concrete boarding pad surface back to the preceding intersection and crosswalk location.

65. Conceptual Bus Rapid Transit (BRT) design studies have identified a new bus stop zone area along E. Washington Avenue, immediately west of the Milwaukee Street intersection. Sample BRT station design guidelines indicate at least 12 feet of available right-of-way being typical for the dimension measured from the face of curb across the station platform to the back of a public sidewalk. A minimum of 8 feet is shown for just the BRT station infrastructure, measured from the face of curb to the rear point of a passenger shelter structure. City Engineering staff may coordinate right-of-way alignments in this area to accommodate any potential future need for BRT infrastructure.

Parks Division (Contact Janet Schmidt, 261-9688)

66. Park impact fees (comprised of the Park Development Impact Fee per MGO Sec. 20.08(2) and the Parkland Impact Fee in lieu of land dedication per MGO Sec. 16.23(8)(f) and 20.08(6)) will be required for all new residential development. The developer must select a method for payment of park fees before signoff on the development. This development is within the Olbrich park impact fee district (SI25). Please reference ID# 14124.1 when contacting Parks Division staff about this project. [Note: 2015 Park Impact Fees are now in effect.]
67. Street trees are required for this project. All street tree planting locations and trees species with the right of way shall be reviewed by City Forestry. Please submit a tree planting plan (in PDF format) to Dean Kahl—dkahl@cityofmadison.com or 266-4816. Approval and permitting of tree planting shall be obtained from the City Forester and/or the Board of Public Works prior to the approval of the site plan. Tree planting specifications can be found in Section 209 of City of Madison Standard Specifications for Public Works Construction.
68. Approval of plans for this project does not include any approval to prune, remove or plant trees in the public right-of-way. Permission for such activities must be obtained from the City Forester, 266-4816.