

**PLANNING UNIT REPORT**  
**DEPARTMENT OF PLANNING AND DEVELOPMENT**  
**November 7, 2005**

**RE: I.D. # 02045: Zoning Map Amendment I.D. 3134 To Rezone 202 N. Charter Street from C1 (Limited Commercial District) to PUD-GDP-SIP**

1. Requested Actions: Approval of a request to rezone 202 N. Charter Street from C1 (Limited Commercial District) to Planned Unit Development-General Development Plan-Specific Implementation Plan (PUD-GDP-SIP) to allow construction of a 25-unit apartment building with 3,300 square feet of first floor retail upon demolition of an existing two-story commercial building.
2. Applicable Regulations: Section 28.07 (6) of the Zoning Ordinance provides the requirements and framework for Planned Unit Developments; Section 28.12 (9) provides the process for zoning map amendments; Section 28.04 (22) provides the guidelines and regulations for the approval of demolition permits.
3. Report Drafted By: Timothy M. Parks, Planner.

**GENERAL INFORMATION**

1. Applicant & Property owner: Bryce Armstrong, Trio Development, LLC (Dayton Charter, LLC); 448 W. Washington Avenue, Madison.  
  
Agent: Michael D. Gordon, Potter Lawson, Inc.; 15 Ellis Potter Court, Madison.
2. Development Schedule: The applicants will commence development as soon as all necessary approvals have been granted, with completion scheduled August 2006.
3. Location: Approximately 0.162 acres (approximately 7,050 square feet) located at the northwest corner of W. Dayton Street and N. Charter Street, Aldermanic District 8; Madison Metropolitan School District.
4. Existing Conditions: Two-story commercial building (former Milan's Sub Shop), zoned C1 (Limited Commercial District).
5. Proposed Land Use: A six-story, 25-unit apartment building with 3,300 square feet of first floor retail.
6. Surrounding Land Use and Zoning: The properties immediately surrounding the subject are included in the University of Wisconsin Campus. Wendt Library, Union South, Computer Science and Statistics are located west of the site; Zoology and Teacher Education to the east; Atmospheric, Oceanic and Space Science, Geological Science and the east campus

power plant to the south, and; the planned Institute for Discovery located to the north.

7. **Adopted Land Use Plan:** This area is identified as "Special Institutional" according to the 1988 Land Use Plan. The plan generally included the relatively small site with the rest of the UW Campus, which surround the property as noted above. Areas south of the campus and north of Regent Street that are not recommended for "Special Institutional" uses are recommended for "Residential, Medium Density – Mixed Unit District."
8. **Environmental Corridor Status:** The property is not located within a mapped environmental corridor.
9. **Public Utilities & Services:** The property is served by a full range of urban services.

### **STANDARDS FOR REVIEW**

This application is subject to the demolition standards of Section 28.04 (22) and the Planned Unit Development District standards.

### **BACKGROUND & PROJECT HISTORY**

The applicants are requesting approval to demolish a two-story building located at the northwest corner of W. Dayton and N. Charter Streets that contained the now vacant Milan's Sub Shop and eight boarding rooms on the second floor. Parking for approximately ten automobiles is located in the rear of the building with access from N. Charter Street. A single part-time Wisconsin Southern Railroad line that crosses the campus area from east to west forms the northern boundary.

The former building will be replaced with a six-story tall building that will contain 25 apartments and 3,300 square feet of first floor retail. The subject site is a 53-foot wide, 7,050 square-foot parcel zoned C1 and will be rezoned PUD-GDP-SIP to accommodate the proposed project.

This proposal follows an earlier planned unit development application by the same applicants that proposed development of a sixteen-story mixed-use building that was to contain 71 apartment units and 2,700 square feet of first floor retail. The Plan Commission reviewed the original request on June 20, 2005 at which time the Commission recommended rejection to the Common Council. The Council followed with a formal rejection of the planned unit development on July 5.

The Planning Unit expressed significant concerns regarding the initial development proposal for the sixteen-story building, including the massing, scale and density of the proposed building, compatibility with nearby developments, the absence of off-street parking and loading, and the

precedent that approval of this project will set for other properties in the south campus area that extends north of Regent Street from N. Randall Avenue to N. Park Street.

The area immediately surrounding the site is developed almost exclusively with University of Wisconsin facilities, with various campus buildings located along the north side of W. Dayton Street from N. Randall Avenue east to N. Mills Street. In addition, the site is directly across W. Dayton Street from the Geological Science Building, which has the Atmospheric, Oceanic and Space Science Building to its west. The east campus power plant is located at the southeastern corner of Dayton and Charter. Other nearby university facilities include the Computer Science and Statistics Building located adjacent to the site on the west, and Wendt Library, Camp Randall Stadium and Union South located further to the west to N. Randall Avenue. Other nearby university buildings of note include the Chemistry buildings located a half block north at W. Johnson Street, and the Zoology and Teacher Education Buildings located to the east of the site at N. Mills Street. A surface parking lot, Lot 13, and two two-story frame structures (including one owned by the UW which is occupied by the Integrated Liberal Studies program) are located north of the railroad at W. Johnson Street, while a small, two-story private apartment building is located across N. Charter Street from the site.

The area extending south of W. Dayton Street to Regent Street is characterized by a wide mix of medium density private residential uses peppered with a small number of various UW facilities, primarily along N. Charter Street. The private residential sites in this area include converted frame structures containing two to four units to a number of newer two to four-story apartment buildings, including a number of these buildings along Spring Street and at N. Park Street and W. Dayton Street. In addition, a small number of five and seven-story structures have been built west of the site in the vicinity of Spring Street and N. Randall Avenue. A notable exception in the area is the eight-story Regent Apartments at the northwest corner of Randall and Regent Streets, which includes 241 dwelling units at a density of 108 units per acre.

The site is recommended as "Special Institutional" according to the 1988 Land Use Plan and the property is not located within the limits of a neighborhood development plan that would establish more specific density thresholds. As noted earlier in the report, the "Special Institutional" designation that governs this portion of the University of Wisconsin campus is bordered on the west and east by areas identified as "Residential, Medium Density - Mixed Unit District." The 1988 Land Use Plan anticipates a density of 16-25 dwelling units per acre in medium density districts.

In reviewing the June 2005 request for a 71-unit apartment tower, staff found the proposed building, with a density of 438.7 units per acre, to be significantly denser than any other building developed in the south campus area in the last forty years. The density of many recent projects closer to the subject site in the areas identified as "Residential, Medium Density - Mixed Unit District," to the east and west along and south of W. Dayton Street were found to exceed the 16-

25 unit per acre recommendation of the Land Use Plan but at comparatively much lower densities on average. Of the projects that have been developed since 1990 in the south campus area, which generally extends from and includes University Avenue on the north, Frances Street on the east, N. Randall Avenue on the west and Regent Street on the south, the average density was 78.3 units per acre, with a range of 53.8 to 178.2 units per acre. Closer to the subject site in the area between N. Park Street and N. Randall Avenue, densities did not exceed 80 units per acre. In particular, planned unit developments were found to have a density range from 53 units per acre up to 80 units per acre. PUDs in this area were also found to have significantly lower floor-area ratios (total floor area of the building divided by the lot area) that range between 1.5 and 3.0 compared to 13.9 proposed in the earlier version of this project. Off-street parking was also provided for all but one of the developments reviewed that were built since 1990, which was of particular importance with both the earlier 71-unit iteration of the project and the smaller, 25-unit proposal now being put forth, which contain no tenant off-street parking. The lack of parking to serve a development of any intensity in this area of the City is noteworthy due to the south campus area's general undersupply of on-street parking and few, if any, opportunities for off-street parking on other properties.

The mass and scale of the earlier building was also of considerable concern when compared with other buildings in the south campus area. While the height of the earlier building was not of particular concern to staff given its location among some of the taller buildings on the University of Wisconsin campus, the FAR of the first proposal for the site was substantially higher than the floor area ratios in the surrounding area. FAR is a method used to measure the intensity of building coverage and land usage. While the density of development is a useful measure for residential development, the FAR can be used to compare residential and non-residential uses or mixed-use developments. As noted above, many of the private residential developments nearby have been developed with FARs of 1.5 to 3.0, the FAR of the earlier building was 13.9 (97,775 gross building square feet on a 7,050 square-foot parcel). And while that building was found to be no taller than at least half of the nearby university buildings, its FAR was nearly three times that of the University buildings (using data from the UW facilities webpage and City assessor parcel information). The Planning Unit found the highest FAR for a university building in this area of the campus to be only 5.2 (Atmospheric, Oceanic and Space Science). Van Hise Hall, the tallest building in the City of Madison, has an FAR of just 1.5. Overall, University buildings in the south campus area had an average FAR of 2.5. The low FAR for both campus buildings and private residential developments in the south campus area regardless of building height is generally the result of providing a combination of greater setbacks from the lot lines, more open space on the site, and in some cases, surface parking spaces.

The Planning Unit was also extremely concerned with the precedent that the 16-story, 71-unit project would have set for redevelopment in the south campus area. While it was contended that development of this site was a site specific solution not be applicable to any neighboring properties, staff felt that approval of this project would potentially open the door to many more

projects of similar intensity far in excess of the current character of surrounding buildings. Staff felt that absent a full-scale planning effort for the south campus area that would define the recommended intensity and character of development, there would likely be little to prevent other potential projects from proposing similar densities, parking or floor area ratios should the City approve this project. Future plans could include the determination of appropriate bulk and density requirements for new development in this area, the importance of integrating open spaces both in individual developments and in the surrounding area, and setting a reasonable ratio of off-street automobile parking.

### **REVIEW OF CURRENT DEVELOPMENT PROPOSAL**

The applicants have significantly scaled back their plans for the site and now propose to construct a six-story, 25-unit apartment building in place of the former sub shop building. The building will contain two retail tenant spaces totaling 3,300 square feet and the residential lobby on the first floor. Floors 2-6 will follow an identical floor plan comprised of one studio, one two-bedroom unit, one three-bedroom unit and two four-bedroom units. Each of the units on the five residential floors will be provided with a balcony.

Like the previous iteration of the development proposal for this site, no off-street automobile parking is proposed. Parking for nine mopeds will be provided on the subject site between the proposed building and the N. Charter Street sidewalk. The applicant will provide enclosed parking for 64 bicycles inside the building in the loading area, which will be located adjacent to the residential vestibule, which enters the building from N. Charter Street. Access to the building's mechanical rooms and trash room will also be provided through this loading area, with a separate door to the trash room from the street. Parking for an additional thirteen bicycles is provided adjacent to the south wall of the building adjacent to the W. Dayton Street sidewalk, resulting a total of 77 bicycle parking spaces for the project.

The proposed building represents a modern design and will be constructed with a combination of two-toned hard coat stucco and colored metal paneling accented with aluminum window framing and balcony rails for Floors 2-6, with concrete masonry units to be used on the ground floor. The building will be cantilevered over a patio proposed along the southern, W. Dayton Street façade of the first floor adjacent to the 3,300 square-foot retail space. The moped parking along N. Charter Street will also be covered by an overhang formed by the residential floors above. Two entrances for the retail spaces will be located along N. Charter Street separate from the residential vestibule, which is located at the northern end of the building. A secondary entrance to the retail space from the outdoor patio is also shown.

Though the plans do not indicate a specific building coverage, the proposed building will occupy most of the subject site, save largely for a five-foot setback along the W. Dayton Street façade. The building is otherwise constructed to abut most or all of the western, eastern and northern

property lines, with limited opportunities for landscaping save for the proposed plantings of mostly low-lying shrubs and perennials along portions of the northern and eastern walls of the building.

The Urban Design Commission reviewed the revised plans for the proposed planned unit development on September 21 and October 19, 2005 and recommended initial and final approval of the project (see attached reports).

#### Condition of Buildings Proposed for Demolition

The letter of intent characterizes the existing mixed-use structure "in a state of ill-repair," "dilapidated" and calls the site "underutilized." Four photos of the building taken when it was still at least partially occupied, including the first floor sub shop, do not necessarily support this assertion, and no other documentation about the condition of the building was provided with the application. The Planning Unit has not at any time toured the building, but has conducted its own windshield survey. While staff does not have any information that would lead to a conclusion about the condition of the building different from the applicant's, staff would suggest that the condition of the building is likely commensurate with a building of its age.

Should the Plan Commission approve the redevelopment project and the component demolition, the applicant will be required to submit a detailed reuse and recycling plan to be approved by the City's Recycling Coordinator prior to the issuance of a wrecking permit.

#### Inclusionary Zoning

The applicant has submitted an Inclusionary Dwelling Unit Plan (IDUP) indicating intent to meet the inclusionary zoning provisions of the Zoning Ordinance. Of the 25 units proposed in this development, four units will be affordable under the terms of the ordinance, with two units each to be provided at the 50% and 60% area median income (AMI) levels. The four units equal the minimum number of units (3.75) required by ordinance for this project.

The applicant has submitted two scenarios for unit allocation and dispersion. The first scenario provides for a more typical allocation of units, with one studio, one three-bedroom unit and two four-bedroom units set aside. The units are located one per floor on Floors 2-5 and are relatively well dispersed so as to not provide for vertical stacking of the affordable units. Staff feels that a representative number of affordable units are provided with this scenario versus the total number of studio to four-bedroom units provided in the project.

The second scenario calls for four of the building's five studio units to be designated as the affordable dwelling units. The studios on Floors 2-5 would be set-aside in this scenario, with all of these units located on the southwest corner of the building. The applicant indicates that this

alternative would permit them to insure that these units are rented to qualifying applicants with a lower vacancy risk. The applicant also asserts that this scenario is likelier to ensure that designated inclusionary units remain in the program versus reverting to market-rate units after the marketing period as affordable units expire. The prevailing thought is that it may be difficult to find three or four tenants who meet the affordability criteria found in the Zoning Ordinance that are willing to live with one another. An amendment to the Zoning Ordinance to allow affordable units to be rented by the bedroom may obviate the need for the second scenario, as it would be possible for a combination of market-rate renters and renters who qualify for an affordable unit to inhabit the same dwelling unit.

The project has earned two incentive points as a result of the overall affordability of the project. The applicant is requesting a density bonus as an incentive for this project. The benchmark density for consideration of a density bonus is based on the existing zoning, or C1 in this case, which has a benchmark density of 38 units per acre. The Zoning Ordinance provides a minimum of a ten percent bonus per incentive point (up to three points) for any project, unless a project contains four or more stories and provides at least 75 percent of its parking underground. In that case, a density bonus of twenty percent per incentive point is allowed. The proposed building exceeds the four-story threshold but provides no parking above or below ground to trigger the 20% per point allowance. The density bonus would suggest 45 units per acre to be developed on the site with a twenty percent bonus above the 38-unit benchmark using both incentive points. The 45-unit per acre density would result in seven units being built on this 7,050 square-foot parcel. The 25 units per acre proposed results in a density of 154.3 dwelling units per acre, which far exceeds the density bonus it could be granted under the inclusionary zoning program. The Plan Commission and Common Council may still approve the planned unit development, which are not required to conform to a particular density limitation, based on the overall merits of the project.

## **ANALYSIS AND CONCLUSION**

The project in its current iteration is significantly different than the project reviewed by the Plan Commission little more than four months ago. The density of the project has been reduced by nearly two-thirds from the previous proposal for a 16-story building with 71 dwelling units on the same site, from 439.7 units per acre to 154.3 units per acre. This still results in a project density at the higher end of the range of other residential developments constructed in the south campus area since 1990. As noted above, the density of projects in this area – University Avenue on the north, Frances Street on the east, N. Randall Avenue on the west and Regent Street on the south – had an average density of 78.3 units per acre, with a range of 53.8 to 178.2 units per acre. Project densities closer to the subject site generally do not exceed 80 units per acre.

Of perhaps greater significance than density with this project is the significant reduction of building mass on the site. While density can be used as a barometer of the intensity of a

residential development, floor area ratio (FAR) is a useful tool for determining the physical intensity of a building in relationship to both the lot area of the subject property and surrounding developments regardless of the use or occupancy of the building. The applicant promoted building height as the relevant contextual benchmark for consideration of the earlier proposal for the 16-story building, as the site is located amongst a number of University of Wisconsin buildings of similar or greater heights. However, as noted above, a tall building can have a low FAR, perhaps suggesting that the FAR is a more relevant benchmark for the intensity of a development on a parcel. The removal of ten floors has significantly reduced the FAR of the building from 13.9 as proposed before to 4.9 now. As presented, the six-story concept now being proposed is substantially more in keeping with the intensity of other buildings in the area, which includes University buildings that range from 0.7 to 5.2 FAR in the south campus area.

The Planning Unit believes that, although the proposed building has a FAR at the higher end of the range of University buildings in the south campus area, the proposed building will be of a scale more in line with other buildings nearby. The six-story building, despite occupying most of the subject site, will feel closer to the ground than the previous proposal and as a result, should create a more hospitable pedestrian environment, particularly along N. Charter Street. The current proposal appears more proportionate to the site, and should result in a successful mixed-use development that better relates overall to its surroundings. The lessening of the intensity of the project should also help mitigate the impact the project will have on the parking condition in the surrounding neighborhood, which already suffers from an overall dearth of off-street parking facilities.

The Planning Unit believes that development of a detailed neighborhood plan for the south campus area will be necessary in the next few years to guide the ongoing redevelopment and intensification of this neighborhood. However, staff generally believes that, in the interim before such a plan can be prepared, this proposal will fit in well with existing development in the area of other projects approved within the last five to ten years.

In reviewing the earlier 16-story project against the Planned Unit Development standards, staff noted that criteria 1.a. and 1.b. require that "planned unit developments, the uses and their intensity, appearance and arrangement to be of a visual and operational character which are compatible with the physical nature of the site or area and would produce an attractive environment of sustained aesthetic desirability, economic stability and functional practicality compatible with the general development plan." The earlier project, as proposed, was found to not be compatible with adopted City plans, and staff felt that the intensity of development as measured by its density, floor to area ratio, and minimal setbacks was not compatible with the physical nature of the site or the area. With a density and massing more in keeping with other buildings in the south campus area, the Planning Unit feels that the six-story project currently proposed better meets the standards for planned unit developments and recommends that the Plan Commission recommend approval of this project to the Common Council.



## **RECOMMENDATION**

The Planning Unit recommends that the Plan Commission find the demolition standards met and forward Zoning Map Amendment 3134, rezoning 202 N. Charter Street from C1 (Limited Commercial District) to PUD-GDP-SIP (Planned Unit Development, General Development Plan/ Specific Implementation Plan) to the Common Council with a recommendation of **approval**, subject to input at the public hearing and the following conditions:

1. Comments from reviewing agencies.
2. That the zoning text be amended per Planning Unit approval as follows:
  - a.) the list of permitted uses in the zoning text shall be refined to include only the following:
    - residential uses as permitted in the R6 zoning district;
    - commercial uses listed as permitted in the C1 zoning district;
    - outdoor eating areas;
    - any uses accessory to the permitted uses listed above.
  - b.) the floor area ratio (FAR) shall be noted "as shown on the approved plans;"
  - c.) provide a family definition acceptable to the Zoning Administrator;
  - d.) revise the statement of purpose to identify the 3,300 square feet of commercial space and specifically identify the 25 apartment units.

**AGENDA # 8.**

City of Madison, Wisconsin

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REPORT OF: URBAN DESIGN COMMISSION

**PRESENTED:** October 19, 2005

**TITLE:** 202 North Charter Street – PUD(GDP-SIP), Apartment Building with First Floor Retail.

**REFERRED:**

**REREFERRED:**

**REPORTED BACK:**

**AUTHOR:** William A. Fruhling, Acting Secretary

**ADOPTED:**

**POF:**

**DATED:** October 19, 2005

**ID NUMBER:**

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Members present were: Paul Wagner, Bruce Woods, Lou Host-Jablonski (Chair), Lisa Geer, Ald. Noel Radomski, Todd Barnett, Cathleen Feland, Robert March and Michael Barrett.

**SUMMARY:**

At its meeting of October 19, 2005, the Urban Design Commission **GRANTED FINAL APPROVAL** of a PUD(GDP-SIP) for a 6-story building containing 3,000 square feet of retail and 25 apartment units located at 202 North Charter Street. Michael Gordon, project architect, stated that the retail space was slightly reduced and some columns shifted to increase the bicycle parking in the building to 66 spaces. He reviewed the building materials which consist primarily of ground face concrete masonry units on the base, and hard coat stucco and red corrugated metal panels on the upper floors. Several members of the Commission stated that the building was better when it was taller, as originally proposed. Eric Lawson, Craig Hungerford, Bryce Armstrong, and Jill Buechner registered in support.

**ACTION:**

On a motion by Geer, seconded by March, the Urban Design Commission **GRANTED FINAL APPROVAL** of a PUD(GDP-SIP) for a 6-story building containing 3,000 square feet of retail and 25 apartment units located at 202 North Charter Street, subject to:

1. The architect exploring the feasibility of introducing an additional horizontal railing below the top horizontal railing on the corner balconies for staff approval.

The motion was passed on a vote of (7-1-1) with March voting no and Wagner abstaining.

After the Commission acts on an application, individual Commissioners rate the overall design on a scale of 1 to 10, including any changes required by the Commission. The ratings are for information only. They are not used to decide whether the project should be approved. The scale is 1 = complete failure; 2 = critically bad; 3 = very poor; 4 = poor; 5 = fair; 6 = good; 7 = very good; 8 = excellent; 9 = superior; and 10 = outstanding. The overall ratings for this project are 5.5, 6, 6.5, 7, 7 and 8, with 3 abstentions from the rating process.

**ADDITIONAL ACTION:**

After approval of this project, the Commission discussed formally conveying their thoughts on the outcome of this proposal to the Plan Commission.

On a motion by Woods, seconded by Barnett, the Urban Design Commission expressed the feeling that there was a missed opportunity at this site by having to reduce the scale of the building to meet non-existent guidelines. These opportunities included:

- Higher density in a high density area where quality student housing is needed and is easily accessible to the University;
- And the loss of amenities, such as the green roof.

The motion included that this action be communicated to the Plan Commission verbally and in writing.

The motion passed on a vote of (8-0-1), with Wagner abstaining.

**AGENDA # 12.**

City of Madison, Wisconsin

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<b>REPORT OF:</b> URBAN DESIGN COMMISSION	<b>PRESENTED:</b> October 19, 2005
<b>TITLE:</b> 1433 Monroe Street – Referral from Plan Commission – Recommendation Needed, Credit Union with Drive-Up.	<b>REFERRED:</b>
	<b>REREFERRED:</b>
	<b>REPORTED BACK:</b>
<b>AUTHOR:</b> William A. Fruhling, Acting Secretary	<b>ADOPTED:</b> <b>POF:</b>
<b>DATED:</b> October 19, 2005	<b>ID NUMBER:</b>

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Members present were: Paul Wagner (Chair), Bruce Woods, Lou Host-Jablonski, Lisa Geer, Ald. Noel Radomski, Todd Barnett, Cathleen Feland, Robert March and Michael Barrett.

**SUMMARY:**

At its meeting of October 19, 2005, the Urban Design Commission **RECOMMENDED APPROVAL** of a credit union with a drive-up located at 1433 Monroe Street. Kevin Carey, project architect, explained that this item was referred to the Commission by the Plan Commission primarily due to concerns about the location of the building on the site. He stated that the site plan has been totally redone since that time, noting that the building has been moved up to the street, its orientation has been changed, and that Traffic Engineering is allowing three stacking spaces per drive-up window. Bill Rattunde, Brad McClain, and Gary Brown registered in support.

The Commission had very favorable comments about the proposal overall. However, there was considerable discussion about the use of EIFS around the base of the building. Several members felt that since the primary reason for referral to the Commission was building placement, it would not be appropriate to comment on the materials.

**ACTION:**

On a motion by Barnett, seconded by Barrett, the Urban Design Commission **RECOMMENDED APPROVAL** of a credit union with a drive-up located at 1433 Monroe Street.

The motion was approved on a vote of (6-3) with Feland, Woods, and Wagner voting no.

After the Commission acts on an application, individual Commissioners rate the overall design on a scale of 1 to 10, including any changes required by the Commission. The ratings are for information only. They are not used to decide whether the project should be approved. The scale is 1 = complete failure; 2 = critically bad; 3 = very poor; 4 = poor; 5 = fair; 6 = good; 7 = very good; 8 = excellent; 9 = superior; and 10 = outstanding. The overall ratings for this project are 6, 6.5, 7, 7, 7, 7.5, 8, 8 and 8.

URBAN DESIGN COMMISSION PROJECT RATING FOR: 1433 Monroe Street

	Site Plan	Architecture	Landscape Plan	Site Amenities, Lighting, Etc.	Signs	Circulation (Pedestrian, Vehicular)	Urban Context	Overall Rating
Member Ratings	8	7	7	6	-	8	8	7
	9	6	6	2	6	7	7	7
	7	6	6	6	-	6	5	6
	-	-	-	-	-	-	-	8
	8	7	6	-	-	6	7	7
	8	8	8	8	-	9	8	8
	-	-	-	-	-	-	-	7.5
	7	6	7	-	-	6	7	6.5
	8	8	8	-	-	8	8	8

General Comments:

- Great street orientation. LEEDS certification application is also commendable. May want to consider all native plans for site credits, which may do better with the contaminated soil.
- Change site lighting from high pressure sodium to metal halide. Provide hard masonry or concrete at base of walls – not EIFS.
- Covered bike parking and fenestration 360° - it can be done!
- Resounding approval.
- The UW does LEEDS. I love it.

**AGENDA # 5.**

City of Madison, Wisconsin

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**REPORT OF: URBAN DESIGN COMMISSION**

**PRESENTED:** September 21, 2005

**TITLE:** 202 North Charter Street – PUD(GDP-SIP), Apartment Building with Retail – 8<sup>th</sup> Ald. Dist.

**REFERRED:**

**REREFERRED:**

**REPORTED BACK:**

**AUTHOR:** Alan J. Martin, Secretary

**ADOPTED:**

**POF:**

**DATED:** September 21, 2005

**ID NUMBER:**

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Members present were: Paul Wagner, Chair; Todd Barnett, Robert March, Bruce Woods, Michael Barrett, Ald. Noel Radomski, Jack Williams and Lisa Geer.

**SUMMARY:**

At its meeting of September 21, 2005, the Urban Design Commission **GRANTED INITIAL APPROVAL** of a PUD(GDP-SIP) for an apartment building with first floor level retail. Appearing on behalf of the project was Michael Gordon, Bryce Armstrong, Craig Hungerford, Eric Lawson and Jill Buechner. The plans as presented provide for the development of a 6-story apartment building featuring first floor retail on the site as a replacement for a previously proposed 16-story building on the same site, which did not receive favorable consideration at the Plan Commission/Common Council level. The project as previously proposed provides for a lot to lot line development, including the addition of street trees in the right-of-way, in coordination with the Park Street trees division. The first floor provides for retail commercial space, a service area and bike parking. The base of the building is burnished block with upper floors featuring a hard coat stucco system interspersed with horizontal metal siding. Following the presentation of the plans, the Commission expressed concerns on the following:

- Increase indoor bike parking to a 1-stall per bedroom level.
- Disappointed with the lack of an outdoor gathering space and rooftop garden area. The project as proposed now is a significant down grade of amenities such as a green roof and bike parking. There is a need for more bike parking.

Fruhling noted to the Commission that the project, in staff's opinion as a downscaled, was not in conflict with neighborhood planning issues.

**ACTION:**

On a motion by March, seconded by Barnett, the Urban Design Commission **GRANTED INITIAL APPROVAL** of the project. The motion passed on a vote of (7-0-1) with Wagner abstaining. The motion required for final approval the provision of more indoor bike parking and larger sized balconies along with rooftop amenities such as a garden, and open greenspace.

After the Commission acts on an application, individual Commissioners rate the overall design on a scale of 1 to 10, including any changes required by the Commission. The ratings are for information only. They are not used to decide whether the project should be approved. The scale is 1 = complete failure; 2 = critically bad; 3 = very poor; 4 = poor; 5 = fair; 6 = good; 7 = very good; 8 = excellent; 9 = superior; and 10 = outstanding. The overall ratings for this project are 6, 6, 6, 6, 7, 7 and 8.

**URBAN DESIGN COMMISSION PROJECT RATING FOR: 202 North Charter Street**

	Site Plan	Architecture	Landscape Plan	Site Amenities, Lighting, Etc.	Signs	Circulation (Pedestrian, Vehicular)	Urban Context	Overall Rating
<b>Member Ratings</b>	6	6	6	6	-	7	7	6
	6	6	5	-	-	6	6	6
	6	6	-	-	-	-	6	6
	-	-	-	-	-	-	-	7
	-	5	5	5	-	6	7	7
	6	5	6	6	-	6	6	6
	6	8	8	-	-	7	9	8

**General Comments:**

- There is still no plan, and this is a significant downgrade from the original. Lack of green roof amenities is disappointing.
- Getting approval for trees in the terrace is landscape saver. Elimination of the roof garden and gathering space is disappointing.
- More bike parking needed. Rooftop would be nice. Preferred taller structure.
- Please look into pulling living room to northeast corner; reintroduce rooftop garden.
- Improve rooftop elements, increase bike stalls, and expand balconies.
- Like larger building better. Roof garden will be missed.

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Department of Public Works  
**Parks Division**

Madison Municipal Building, Room 120  
215 Martin Luther King, Jr. Boulevard  
P.O. Box 2987  
Madison, Wisconsin 53701-2987  
PH: 608 266 4711  
TDD: 608 267 4980  
FAX: 608 267 1162

October 26, 2005

TO: Plan Commission  
FROM: Simon Widstrand, Parks Development Manager  
SUBJECT: **202 North Charter Street**

*S.W.*

- 1. The developer shall pay \$41,402.75 for park dedication and development fees.**
- 2. Park Fees shall be paid prior to SIP signoff, or the developer may pay half the fees and provide a letter of credit for the other half.**

Calculation of fees in lieu of dedication plus park development fees:

Park dedication = (25 multifamily @ 700 square feet/unit) = 17,500 square feet. The developer shall pay a fee in lieu of dedication based on the land value of the square footage of parkland required (up to a maximum of \$1.65 / square foot). Fee is **\$28,875.00**  
Park Development Fees = (25 @ \$501.11) = **\$12,527.75**  
**TOTAL PARK FEES = \$41,402.75**

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.

Please contact Simon Widstrand at 266-4714 or [awidstrand@cityofmadison.com](mailto:awidstrand@cityofmadison.com) if you have questions regarding the above items.

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# CITY OF MADISON FIRE DEPARTMENT

## Fire Prevention Division

325 W. Johnson St., Madison, WI 53703-2295

Phone: 608-266-4484 ♦ FAX: 608-267-1153

DATE: 10/25/05  
TO: Plan Commission  
FROM: Edwin J. Ruckriegel, Fire Marshal  
SUBJECT: **202 N. Charter St.**

The City of Madison Fire Department (MFD) has reviewed the subject development and has the following comments:

**MAJOR OR NON-STANDARD REVIEW COMMENTS** (Comments which are special to the project and/or may require additional work beyond a standard, more routine project.)

1. All portions of the exterior walls of 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 34.20 for additional information.

## **GENERAL OR STANDARD REVIEW COMMENTS**

In addition, we offer the following General or Standard Review Comments:

2. The Madison Fire Department does not object to this proposal provided the project complies with all applicable fire codes and ordinances.
3. Provide fire apparatus access as required by Comm 62.0509 and MGO 34.19, as follows:
  - a. The site plans shall clearly identify the location of all fire lanes.
  - b. Provide an aerial apparatus access fire lane that is at least 26-feet wide, with the near edge of the fire lane within 30-feet of the structure, and parallel to one entire side of the structure.
  - c. Provide a fire lane that extends to within 150-feet of all exterior portions of the structure.
  - d. Fire lanes shall be constructed of concrete or asphalt only, and designed to support a minimum load of 80,000 lbs.
  - e. Provide a completed MFD "Fire Apparatus Access and Fire Hydrant Worksheet" with the site plan submittal.

Please contact John Lippitt, MFD Fire Protection Engineer, at 608-261-9658 if you have questions regarding the above items.

cc: John Lippitt



## Traffic Engineering Division

David C. Dryer, City Traffic Engineer

Madison Municipal Building  
215 Martin Luther King, Jr. Boulevard  
P.O. Box 2986  
Madison, Wisconsin 53701-2986  
PH 608/266-4761  
TTY 608/267-9623  
FAX 608/267-1158

June 9, 2005

Rev: October 27, 2005

TO: Plan Commission

FROM: David C. Dryer, P.E., City Traffic Engineer

SUBJECT: **202 North Charter Street – Rezoning – C2 to PUD (GDP-SIP) – Demolish & Build 16 Story 71 Unit Apartment Building With 2900 Sq. Ft. Retail**

The City Traffic Engineering Division has reviewed the subject development and has the following comments.

**MAJOR OR NON-STANDARD REVIEW COMMENTS** (Comments which are special to the project and/or may require additional work beyond a standard, more routine project.)

1. The City-County radio systems (911, etc.) managed by the City use microwave directional paths to remote towers countywide. If a building's location and height impact these paths, the development may be required to make accommodations for the radio systems. Exact elevation plans will need to be reviewed by the Traffic Engineer to determine any impacts and accommodations. The applicant will need to submit grade and elevations plans prior to sign-off to be so they can be reviewed and approved by Keith Lippert, (266-4767) Traffic Engineering Shop, 1120 Sayle Street. Based on our consultations with the Attorney's office, any costs would be developer related costs.
2. A condition of approval shall be that no residential parking permits will be issued for 202 N. Charter Street, this would be consistent with projects. In addition, the applicant shall inform all owners and/or tenants of this facility of the requirement in their condominium documentation, apartment leases and zoning text; however, the designated inclusionary dwelling units at 202 North Charter Street, shall be eligible for residential parking permits according to the inclusionary zoning. The applicant shall provide addresses and apartment numbers for designated inclusionary dwelling units, eligible for residential parking permits to City Traffic Engineer/Parking Manager. The applicant shall note in the Zoning Text the inclusionary zoning dwelling units.
3. The applicant shall note that Madison General Ordinance 10.08(a) 6 requires all facilities to have adequate internal circulation in which no backing movement, except that required to leave a parking stall, is allowed. All parking facilities shall be designed so as not to utilize any portion of the public right-of-way except to permit ingress and egress in a forward manner: unless permitted by the City Traffic Engineer. The

applicant has proposed a truck operation that will require backing onto the Charter St. in the area of railroad tracks that create safety concerns with trains. To accommodate the proposed truck movement may require railroad-crossing improvements. The developer shall post a deposit with the City for all costs associated with any safety improvements required as Signals, Signing and Pavement Marking including labor and materials for both temporary and permanent installations at the Railroad Crossing on N. Charter St. as determined City Traffic Engineering.

## GENERAL OR STANDARD REVIEW COMMENTS

In addition, we offer the following General or Standard Review Comments:

4. When the applicant submits final plans for approval, the applicant shall show the following: items in the terrace as existing (e.g., signs and street light poles), type of surfaces, existing property lines, addresses, one contiguous plan (showing all easements, all pavement markings, building placement, and stalls), adjacent driveway approaches to lots on either side and across the street, signage, percent of slope, vehicle routes, dimensions of radii, aisles, driveways, stalls including the two (2) feet overhang, and a scaled drawing at 1" = 20'.
5. The applicant shall show railroad tracks, railroad signage, railroad pavement markings and railroad property to north on the site plans.
6. The applicant shall note that Madison General Ordinance 10.08(a) 6 requires all facilities to have adequate internal circulation in which no backing movement, except that required to leave a parking stall, is allowed. All parking facilities shall be designed so as not to utilize any portion of the public right-of-way except to permit ingress and egress in a forward manner: unless permitted by the City Traffic Engineer.
7. All signs at the approaches shall be installed behind the property line. All directional/regulatory signage and pavement markings on the site shall be shown and noted on the plan.
8. The Developer shall post a deposit or reimburse the City for all costs associated with any modifications to Street Lighting, Signing and Pavement Marking including labor and materials for both temporary and permanent installations.
9. Public signing and marking related to the development may be required by the City Traffic Engineer for which the developer shall be financially responsible.

Please contact John Leach, City Traffic Engineering at 267-8755 if you have questions regarding the above items:

Contact Person: Michael Gordon  
Fax: 608-274-3674  
Email: [mike@potterlawson.com](mailto:mike@potterlawson.com)

DCD:DJM:dm

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Department of Public Works  
**City Engineering Division**

608 266 4751

Larry D. Nelson, P.E.  
City Engineer

City-County Building, Room 115  
210 Martin Luther King, Jr. Boulevard  
Madison, Wisconsin 53703  
608 264 9275 FAX  
608 267 8677 TDD

**Deputy City Engineer**

Robert F. Phillips, P.E.

**Principal Engineers**

Michael R. Dalley, P.E.  
Christina M. Bachmann, P.E.  
John S. Fahrney, P.E.  
David L. Benzschawel, P.E.  
Gregory T. Fries, P.E.

**Operations Supervisor**

Kathleen M. Cryan

**Hydrogeologist**

Joseph L. DeMorett, P.G.

**GIS Manager**

David A. Davis, R.L.S.

DATE: October 25, 2005

TO: Plan Commission

FROM: Larry D. Nelson, P.E., City Engineer

SUBJECT: 202 North Charter Street Planned Unit Development (GDP/SIP)

The City Engineering Division has reviewed the subject development and has the following comments.

**MAJOR OR NON-STANDARD REVIEW COMMENTS** (Comments which are special to the project and/or may require additional work beyond a standard, more routine project.)

- 1. Individual apartment addresses must be numerical whole numbers (i.e. 202 N. Charter Street #1 or #101)
- 2. Modify site plan to show sidewalk section extending across drive entrance. Drive entrance shall include flared sides (i.e. no radii) in accordance with City of Madison Standard detail.

**GENERAL OR STANDARD REVIEW COMMENTS**

In addition, we offer the following General or Standard Review Comments:

**Engineering Division Review of Planned Community Developments, Planned Unit Developments and Conditional Use Applications.**

Name: 202 North Charter Street Planned Unit Development (GDP/SIP)

**General**

- 1.1 The construction of this building will require removal and replacement of sidewalk, curb and gutter and possibly other parts of the City's infrastructure. The applicant shall enter into a City / Developer agreement for the improvements required for this development. The applicant shall be required to provide deposits to cover City labor and materials and surety to cover the cost of construction. The applicant shall meet with the City Engineer to schedule the development of the plans and the agreement. The City Engineer will not sign off on this project without the agreement executed by the developer. The developer shall sign the Developer's Acknowledgement prior to the City Engineer signing off on this project.
- 1.2 The site plan shall identify lot and block numbers of recorded Certified Survey Map or Plat.
- 1.3 The site plan shall include all lot/ownership lines, existing building locations, proposed building additions, demolitions, parking stalls, driveways, sidewalks (public and/or private), existing and proposed signage, existing and proposed utility locations and landscaping.
- 1.4 The site plan shall identify the difference between existing and proposed impervious areas.
- 1.5 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.

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- 1.6 The site plan shall include a full and complete legal description of the site or property being subjected to this application.

**Right of Way / Easements**

- 2.1 The Applicant shall Dedicate a \_\_\_\_\_ foot wide strip of Right of Way along \_\_\_\_\_.
- 2.2 The Applicant shall Dedicate a \_\_\_\_\_ foot wide strip of Right of Way along \_\_\_\_\_.
- 2.3 The Applicant shall Dedicate a Permanent Limited Easement for grading and sloping \_\_\_\_\_ feet wide along \_\_\_\_\_.
- 2.4 The City Engineer has reviewed the need for pedestrian and bicycle connections through the development and finds that no connections are required.
- 2.5 The Applicant shall Dedicate a Permanent Limited Easement for a pedestrian / bicycle easement \_\_\_\_\_ feet wide from \_\_\_\_\_ to \_\_\_\_\_.
- 2.6 The Developer shall provide a private easement for public pedestrian and bicycle use through the property running from \_\_\_\_\_ to \_\_\_\_\_.
- 2.7 The developer shall be responsible for the ongoing construction and maintenance of a path within the easement. The maintenance responsibilities shall include, but not be limited to, paving, repaving, repairing, marking and plowing. The developer shall work with the City of Madison Real Estate Staff to administer this easement. Applicable fees shall apply.

**Streets and Sidewalks**

- 3.1 The Applicant shall execute a waiver of notice and hearing on the assessments for the improvement of [roadway] \_\_\_\_\_ in accordance with Section 66.0703(7)(b) Wisconsin Statutes and Section 4.09 of the MGO.
- 3.2 **Value of sidewalk installation over \$5000.** The Applicant shall Construct Sidewalk to a plan approved by the City Engineer along \_\_\_\_\_.
- 3.3 **Value of sidewalk installation under \$5000.** The Applicant shall install public sidewalk along \_\_\_\_\_. The Applicant shall obtain a Street Excavation Permit for the sidewalk work, which is available from the City Engineering Division. The applicant shall pay all fees associated with the permit including inspection fees. All work must be completed within six months or the succeeding June 1, whichever is later.
- 3.4 The Applicant shall execute a waiver of their right to notice and hearings on the assessments for the installation of sidewalk along [roadway] \_\_\_\_\_ in accordance with Section 66.0703(7)(b) Wisconsin Statutes and Section 4.09 of the MGO.
- 3.5 The Applicant shall grade the property line along \_\_\_\_\_ to a grade established by the City Engineer. The grading shall be suitable to allow the installation of sidewalk in the future without the need to grade beyond the property line. The Applicant shall obtain a Street Excavation permit prior to the City Engineer signing off on this development.
- 3.6 The Applicant shall close all abandoned driveways by replacing the curb in front of the driveways and restoring the terrace with grass.
- 3.7 **Value of the restoration work less than \$5,000. When computing the value, do not include a cost for driveways. Do not include the restoration required to facilitate a utility lateral installation.** The Applicant's project requires the minor restoration of the street and sidewalk. The Applicant shall obtain a Street Excavation Permit for the street restoration work, which is available from the City Engineering Division. The applicant shall pay all fees associated with the permit including inspection fees.
- 3.8 The Applicant shall make improvements to \_\_\_\_\_ in order to facilitate ingress and egress to the development. The improvement shall include a (Describe what the work involves or strike this part of the comment.) \_\_\_\_\_.
- 3.9 The Applicant shall make improvements to \_\_\_\_\_. The improvements shall consist of \_\_\_\_\_.
- 3.10 The approval of this Conditional Use does not include the approval of the changes to roadways, sidewalks or utilities. The applicant shall obtain separate approval by the Board of Public Works and the Common Council for the restoration of the public right of way including any changes requested by developer. The City Engineer shall complete the final plans for the restoration with input from the developer. The curb location, grades, tree locations, tree species, lighting modifications and other items required to facilitate the development or restore the right of way shall be reviewed by the City Engineer, City Traffic Engineer, and City Forester.
- 3.11 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.

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- 3.12 The Applicant shall replace all sidewalk and curb and gutter which abuts the property which is damaged by the construction or any sidewalk and curb and gutter which the City Engineer determines needs to be replaced because it is not at a desirable grade regardless of whether the condition existed prior to beginning construction.
- 3.13 The Applicant shall obtain a privilege in streets agreement for any encroachments inside the public right of way. The approval of this development does not constitute or guarantee approval of the encroachments.
- 3.14 The Applicant shall provide the City Engineer with the proposed soil retention system to accommodate the restoration. The soil retention system must be stamped by a Professional Engineer. The City Engineer may reject or require modifications to the retention system.
- 3.15 The Applicant shall complete work on exposed aggregate sidewalk in accordance with specifications provided by the city. The stone used for the exposed aggregate shall be approved by the City. The Construction Engineer shall be notified prior to beginning construction. Any work that does not match the adjacent work or which the City Construction Engineer finds is unacceptable shall be removed and replaced.
- 3.16 All work in the public right-of-way shall be performed by a City licensed contractor.

**Storm Water Management**

- 4.1 The site plans shall be revised to show the location of all rain gutter down spout discharges.
- 4.2 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.
- 4.3 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.
- 4.5 The applicant shall show storm water "overflow" paths that will safely route runoff when the storm sewer is at capacity.
- 4.6 The applicant shall demonstrate compliance with Section 37.07 and 37.08 of the 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 7.5-tons per acre per year.
- 4.7 This site is greater than one (1) acre and the applicant is required by State Statute to obtain a Notice of Intent Permit (NOI) from the Wisconsin Department of Natural Resources. Contact Jim Bertolacini of the WDNR at 275-3201 to discuss this requirement.
- 4.8 This development includes multiple building permits within a single lot. The City Engineer and/or the Director of the Inspection Unit may require individual control plans and measures for each building.
- 4.9 If the lots within this site plan are inter-dependent upon one another for stormwater runoff conveyance, and/or a private drainage system exists for the entire site an agreement shall be provided for the rights and responsibilities of all lot owners. Said agreement shall be reviewed and placed on file by the City Engineer, referenced on the site plan and recorded at the Dane Co Register of Deeds.
- 4.10 Prior to approval, this project shall comply with Chapter 37 of the Madison General Ordinances regarding stormwater management. Please contact Greg Fries at 267-1199 to discuss this requirement.
- 4.11 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.
- 4.12 A portion of this project comes under the jurisdiction of the US Army Corp of Engineers and WDNR for wetland or flood plain issues. A permit for those matters shall be required prior to construction on any of the lots currently within the jurisdictional flood plain.
- 4.13 The Applicant shall submit, prior to plan sign-off, digital CAD files to the Engineering Program Specialist in the Engineering Division (Lori Zenchenko). The digital copies shall be to scale and represent final construction.

CAD submittals can be either AutoCAD (dwg) Version 2001 or older, MicroStation (dgn) Version J or older, or Universal (dxf) formats and contain the following data, each on a separate layer name/level number:

- a) Building Footprints
- b) Internal Walkway Areas
- c) Internal Site Parking Areas
- d) Other Miscellaneous Impervious Areas (i.e. gravel, crushed stone, bituminous/asphalt, concrete, etc.)

NOTE: Email file transmissions preferred [lzenchenko@cityofmadison.com](mailto:lzenchenko@cityofmadison.com). Include the site address in this transmittal.

- 4.14 NR-151 of the Wisconsin Administrative Code will be effective on October 1, 2004. Future phases of this project shall comply with NR 151 in effect when work commences. Specifically, any phases not covered by a Notice of Intent (NOI) received from the WDNR under NR-216 prior to October 1, 2004 shall be responsible for compliance with all requirements of NR-151 Subchapter III. As most of the requirements of NR-151 are currently implemented

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in Chapter 37 of the Madison General Ordinances, the most significant additional requirement shall be that of infiltration.

NR-151 requires infiltration in accord with the following criteria. For the type of development, the site shall comply with one of the three (3) options provided below:

Residential developments shall infiltrate 90% of the predevelopment infiltration amount, 25% of the runoff from the 2-year post development storm or dedicated a maximum of 1% of the site area to active infiltration practices.

Commercial development shall infiltrate 60% of the predevelopment infiltration amount, 10% of the runoff from the 2-year post development storm or dedicate a maximum of 2% of the site area to active infiltration practices.

#### Utilities General

- 5.1 The Applicant shall obtain a Street Excavation permit for the installation of utilities required to serve this project. The Applicant shall pay the permit fee, inspection fee and street degradation fee as applicable and shall comply with all the conditions of the permit.
- 5.2 The applicant shall obtain all necessary sewer connection permits and sewer plugging permits prior to any utility work.
- 5.3 All proposed and existing utilities including gas, electric, phone, steam, chilled water, etc shall be shown on the plan.
- 5.4 The applicant's utility contractor shall obtain a connection permit and excavation permit prior to commencing the storm sewer construction.
- 5.5 The site plans shall be revised to show the location of existing utilities, including depth, type, and size in the adjacent right-of-way.
- 5.6 The developer shall provide information on how the Department of Commerce's requirements regarding treatment of storm water runoff, from parking structures, shall satisfied prior to discharge to the public sewer system. Additionally, information shall be provided on which system (storm or sanitary) the pipe shall be connected to.

#### Sanitary Sewer

- 6.1 Prior to approval of the conditional use application, the owner shall obtain a permit to plug each existing sanitary sewer lateral that serves a building that is proposed for demolition. For each lateral to be plugged the owner shall deposit \$1,000 with the City Engineer in two separate checks in the following amounts: (1). \$100 non-refundable deposit for the cost of inspection of the plugging by City staff; and (2). \$900 for the cost of City crews to perform the plugging. If the owner elects to complete the plugging of a lateral by private contractor and the plugging is inspected and approved by the City Engineer, the \$900 fee shall be refunded to the owner.
- 6.2 All outstanding Madison Metropolitan Sewerage District (MMSD) and City of Madison sanitary sewer connection charges are due and payable prior to connection to the public sewerage system.
- 6.3 Each unit of a duplex building shall be served by a separate and independent sanitary sewer lateral.
- 6.4 The site plan shall be revised to show all existing public sanitary sewer facilities in the project area as well as the size and alignment of the proposed service.