PLANNING DIVISION STAFF REPORT

December 12, 2022

PREPARED FOR THE PLAN COMMISSION

Project Address: **415 North Lake Street** (District 2, Alder Heck)

Application Type: Demolition Permit, Planned Development Zoning Map Amendment (PD-GDP-SIP), and Conditional Use

Legistar File ID # 74054, 74426 & 74055

Prepared By: Lisa McNabola, Planning Division
Report Includes Comments from other City Agencies, as noted

Reviewed By: Kevin Firchow, AICP, Principal Planner

Summary

Contact & Applicant: Michael Oates; Eppstein Uhen Architects; 309 West Johnson Street, Suite 202, Madison WI 53703

Property Owner and Co-Applicant: City of Madison; 215 Martin Luther King Jr. Boulevard, Madison, WI 53701

Requested Actions:

- ID 74054 – Consideration of a demolition permit to demolish a public parking garage;
- ID 74426 – Consideration of a Zoning Map Amendment from the Urban Mixed-Use (UMX) District to Planned Development District-General Development Plan-Specific Implementation Plan (PD-GDP-SIP);
- ID 74055 – Consideration of a conditional use to allow the elevator penthouse of a building or structure located within one mile of the center of the State Capitol Building to exceed the elevation of the base of the columns of said Capitol Building or one hundred eighty-seven and two-tenths (187.2) feet, City datum (§28.134(3) MGO).

Proposal Summary: The applicant is proposing to demolish a public parking garage to construct a sixteen-story mixed-use development with a public parking garage, inter-city bus terminal, and 248 dwelling units.

Applicable Regulations & Standards: Standards of approval for demolition permits are found in §28.185(6) M.G.O. Standards for zoning map amendments are found in §28.182(6) M.G.O. Standards for Planned Developments are found in §28.098(2) M.G.O. Standards for conditional use approvals are found in §28.183(6) M.G.O. The General Regulation for development adjacent to a landmark or landmark site is found in §28.144.

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

Summary Recommendation: The Planning Division recommends the following to the Plan Commission regarding the applications for 415 North Lake Street. All recommendations are subject to input at the public hearing and the conditions recommended by the reviewing agencies.

- That the Plan Commission finds the standards for demolition permits are met and **approve** the demolition of a public parking garage at 415 North Lake Street;
- That the Plan Commission finds the standards for zoning map amendments met and forward the zoning map amendment to change the zoning of 415 North Lake Street from Urban Mixed-Use (UMX) District to Planned Development District-General Development Plan-Specific Implementation Plan (PD-GDP-SIP) District to Common Council with a recommendation to **approve**;

- That the Plan Commission find that standards for conditional uses met and **approve** the request to allow the elevator penthouse of the proposed building at 415 North Lake Street to exceed the elevation of the base of the columns of said Capitol Building or one hundred eighty-seven and two-tenths (187.2) feet, City datum.

Background Information

Parcel Location: The 44,984 square-foot (1.03-acre) parcel is bounded by North Lake Street to the west and Hawthorne Court to the east, and is located between State Street and University Avenue. It is located within Alder District 2 (Ald. Heck) and the Madison Metropolitan School District.

Existing Conditions and Land Use: The site is occupied by a four-story public parking garage with 524 parking stalls, built in 1962. It is zoned Urban Mixed-Use (UMX) District.

Surrounding Land Use and Zoning:
North: Three-story six-unit residential building, and one-story commercial building, zoned Downtown Core (DC) District;
East: Across Hawthorne Court, public parking garage, zoned Urban Mixed-Use (UMX) District;
South: One-story commercial building, and two-story commercial building (Madison Landmark - Luther Memorial Chapel), zoned UMX District; Five-story mixed-use building, zoned Planned Development (PD) District;
West: Across North Lake Street, UW-Madison Extension Building, Hamel Music Center, zoned Campus Institutional (CI) District.

Adopted Land Use Plan: The Comprehensive Plan (2018) recommends Downtown Mixed-Use (DMU) for the subject site and surrounding properties. The Downtown Plan (2012) recommends Downtown Mixed-Use development for the subject site and surrounding properties.

Zoning Summary: The property is proposed to be zoned Planned Development (PD) District.

Requirements	Required	Proposed
Lot Area (sq. ft.)	As shown on approved plans	As shown on approved plans
Lot Width	As shown on approved plans	As shown on approved plans
Front Yard Setback	As shown on approved plans	As shown on approved plans
Max. Front Yard Setback	As shown on approved plans	As shown on approved plans
Side Yard Setback	As shown on approved plans	As shown on approved plans
Rear Yard Setback	As shown on approved plans	As shown on approved plans
Usable Open Space	As shown on approved plans	As shown on approved plans
Maximum Lot Coverage	As shown on approved plans	As shown on approved plans
Maximum Building Height	As shown on approved plans	As shown on approved plans

Site Design	Required	Proposed
Number Parking Stalls	No minimum	504
Accessible Stalls	10	13
Loading	No	No
Number Bike Parking Stalls	1 per unit up to 2br, ½ space per addl br, 1 guest space per 10 units (1.)	375 (See Comment 56)
Landscaping	Yes	Yes (See Comment 57)
Lighting	Yes	Yes
Building Forms	As shown on approved plans	As shown on approved plans

Table Prepared by Jacob Moskowitz, Assistant Zoning Administrator

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

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

Project History

In April 2021, the City issued a Request for Proposals ("RFP") for the redevelopment of the Lake Street portion of the City's State Street Campus Garage as a mixed-use development with a public parking garage, inter-city bus terminal, retail and housing uses. As part of the RFP process, project goals were identified, including attracting additional residents and increased density, encouraging a mix of uses that contribute to an active pedestrian environment, providing an enhanced design of the existing infrastructure and incorporating bicycles and pedestrians, and ensuring integration of the bus terminal into the mixed-use development. The Common Council ultimately selected Mortenson Development as the City's development partner for this project. More information on that process can be found on the City's State Street Campus Garage Mixed Use Project website.

Project Description

The applicant is requesting approval to demolish a four-story public parking garage to construct a 16-story mixed-use building with an overall building height of 169.3 feet. The development is a public-private partnership.

The State Street Campus Garage at 415 N. Lake Street was constructed in 1964 and contains 510 regular stalls, 7 accessible stalls, 24 bicycle spaces, 16 motorcycle/moped spaces, 2 electric vehicle charging stations, and 5 spaces for authorized City vehicles. The Request for Proposals issued by the City stated that this structure is approaching the end of its useful life and has become financially challenging for the City to continue to invest in its ongoing maintenance. As a reference, the application materials include the following photos of the existing structures. Note that the 542 space addition at 430 North Frances Street constructed in 1982 on the opposite side of Hawthorne Court is not part of this application.

Upon demolition, the proposed building will contain public parking, an inter-city bus terminal, and student housing. The plans show one level of below grade parking and six levels of above grade parking in a building podium. The level of below grade parking provides 80 stalls for residential parking and 24 stalls for city vehicles. The six levels of public parking provide 400 stalls. The residential component of the building includes nine floors of housing above the garage. Residential uses also line the parking garage along North Lake Street. This includes residential programming space on the ground floor with two floors of lofted residential units measuring 20 feet in height. In total there are 248 dwelling units. A rooftop amenity space is provided above the sixth story. The space includes outdoor seating, a pool, and private outdoor space for the adjoining units. A second rooftop amenity space with outdoor seating is provided above the fifteenth story. The rooftop counts as the sixteenth story because the rooftop structure exceeds what is required by the building code.

The proposed material palette is comprised of masonry, metal panel, and fiber cement panels. The primary façade material on the podium is a grey brick veneer. The primary façade materials on the upper floors are a grey fiber cement panel and white metal panel. A red fiber cement panel is used as an accent material. A grey decorative concrete block is used on the north and south ends of the parking garage structure.

The traffic circulation on site has three components: the public parking garage, inter-city bus terminal, and private residential parking. The public parking entrance and exit is at the south end of the building along North Lake Street. The parking garage opening is 39 feet wide. The inter-city bus terminal will be accessed from Hawthorne Court and exit on to North Lake Street at the north end of the building. The opening on North Lake

Street is 25 feet wide. Residents will enter and exit the below grade parking from a separate opening on Hawthorne Court. To exit the residential parking vehicles will travel northbound on Hawthorne Court and then travel on an internal aisle that passes through the bus terminal. Hawthorne Court is currently a two-way, dead end street that terminates before State Street. Hawthorne Court will become a one-way street to accommodate the proposed traffic circulation for the project. A City Transportation Department Memo was prepared with additional background information and analysis related to transportation considerations, including the design of Hawthorne Court.

The proposed development is comprised of two construction phases, as noted on the submitted materials. The City will lead the initial phase, which includes the demolition of the existing structure and the construction of the lower podium levels. Construction includes the City-owned intercity bus terminal and public parking that will be comprised of one below-grade and six above-grade levels. While the lower residential levels will be constructed in this phase, associated unit build out and amenities will be completed under the following phase. The private developer will lead the second phase that includes the nine floors of housing above and adjacent to the garage. This phase also includes the construction of the rooftop deck amenity spaces. Staff notes that while phases are being established, the entire project is still intended to be constructed in a continuous manner with upper levels to commence upon completion of the lower floors. No changes to the project design are proposed at this time.

Analysis and Conclusion

This proposal is subject to the standards of approval for demolition permits, zoning map amendments, Planned Developments, and conditional uses. This analysis begins with a summary of the adopted plan recommendations.

Conformance with Adopted Plans

The Comprehensive Plan recommends Downtown Mixed-Use (DMU) for the subject site. DMU is used to delineate areas of the downtown that are outside the core of the downtown, but are still appropriate for intensive mixed-use development. The Comprehensive Plan refers to the Downtown Height Map for the maximum building height in DMU areas. The Downtown Height Map specifies a maximum building height of 12 stories. Rather than establishing a minimum or maximum density range the residential density is governed by the maximum building height.

The Downtown Plan ("the Plan") recommends Downtown Mixed-Use development for the subject site. The Downtown Height Map specifies a maximum building height of 12 stories. The building heights recommended in the Downtown Plan were later codified in the Zoning Code. For the purposes of the Plan, the Maximum Building Heights Map is intended to reflect recommended building heights based on typical story heights (floor-to-floor) of 14-18 feet for the first story, and 10-14 feet for upper stories. Generally, this should not be construed to allow additional stories for buildings with lower floor-to-floor heights, and buildings with taller floor-to-floor heights should reduce the number of stories accordingly.

From a height standpoint, the proposed building is within the range recommended in the Plan. With a maximum height of 18 feet for the first story and a maximum height of 14 feet for upper stories, the maximum allowable building height is 172 feet. The proposed building height is 169.3 feet. From a stories standpoint, the proposed 16-story building is not entirely consistent with the 12-story recommendation in the Plan. There are six stories of parking, nine stories of housing, and one story for a rooftop structure. The rooftop counts as the sixteenth story because the rooftop lobby exceeds what is required by the building code. The six-story parking garage and nine residential stories above are less than the maximum height as recommended in the plan, with seven stories measuring less than 10 feet in height. The lower floor-to-floor heights allow for additional stories. While the plan discourages reducing building height to increase the number of stories, staff notes that the typical heights

referenced in the plan reflect more typical office or residential construction, not the shorter levels which are more typical among parking building. Staff also note the building "reads" as a 12-story building along the street frontage due to the two floors of lofted residential units above the first floor.

Demolition Permit Standards

At its October 5, 2021 meeting, the Common Council adopted Ordinance 21-00065 (ID 67074) to revise the standards and process for demolition and removal permits in Section 28.185 of the Zoning Code to remove consideration of proposed future use as a factor in approving demolition requests. In order to approve a demolition request under the revised standards, the Plan Commission shall consider the seven approval standards in §28.185(9)(c) M.G.O. when making a determination regarding demolition requests. The factors include a finding that the proposed demolition or removal is consistent with the statement of purpose of the demolition permits section and with the health, prosperity, safety, and welfare of the City of Madison.

The Planning Division believes that the standards for Demolition Permits can be met, and provides additional discussion regarding the following standard. Standard 4 states, "The Plan Commission has received and considered the report of the City's historic preservation planner regarding the historic value of the property as well as any report that may be submitted by the Landmarks Commission." At its September 19, 2022 meeting, the Landmarks Commission found that the building at 415 N Lake Street has no known historic value.

Staff believe the Demolition Permit standards can be found met subject to input at the public hearing and comments from reviewing agencies.

Zoning Map Amendment Standards

Staff believes that the Zoning Map Amendment standards can be found met. These standards, found in Section 28.182(6) M.G.O. state that such amendments are legislative decisions of the Common Council that shall be based on public health, safety and welfare, shall be consistent with the Comprehensive Plan, and shall comply with Wisconsin and federal law. Chapter 66.1001(3) of Wisconsin Statutes requires that zoning ordinances (of which the zoning map is part) enacted or amended after January 1, 2010 be consistent with the City's Comprehensive Plan. 2010 Wisconsin Act 372 clarified "consistent with" as "furthers or does not contradict the objectives, goals, and policies contained in the comprehensive plan."

While the number of stories technically exceeds the 12-story recommendation in the Downtown Heights Map, staff believes that on balance, the proposal could be found to be consistent with the Comprehensive Plan based on factors such as the overall building form and height, as noted in the analysis of adopted plan recommendations.

Planned Development (PD) Standards

The Planned Development (PD) zoning district is intended to facilitate the development of land in an integrated and innovative fashion, to allow for flexibility in site design, and to encourage development that is sensitive to environmental, cultural and economic considerations. The development should feature high-quality architecture and building materials. Specific objectives include promoting green building technologies, integrated land uses, preservation and enhancement of environmental features, preservation of historic buildings, enhanced open space, and the facilitation of high-quality development consistent with adopted plans. See Section 28.098(1) M.G.O. for further information. The specific approval standards for Planned Developments are provided in Section 28.098(2) M.G.O. On balance staff believes it is possible that the standards of Section 28.098(2) can be

found met subject to the conditions from reviewing agencies found at the end of this report, and provides additional discussion on the following standards.

Standard (a) states that, "The applicant shall demonstrate that no other base zoning district can be used to achieve a substantially similar pattern of development."

> First, the PD zoning district has been established as the only process and framework in which a building taller than what is otherwise allowed on the Downtown Height Map can be considered. Although the building complies with the maximum building height of 172 feet, it exceeds the 12-story maximum. Second, in Downtown and Urban zoning districts parking garage openings visible from the sidewalk shall have a maximum building width of 22 feet. The public parking garage opening is 39 feet wide to accommodate 3 lanes of traffic. This allows public parking traffic to be centralized in one location rather than necessitating multiple points of ingress and egress along the frontage. It also allows for a continuous façade along North Lake Street. Staff believes that the 25-foot wide opening at the inter-city bus terminal is appropriate for its intended use, and accommodates one standing lane and one passing lane. Staff also notes that other similarly-scaled parking facilities have utilized PD zoning based on similar considerations.

Standard (b) states that, "The PD District plan shall facilitate the development or redevelopment goals of the Comprehensive Plan and of adopted neighborhood, corridor or special area plans."

> The Comprehensive Plan includes a recommendation to support construction of an inter-city bus terminal that is well-integrated with Madison Metro and future BRT as the city does not currently have an intercity bus terminal. The Downtown Plan recognizes the availability of parking as playing a crucial role in the viability of both State Street and the downtown core, as well as the importance of pursing strategies that allow drivers and residents to park once and use other modes to circulate within downtown. More specifically with regard to design, the Plan notes that "…above ground parking facilities should be screened from street view with liner buildings. Upper stories of parking structure may be permitted at the street if designed to a level of interest and quality to a building façade."

Standard (d) states that, "The PD District plan shall not create traffic or parking demands disproportionate to the facilities and improvements designed to meet those demands. A traffic demand management plan may be required as a way to resolve traffic and parking concerns."

> A City Transportation Department Memo was prepared with additional background information and analysis related to transportation considerations, including the design of Hawthorne Court. The applicant will be submitting a Traffic Demand Management Plan (TDMP) the Engineering Division for approval, per the recommended conditions of approval.

Standard (e) states that, "The PD District plan shall coordinate architectural styles and building forms to achieve greater compatibility with surrounding land uses and create an environment of sustained aesthetic desirability compatible with the existing or intended character of the area and the statement of purpose of the PD District."

> The Urban Design Commission (UDC) reviewed the project as both an advisory body for the PD zoning map amendment and an approving body for a public building. The staff report to the UDC asked the Commission to consider the proposed building height, building material palette, garage wall exposure, ground level activation and long views from prominent locations. The PD zoning map amendment request received an advisory recommendation of "approval" subject to the below-noted conditions. Staff note that under the UDC's approving authority for public buildings, the UDC granted "initial"

approval on the request. Details on both decisions are included in the Urban Design Commission Recommendation section below.

Standard (h) states that, "When applying the above standards to an application for height in excess of that allowed in Section 28.071(2)(a) Downtown Height Map, except as provided for in Section 28.071(2)(a)1. and Section 28.071(2)(b), the Plan Commission shall consider the recommendations in adopted plans and no application for excess height shall be granted by the Plan Commission unless it finds that all of the following conditions are present:

1. The excess height is compatible with the existing or planned (if the recommendations in the Downtown Plan call for changes) character of the surrounding area, including but not limited to the scale, mass, rhythm, and setbacks of buildings and relationships to street frontages and public spaces.
2. The excess height allows for a demonstrated higher quality building than could be achieved without the additional stories.
3. The scale, massing and design of new buildings complement and positively contribute to the setting of any landmark buildings within or adjacent to the project and create a pleasing visual relationship with them.
4. For projects proposed in priority view sheds and other views and vistas identified on the Views and Vistas Map in the City of Madison Downtown Plan, there are no negative impacts on the view shed as demonstrated by view shed studies prepared by the applicant."

As discussed above, the height of the building is within the maximum allowable height, though due to the smaller floor-to-floor heights for parking levels, the number of stories exceeds the 12-story limit. The Downtown Plan recommends a 12-story building height to the east towards Frances Street and to the south towards Regent Street. The Plan recommends a six-story building height along State Street. The proposed building has a 15 foot stepback above the podium along the north end of the building which provides a transition to the recommended six-story building heights. There are two 12-story buildings within one block: The Lucky Apartments at 701 University Avenue and the Hub Apartments at 437 North Frances Street. Planning Division staff believes that while there are 16 stories as defined by the Zoning Code, the building "reads" as a 12-story building along the street frontage due to the two floors of lofted residential units above the first floor.

A Planned Development shall also comply with the General Regulations of Subchapter 28I. Any development on a zoning lot adjoining a landmark or landmark site for which Plan Commission or Urban Design Commission review is required shall be reviewed by the Landmarks Commission to determine whether the proposed development is so large or visually intrusive as to adversely affect the historic character and integrity of the adjoining landmark or landmark site. The development is adjacent to the Luther Memorial Chapel at 626 University Avenue. At its October 10, 2022 meeting the Landmarks Commission found that the proposed new structure is not so large or visually intrusive as to adversely affect the historic character or integrity of the adjacent landmark at 626 University Avenue.

The project is not located in a priority view shed per the Views and Vistas Map in the Downtown Plan. The Map does identify State Street as a premier corridor and emphasizes the view from Bascom Hill. The project is located off of State Street, but the applicant did provide a long view from Bascom Hill (refer to Sheet A406 for the long view rendering). Based on the provided images, the proposed building does not appear to negatively impact the view from Bascom Hill down State Street.

On balance, staff believes the PD standards can be found met subject to input at the public hearing and comments from reviewing agencies.

Urban Design Commission Recommendation

The Urban Design Commission (UDC) is required to make an advisory recommendation to the Plan Commission with specific findings on the design objectives listed in Sections 28.098(1) and 28.098 (2) M.G.O and the other requirements of that subchapter. The UDC is an approving body for all buildings proposed to be built by the City of Madison per Section 33.24(4)(d). The UDC first considered the request at their November 9, 2022 meeting. Following the meeting it was determined that the project would require approval of a phasing plan, there for the project was returned to the November 30, 2022 meeting. A copy of both staff reports is located under Legislative File 73342.

At the November 30, 2022 meeting, the PD request received a recommendation of "approval" for the private portion of the development and phasing as presented, with the following comments and conditions:

- To incorporate more substantial plantings along Lake Street.
- Review of the Hawthorne court traffic counts relative to traffic circulation and pedestrian safety, and bus entrances/exits.

In regards to the Conditional Use request for the elevator overrun to extend into the Capitol View limit, the UDC provided the following advisory statement:

- The UDC is not uniformly on board with routine exceptions for overruns and would prefer to see them minimized to the greatest extent possible. Exceptions in special circumstances, including where amenities that add value to development would be acceptable.

The public building received "initial approval" with the following comments and conditions, as noted in the recommended conditions of approval:

- That more detail be provided at the pedestrian level both along Hawthorne Court and Lake Street with regard to building design, materials and renderings,
- Refinement of the finish treatment of the columns, including materials selection,
- Refinement of the level of design/articulation at the building corners and north/south elevations along Hawthorne court and the exposed garage walls.

Conditional Use Standards

The application includes a conditional use request for elevator overrun projections into the Capitol View Preservation Limit.

The Conditional Use approval standards state that the Plan Commission shall not approve a conditional use without due consideration of the City's adopted plan recommendations, design guidelines, supplemental regulations, and finding that all of the conditional use standards of MGO §28.183(6) are met. Please note, recent changes to state law requires that conditional use findings must be based on "substantial evidence" that directly pertains to each standard and not based on personal preference or speculation.

Under Wisconsin State Statute and Madison General Ordinance (MGO), certain projections are permissible into the Capitol View Preservation area, if approved by the Plan Commission as a conditional use. Section 28.134(3) MGO states, with regard to Capitol View Preservation (CVP), that "no portion of any building or structure located within one (1) mile of the center of the State Capitol Building shall exceed the elevation of the base of the columns

of said Capitol Building…Provided, however, this prohibition shall not apply to any church spires, flagpoles, communication towers, elevator penthouses, screened air conditioning equipment and chimneys exceeding such elevation, when approved as conditional uses."

Conditional Use Approval Standard 17 states that when applying the Conditional Use standards to an application for allowable projections into the Capitol View Preservation Area, the Plan Commission shall "only approve the projection if it determines the encroachment is the minimum necessary and does not significantly impact the long views of the State Capitol building."

This projection is provided in order to provide access to the second (upper-most) rooftop amenity area. The elevator penthouse is 9.8 feet tall and extends approximately eight feet into the Capitol View Preservation height limit. In considering similar conditional use approvals, taller elevator penthouse projections have been approved elsewhere in Downtown. For example, a 14.6-foot elevator penthouse projection was approved at 121 East Wilson Street, and a 15.9-foot elevator penthouse projection was approved at 1 North Pinckney Street (American Exchange Building environs). Staff note that unlike those requests, this project differs from other requests because the elevator penthouse encroaches into the Capitol View Preservation height limit to accommodate a rooftop amenity space.

As noted previously, the Views and Vistas Map in the Downtown Plan identifies State Street as a premier corridor and emphasizes the view from Bascom Hill. The applicant provided a long view from Bascom Hill (refer to Sheet A406 for the long view rendering). The proposed building does not appear to negatively impact the view from Bascom Hill down State Street. The applicant provided additional contextual renderings to show street-level perspective and help convey the proposed building's massing in context.

On balance, staff believes the conditional use approval standards can be found met, but asks the Plan Commission to give careful consideration to the precedential nature of the request to allow an elevator penthouse projection into the Capitol View Preservation height limit to accommodate a rooftop amenity space. Staff would recommend including the following condition, as noted in the recommended conditions of approval:

- Prior to final sign-off, the applicant shall work with Planning and Building Inspection Division staff to identify ways to minimize the overall area of the projections into to the Capitol View limit so they are the minimum necessary to provide elevator access to the rooftop amenity space.

Joint Campus Area Committee Recommendation

The Joint Campus Area Committee (JCAC) reviews and provides comments on development projects, rezoning requests, and Planned Development alterations that are inside the UW-Madison Campus boundary but not covered under Campus-Institutional zoning. At its November 29, 2022 meeting JCAC recommended approval of the project as presented.

Public Input

The Campus Area Neighborhood Association (CANA) provided a Steering Committee letter which states they oppose the overall proposed plan. Concerns relate to the use of Hawthorne Court, the building design, the resident experience, the bus terminal, and sustainability. Please refer to the letter for full details.

Conclusion

The Planning Division believes that it is possible for the Plan Commission to find that applicable standards for the various approvals are met, subject to the recommended conditions, requests should be subject to input at the public hearing and comments from reviewing agencies.

Recommendation

Planning Division Recommendation (Lisa McNabola, 243-0554)

The Planning Division recommends the following to the Plan Commission regarding the applications for 415 North Lake Street. All recommendations are subject to input at the public hearing and the following conditions recommended by the reviewing agencies.

- That the Plan Commission finds the standards for demolition permits are met and **approve** the demolition of a public parking garage at 415 North Lake Street;
- That the Plan Commission finds the standards for zoning map amendments met and forward the zoning map amendment to change the zoning of 415 North Lake Street from Urban Mixed-Use (UMX) District to Planned Development District-General Development Plan-Specific Implementation Plan (PD-GDP-SIP) District to Common Council with a recommendation to **approve**;
- That the Plan Commission find that standards for conditional uses met and **approve** the request to allow the elevator penthouse of the proposed building at 415 North Lake Street to exceed the elevation of the base of the columns of said Capitol Building or one hundred eighty-seven and two-tenths (187.2) feet, City datum.

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

Planning Division (Lisa McNabola, 243-0554)

1. The Planned Development-General Development Plan- Specific Implementation Plan shall not be recorded and building permits shall not be issued until the Urban Design Commission grants final approval and determines that the standards for Public Projects 33.02(4)(b) and the Planned Development design objectives listed in Sections 28.098(1) and (2) and other requirements of the Sections 28.098(1) and (2) have been met. The applicant may appeal the Urban Design Commission's decision to the Plan Commission, which may affirm, reverse, or modify the Urban Design Commission's decision.
    - Incorporate more substantial plantings along Lake Street.

    As a reference the following approval conditions were made by the UDC as part of their initial approval regarding the public building component of this request:
    - That more detail be provided at the pedestrian level both along Hawthorne Court and Lake Street with regard to building design, materials and renderings,
    - Refinement of the finish treatment of the columns, including materials selection,
    - Refinement of the level of design/articulation at the building corners and north/south elevations along Hawthorne court and the exposed garage walls.

2. Applicant will submit a management plan on the form provided by staff to be reviewed and approved by the Planning Division Director and Zoning Administrator, or their designees. Information shall include, but shall not be limited to: move in and move out, vehicle and moped parking management, parking management, snow management, building access, lighting and security cameras, property management contact, delivery and rideshare loading, and pet waste areas.

3. Prior to final sign-off, the applicant shall work with Planning and Building Inspection Division staff to identify ways to minimize the overall area of the projections into to the Capitol View limit so they are the minimum necessary to provide elevator access to the rooftop amenity space.

Engineering Division (Tim Troester, 267-1995)

4. The Applicant shall provide projected wastewater flow calculations for the proposed development. Offsite sanitary sewer improvements may be required by the developer as a condition for development.

5. Enter into a City / Developer agreement for the required infrastructure improvements. Agreement to be executed prior to sign off. Allow 4-6 weeks to obtain agreement. Contact City Engineering to schedule the development and approval of the plans and the agreement. (MGO 16.23(9)c)

6. Construct sidewalk, terrace, curb & gutter and pavement on Lake St. to a plan as approved by City Engineer

7. Madison Metropolitan Sewerage District (MMSD) charges are due and payable prior to Engineering sign-off, unless otherwise collected with a Developer's / Subdivision Contract. Contact Mark Moder (608-261-9250) to obtain the final MMSD billing a minimum of two (2) working days prior to requesting City Engineering signoff. (MGO 16.23(9)(d)(4)

8. Obtain a permanent sewer plug permit for each existing sanitary sewer lateral serving a property that is not to be reused and a temporary sewer plug permit for each sewer lateral that is to be reused by the development. The procedures and fee schedule is available online at http://www.cityofmadison.com/engineering/permits.cfm. (MGO CH 35.02(14))

9. Obtain a permit to plug each existing storm sewer. This permit application is available on line at http://www.cityofmadison.com/engineering/permits.cfm. (MGO CH 37.05(7))

10. An Erosion Control Permit is required for this project. See Storm comments for permit specific details and requirements.

11. A Storm Water Management Report and Storm Water Management Permit is required for this project. See Storm comments for report and permit specific details and requirements.

12. A Storm Water Maintenance Agreement (SWMA) is required for this project. See Storm comments for agreement specific details and requirements.

13. This site appears to disturb over one (1) acre of land and requires a permit from the WDNR for stormwater management and erosion control. The City of Madison has been required by the WDNR to review projects for compliance with NR216 and NR-151 however a separate permit submittal is still required to the WDNR for this work. The City of Madison cannot issue our permit until concurrence is obtained from the WDNR via

their NOI or WRAPP permit process. Contact Eric Rortvedt at 273-5612 of the WDNR to discuss this requirement. Information on this permit application is available on line: http://dnr.wi.gov/Runoff/stormwater/constrformsinfo.htm.

The applicant is notified that the City of Madison is an approved agent of the Department of Safety and Professional Services (DSPS) and no separate submittal to this agency or CARPC is required for this project to proceed.

14. Reconstruct Hawthorne Ct from University Ave to north lot line.

15. Complete work on exposed aggregate sidewalk in accordance with specifications provided by the city. The stone used for the exposed aggregate must be approved by the City. Notify the Construction Engineer 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. (POLICY)

16. Revise the site plan to show all existing public sanitary sewer facilities in the project area as well as the size, invert elevation, and alignment of the proposed service. (POLICY)

17. Revise plan to show the location of all rain gutter down spout discharge locations. Downspouts shall be directed to drain to public Right of Way (ROW). (POLICY)

    This project will disturb 4,000 sf or more of land area and require an Erosion Control Permit. Submit the Erosion Control Permit Application (with USLE calculations and associated fee) to Megan Eberhardt (west) at meberhardt@cityofmadison.com, or Daniel Olivares (east) at daolivares@cityofmadison.com, for approval. The permit application can be found on City Engineering's website at http://www.cityofmadison.com/engineering/Permits.cfm.

    This project will disturb 20,000 sf or more of land area and require an Erosion Control Plan. Please submit an 11" x 17" copy of an erosion control plan (pdf electronic copy preferred) to Megan Eberhardt (west) at meberhardt@cityofmadison.com, or Daniel Olivares (east) at daolivares@cityofmadison.com, for approval.

    Demonstrate compliance with Section 37.07 and 37.08 of the Madison General Ordinances regarding permissible soil loss rates. Include Universal Soil Loss Equation (USLE) computations for the construction period with the erosion control plan. Measures shall be implemented in order to maintain a soil loss rate below 5.0 tons per acre per year. The WDNR provided workbook to compute USLE rates can be found online at https://dnr.wi.gov/topic/stormwater/publications.html

    This project will require a concrete management plan and a construction dewatering plan as part of the erosion control plan to be reviewed and approved by the City Engineer's Office. If contaminated soil or groundwater conditions exist on or adjacent to this project additional WDNR, Public Health, and/or City Engineering approvals may be required prior to the issuance of the required Erosion Control Permit. (POLICY)

    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 608-266-4751 prior to completing the test to document that appropriate measures have been taken to prevent erosion as a result of this testing.

    Complete weekly self-inspection of the erosion control practices and post these inspections to the City of Madison website - as required by Chapter 37 of the Madison General Ordinances.

18. Prior to approval, this project shall comply with Chapter 37 of the Madison General Ordinances regarding stormwater management. Specifically, this development is required to submit a Storm Water Management Permit application, associated permit fee, Stormwater Management Plan, and Storm Water Management Report to City Engineering. The Stormwater Management Permit application can be found on City Engineering's website at http://www.cityofmadison.com/engineering/Permits.cfm.

    The Storm Water Management Plan & Report shall include compliance with the following:

    Report: Submit prior to plan sign-off, a stormwater management report stamped by a P.E. registered in the State of Wisconsin.

    Electronic Data Files: Provide electronic copies of any stormwater management modeling or data files including SLAMM, RECARGA, TR-55, HYDROCAD, Sediment loading calculations, or any other electronic modeling or data files. If calculations are done by hand or are not available electronically, the hand copies or printed output shall be scanned to a PDF file and provided to City Engineering. (POLICY and MGO 37.09(2))

    Rate Control New Development: Detain the 2, 5, 10, 100, & 200 - year storm events, matching post development rates to predevelopment rates and using the design storms identified in Madison General Ordinances Chapter 37.

    Rate Control Redevelopment: By design detain the 10-year post construction design storm such that the peak discharge during this event is reduced 15% compared to the peak discharge from the 10-year design storm in the existing condition of the site. Further, the volumetric discharge leaving the post development site in the 10- year storm event shall be reduced by 5% compared to the volumetric discharge from the site in an existing condition during the 10-year storm event. These required rate and volume reductions shall be completed, using green infrastructure that captures at least the first 1/2 inch of rainfall over the total site impervious area. If additional stormwater controls are necessary beyond the first 1/2 inch of rainfall, either green or non-green infrastructure may be used.

    Unintended detention: If the plat or subdivision has an enclosed area with provides existing storage, the existing storage will need to be accounted for in addition to meeting the requirements for detention.

    Infiltration: Provide infiltration of 90% of the pre-development infiltration volume.

    TSS New Development: Reduce TSS by 80% (control the 5-micron particle) off of newly developed areas compared to no controls.

    TSS Redevelopment not TMDL: Reduce TSS by 40% (control the 20-micron particle) off of new paved surfaces as compared to no controls.

    TSS Redevelopment with TMDL: Reduce TSS by 80% off of the proposed development when compared with the existing site.

    Oil/Grease Control: Treat the first 1/2 inch of runoff over the proposed parking facility and/or drive up window.

    Volume Control: Provide onsite volumetric control limiting the post construction volumetric discharge to the predevelopment discharge volume as calculated using the 10-year storm event.

Thermal Control: Provide substantial thermal control to reduce runoff temperature in cold water community or trout stream watersheds.

100-year Overflow: The applicant shall demonstrate that water can leave the site and reach the public ROW without impacting structures during a 100-year event storm. This analysis shall include reviewing overflow elevations and unintended storage occurring on site when the storm system has reached capacity.

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.

19. Submit, prior to plan sign-off but after all revisions have been completed, digital PDF files to the Engineering Division. Email PDF file transmissions are preferred to: bstanley@cityofmadison.com (East) or ttroester@cityofmadison.com (West).

20. The project will require storm sewer upgrades in Hawthorne Court the applicant shall work with the City Engineer to coordinate or include those improvements with the development.

Engineering Division – Mapping Section (Julius Smith, 264-9276)

21. The plans note that the parcel boundary is not per a boundary survey completed by a Professional Land Surveyor. A full and complete boundary survey shall be required for the site plans and will likely note a building encroachment on the north (westerly half) side of this property. The encroachment is permitted until 2037 per a lease with the City of Madison per Document NO 4295324. The adjacent building essentially abuts the existing parking structure and the parking structure is a couple of feet southerly of the property line. The final plans shall acknowledge this lease area and be modified accordingly. Any necessary agreements with the Lessee to allow for the new construction abutting the existing structure (soil retention, subterranean support, etc) shall be provided prior to issuance of the demolition or construction permit.

22. A Declaration of Public Access Easement will be required to accommodate public vehicular traffic exiting Hawthorne Court through the aisle also serving the Bus Terminal westerly to N. Lake Street.

23. Grant a Public Sidewalk and Bike Path Easement(s) to the City on the face of the future Certified Survey Map along N Lake Street as required for terrace and sidewalks by Traffic Engineering and/or Engineering.

24. There is an existing air space quit claim to the City of Madison per Document No 1723281 for the current bridge crossings of Hawthorne Court. A new Notice of Encroachment within a public right of way shall be drafted and recorded for the specific new proposed two bridge connections crossing Hawthorne Court. Coordinate the Real Estate Project with Jeff Quamme (jrquamme@cityofmadison.com). Three dimensional Map exhibits and legal descriptions will be required for the Notice.

25. The Site Plan indicates a fixed canopy encroaching into the N. Lake Street right of way. The Applicant shall confirm any planned encroachments into any public right of way and note them on the plans, including, (but not limited to) fixed canopies, balconies, roof overhangs and underground vaults. Any encroachment benefitting the private development within this project shall make an application with City of Madison Real Estate for a privilege in streets agreement. Link as follows -

http://www.cityofmadison.com/developmentcenter/landdevelopment/streetencroachment.cfm. An approval of the development does not constitute or guarantee approval of any encroachments within a public right of way. Any public encroachment (City of Madison related encroachment) shall be subject to a recorded notice of encroachment agreement by the City of Madison.

26. Provide any required agreements with adjacent properties necessary for soil retention requirements allowing for the construction of the new structure to be constructed abutting the existing property lines and existing adjacent buildings.

27. Identify on the plans the lot and block numbers of recorded Certified Survey Map or Plat.

28. Provide a full and complete legal description of the site or property being subjected to this application on the site plan.

29. The proposed new building crosses underlying platted lot lines. Prepare a Certified Survey Map (CSM) and submit to the Planning Unit to dissolve underlying lot lines to comply with fire codes, City Ordinances and City Policies. The CSM shall be approved by the City, recorded with the Dane County Register of Deeds and new Tax Parcel information available prior to issuance of a building permit or early start permit.

30. The address of the apartments is 427 N Lake St. Additional addresses for ramp and terminal area will be determined at a later date.

31. 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.

32. Submit a site plan and a complete building Floor Plan in PDF format to Lori Zenchenko (lzenchenko@cityofmadison.com) that includes a floor plan of each floor level on a separate sheet/page for the development of a complete interior addressing plan. Also, include a unit matrix for apartment buildings.

    The Addressing Plan for the entire project shall be finalized and approved by Engineering (with consultation and consent from the Fire Marshal if needed) PRIOR to the verification submittal stage of this LNDUSE with Zoning. The final approved stamped Addressing Plan shall be included in said Site Plan Verification application materials or a revised plan shall provided for additional review and approval by Engineering.

    Per 34.505 MGO, a full copy of the approved addressing plan shall be kept at the building site at all times during construction until final inspection by the Madison Fire Department.

    For any changes pertaining to the location, deletion or addition of a unit, or to the location of a unit entrance, (before, during, or after construction), a revised Address Plan shall be resubmitted to Lori Zenchenko to review addresses that may need to be changed and/or reapproved.

33. Update the sheet L1.0 to show the official street name of N Lake St.

Traffic Engineering Division (Sean Malloy, 266-5987)

34. The applicant shall submit one contiguous plan showing proposed conditions and one contiguous plan showing existing conditions for approval. The plan drawings shall be to engineering scale and include the following, when applicable: existing and proposed property lines; parcel addresses; all easements; vision triangles; 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.

35. 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.

36. 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.

37. All parking facility design shall conform to MGO standards, as set in section 10.08(6).

38. All bicycle parking adjacent pedestrian walkways shall have a 2 foot buffer zone to accommodate irregularly parked bicycles and/or bicycle trailers.

39. Per Section MGO 12.138 (14), this project is not eligible for residential parking permits. It is recommended that this prohibition be noted in the leases for the residential units.

40. The applicant shall adhere to all vision triangle requirements as set in MGO 27.05 (No visual obstructions between the heights of 30 inches and 10 feet at a distance of 25 feet behind the property line at streets and 10 feet at driveways.). Alteration necessary to achieve compliance may include but are not limited to; substitution to transparent materials, removing sections of the structure and modifying or removing landscaping elements. If applicant believes public safety can be maintained they shall apply for a reduction of MGO 27.05(2)(bb) - Vision Clearance Triangles at Intersections Corners. Approval or denial of the reduction shall be the determination of the City Traffic Engineer.

41. The applicant shall provide a clearly defined 5’ walkway from the front door to the public Right of Way clear of all obstructions to assist citizens with disabilities, especially those who use a wheel chair or are visually impaired.

42. Obstructions include but are not limited to tree grates, planters, benches, parked vehicle overhang, signage and doors that swing outward into walkway.

43. All parking ramps as the approach the public Right-of-Way shall not have a slope to exceed 5% for 20 feet; this is to ensure drivers have adequate vision of the Right-of-Way. If applicant believes public safety can be maintained they shall apply for a waiver, approval or denial of the waiver shall be the determination of the City Traffic Engineer.

44. Parking deck is insufficiently labeled/dimensioned for a proper review. If the parking does not meet MGO 10.08 the applicant can expect to be required to make major alteration which may or may not impact structural elements of this site.

45. City of Madison radio systems are microwave directional line of sight to remote towers citywide. The building elevation will need to be reviewed by Traffic Engineering to accommodate the microwave sight and building. The applicant shall submit grade and elevations plans if the building exceeds three stories prior to sign-off to be reviewed and approved by Andrew Oliver, (267-1979, aoliver@cityofmadison.com) Traffic

Engineering Shop, 4151 Nakoosa Trail. The applicant shall return one signed approved building elevation copy to the City of Madison Traffic Engineering office with final plans for sign off.

46. The driveway slope to the underground parking is not identified in the plan set, Traffic Engineering recommends driveway slope under 10%; if the slope is to exceed 10%, the applicant shall demonstrate inclement weather mitigation techniques to provide safe ingress/egress to be approved by the City Traffic Engineer.

47. "Stop" signs shall be installed at a height of seven (7) feet from the bottom of the sign at all class III driveway approaches, including existing driveways, behind the property line and noted on the plan. All directional/regulatory signage and pavement markings on the site shall be shown and noted on the plan.

48. One way operation of the site shall be secured by placing a “One Way” sign at the entrance and a “Do Not Enter” sign at the Exit.

49. The applicant shall show the dimensions for the proposed class III driveway including the width of the drive entrance, width of the flares, and width of the curb cut.

50. Applicant shall submit for review a waste removal plan. This shall include vehicular turning movements.

51. The applicant shall prepare a TDMP (Traffic Demand Management Plan) to be reviewed and approved by the City Traffic Engineer. MGO (28.183(6)(a)(6)

52. Applicant shall submit for review a Commercial Delivery Plan. This plan will include times, vehicle size, use of loading zones and all related turning movements.

53. Please refer to memo from City of Madison Department of Transportation on November 2, 2022 for additional information

54. The applicant shall submit a turning movement diagram depicting inter-city buses utilizing the bus terminal.

Zoning (Jacob Moskowitz, 266-4560)

55. Provide a breakdown of unit count and number of bedrooms. Bicycle parking requirements will be based on the number of units and bedrooms.

56. Bicycle parking shall comply with City of Madison General Ordinances Sections 28.141(4)(g) Table 28I-3 and 28.141.11 and shall be designated as short-term or long-term bicycle parking. A minimum of 1 resident bicycle stall per unit up to 2 bedrooms, and ½ stall per additional bedrooms are required plus a minimum of 25 short- term guest stall. Up to twenty-five percent (25%) of bicycle parking may be structured parking, vertical parkingor wall mount parking, provided there is a five (5) foot access aisle for wall mount parking. NOTE: A bicycle stall is a minimum of two (2) feet by six (6) feet with a five (5) foot wide access area. Many of the stalls within the parking facility do not appear to have a code compliant access aisle.

57. Submit the landscape plan and landscape worksheet stamped by the registered landscape architect. Per Section 28.142(3) Landscape Plan and Design Standards, landscape plans for zoning lots greater than ten thousand (10,000) square feet in size must be prepared by a registered landscape architect.

58. Provide a detail of the rooftop area labeled “mechanical.” NOTE: Any rooftop amenities not required by the building code for access constitute a story. This includes the third elevator, trash room, and mechanical room.

59. Label EV ready and EV installed spaces on the site plan. A total of 10% (50) EV ready spaces and 2% (10) EV installed spaces are required.

60. Provide revised elevations demonstrating compliance with Sec. 28.129 Bird-Safe Glass Requirements. Provide a detail of the glass treatment to be used.

61. Section 28.185(7)(a)5. requires that if a demolition or removal permit is approved, it shall not be issued until the reuse and recycling plan is approved by the Recycling Coordinator, Bryan Johnson (608-266-4682).

62. Section 28.185(10) Every person who is required to submit a reuse and recycling plan pursuant to Sec. 28.185(7) (a)5. shall submit documents showing compliance with the plan within sixty (60) days of completion of demolition.

63. Section 28.185(9)(a) A demolition or removal permit is valid for one (1) year from the date of the Plan Commission.

64. Signage approvals are not granted by the Plan Commission. Signage must be reviewed for compliance with Chapter 31 Sign Codes of the Madison General Ordinances and Chapter 33 Urban Design District ordinances. Signage permits are issued by the Zoning Section of the Department of Planning and Community and Economic Development.

Fire Department (William Sullivan, 886-4691)

65. The building shall comply with all applicable building and fire codes, specifically, the 2021 edition of the International Fire Code and the 2022 editions of NFPA 13, 14, 20 & 72.

66. Egress shall comply with the International Building Code. Potential issues are the exit discharge from the dedicated parking exit stair along Hawthorne Ct back into the building and access to the second exit stair from the occupied roof elevator lobby.

67. Provide a fire command center with direct line of sight from the main entrance to the building.

68. Please consider allowing Madison Fire Dept. to conduct training sequences prior to demolition. Contact MFD Training Division to discuss possibilities: Division Chief Jeff Larson at jtlarson@cityofmadison.com or (608) 266- 5946.

Parks Division (Ann Freiwald, 243-2848)

69. Park Impact Fees (comprised of the Park Infrastructure Impact Fee, per MGO Sec. 20.08(2)), and Park-Land Impact Fees, per MGO Sec. 16.23(8)(f) and 20.08(2) will be required for all new residential development associated with this project. This development is within the Central Park-Infrastructure Impact Fee district. Please reference ID# 22022 when contacting Parks about this project.

Forestry Division (Bradley Hofmann, 267-4908)

70. An existing inventory of street trees located within the right of way shall be included on the site, demo, utility, landscape, grading, fire aerial apperatus and street tree plan sets. The inventory shall include the following: location, size (diamater at 4 1/2 feet), and species of existing street trees. The inventory should also note if a street tree is proposed to be removed and the reason for removal.

71. All proposed street tree removals within the right of way shall be reviewed by City Forestry before the Plan Commission meeting. Street tree removals require approval and a tree removal permit issued by City Forestry. Any street tree removals requested after the development plan is approved by the Plan Commission or the Board of Public Works and City Forestry will require a minimum of a 72-hour review period which shall include the notification of the Alderperson within who's district is affected by the street tree removal(s) prior to a tree removal permit being issued. Add as a note on the street tree plan set.

72. City Forestry will issue a street tree removal permit for two trees: 6" Maple & 7" Locust due to construction conflicts. The Contractor shall contact City Forestry at (608)266-4816 to obtain permit. Add as a note on both the demolition and street tree plan set.

73. Additional street trees are needed for this project. Tree planting specifications can be found in section 209 of City of Madison Standard Specifications for Public Works Construction (website: https://www.cityofmadison.com/business/pw/specs.cfm) - All street tree planting locations and tree species within the right of way shall be determined by City Forestry. A landscape plan and street tree planting plan shall be submitted in PDF format to City Forestry for approval of planting locations within the right of way and tree species. All available street tree planting locations shall be planted within the project boundaries. Add following note on both the landscape and street tree plan sets: At least one week prior to street tree planting, Contractor shall contact City Forestry at (608) 266-4816 to schedule inspection and approval of nursery tree stock and review planting specifications with the landscaper.

74. On this project, the installation of a pavement support system (Silva Cell ®, GreenBlue® or equivalent as approved by city) surrounding tree grate locations is required where the terrace is concrete. The Contractor shall contact City Forestry at (608) 266-4816 to identify and locate underground conflicts (utilities, vaults, conduit) or other underground obstructions and determine grate locations before support system installation. Add as a note on both the site and street tree plan set.

75. No later than five business days prior to forming concrete and constructing tree grate sites, the Contractor shall contact City Forestry at (608) 266-4816 to identify and locate underground conflicts (utilities, vaults, conduit) or other underground obstructions and determine grate locations. The Contractor will be required to obtain the grate, matching frame and/or tree guard. Tree grate type and matching frame: Neenah 4x8 (R-8815-A). Tree guard Neenah (R-8501-4818). Add as a note on both the landscape and street tree plan set.

76. Tree grates are the property of the City of Madison. The Contractor shall contact City Forestry at (608) 266-4816 to schedule delivery of salvaged tree grates to City Forestry facility. Add as a note on the demolition and street tree plan set.

Water Utility (Jeff Belshaw, 261-9835**)**

77. A Water Service Application Form and fees must be submitted before connecting to the existing water system. Provide at least two working days notice between the application submittal and the requested installation or inspection appointment. Application materials are available on the Water Utility's Plumbers & Contractors website (http://www.cityofmadison.com/water/plumbers-contractors), otherwise they

may be obtained from the Water Utility Main Office at 119 E Olin Ave. A licensed plumber signature is required on all water service applications. For new or replacement services, the property owner or authorized agent is also required to sign the application. A Water Meter Application Form will subsequently be required to size & obtain a water meter establish a Water Utility customer account and/or establish a Water Utility fire service account. If you have questions regarding water service applications, please contact Madison Water Utility at (608) 266-4646.

The following agencies reviewed the request and recommended no conditions of approval: Metro Transit