



PREPARED FOR THE URBAN DESIGN COMMISSION AND PLAN COMMISSION

Project Address: 2504 Winnebago Street – Union Corners
Application Type: PD (GDP) to PD (SIP)
Legistar File ID # [35008](#)
Prepared By: Timothy M. Parks, Planning Division
Report includes comments from other City agencies, as noted.
Reviewed By: Katherine Cornwell, Planning Division Director, and Steve Cover, Director, Department of Planning and Community and Economic Development

Summary

Applicant: Gary Gorman, Gorman & Company; 200 N. Main Street; Oregon.

Agent: Kirk Keller, Plunkett Raysich Architects; 2310 Crossroads Drive, Suite 2000; Madison.

Property Owner: City of Madison.

Requested Actions: Approval of a Planned Development–Specific Implementation Plan to allow construction of a 60,000 square-foot clinic at Union Corners on land addressed as 2504 Winnebago Street.

Proposal Summary: The proposed UW Health clinic is the first of 10 buildings generally approved for development on the 11.5-acre Union Corners property. The two-story medical office building will be located on 3.4 acres of land at the northeasterly corner of E. Washington Avenue and S. Sixth Street and will include parking for 254 automobiles at grade and below the building as well as an area along E. Washington Avenue identified as a “transit hub” that will house the ramp leading down to the underground parking. Construction of the clinic will commence later this year, with completion scheduled for winter 2015.

Applicable Regulations & Standards: Section 28.182 of the Zoning Code provides the process for zoning map amendments. The approval process and standards for Planned Development districts is outlined in Section 28.098 of the Zoning Code.

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

Summary Recommendation: The Planning Division recommends that the Plan Commission forward Zoning Map Amendment ID 28.022–00144, approving a Planned Development–Specific Implementation Plan for a 60,000 square-foot clinic at 2504 Winnebago Street at Union Corners, to the Common Council with a recommendation of **approval** following a recommendation by the Urban Design Commission and subject to input at the public hearing and the conditions from reviewing agencies beginning on page 5 of this report.

Background Information

Parcel Location: The proposed clinic will occupy approximately 3.4 acres of the larger 11.5-acre Union Corners property generally bounded by E. Washington Avenue, Milwaukee Street, S. Sixth Street and the Union Pacific Railroad, Aldermanic District 6 (Rummel); Urban Design District 5; Madison Metropolitan School District. The SIP site sits adjacent to the intersection of E. Washington Avenue and S. Sixth Street.

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

Land Uses and Zoning Surrounding Union Corners:

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

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

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

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

Adopted Land Use Plans: The Comprehensive Plan identifies the Union Corners site as a potential redevelopment location for Community Mixed-Use development and Transit-Oriented Development.

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

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

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

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

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

Previous Approvals & Project History

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

The Union Corners site was acquired by the City with Land Banking Funds for \$3.3 million in December 2010. On July 16, 2013, the Common Council accepted a selection committee’s recommendation of the applicant, Gorman & Company, Inc., proposal for the purchase and redevelopment of the City-owned Union Corners properties and authorized the execution of a Purchase and Sale Agreement (PSA) for their purchase and redevelopment. The

PSA calls for the 11.5 acres to be conveyed to the applicant and for a tax incremental financing loan agreement to assist with implementation of the planned development. The City previously constructed the current alignment of Winnebago Street, S. Sixth Street and the roundabout where those streets intersect in 2007 as part of its participation in the previous redevelopment efforts for the Union Corners site.

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

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

Project Description

The proposed specific implementation plan calls for a two-story 60,000 gross square-foot medical office building for UW Health to be constructed at the southeasterly corner of E. Washington Avenue and S. Sixth Street. The clinic will be served by 154 surface automobile parking stalls and 100 underground stalls to be accessed from a driveway from Winnebago Street located east of the roundabout at S. Sixth Street. Access to the underground parking will be provided from a ramp in a one-story “transit hub” structure that will be located northeast of the clinic building along the E. Washington Avenue sidewalk. During the approval of the Union Corners General Development Plan earlier this year, the transit hub was envisioned to include sheltered bike parking at sidewalk level and possibly a bike sharing facility, a relocated Metro bus stop and a future bus rapid transit station. The trash enclosure for the clinic will also be located in the transit hub structure.

Architecturally, the clinic building will feature repeating sections of brick, stone and horizontal panels along the first floor. On the second floor, the exterior will be comprised mostly of vertical metal panels with a prominent glass and spandrel curtain wall feature at the northwesterly corner overlooking the Sixth-E. Washington intersection. The exterior of the one-story transit hub will be clad in brick. The public entrance to the clinic will face east toward the surface parking lot and will include a canopy extending over a circular drop-off lane. A door to the building is shown along the S. Sixth Street façade that leads to a stairwell according to the floorplans and does not provide public entry into the clinic. The applicant is proposing a tall second story canopy over a portion of a private sidewalk leading from the E. Washington Avenue sidewalk to the public entrance to provide a pedestrian orientation for the clinic.

Analysis & Conclusion

The 2006 Comprehensive Plan identifies the Union Corners site, the E. Washington-Milwaukee intersection and the north side of E. Washington Avenue west towards Fifth Street as a potential redevelopment location recommended for Community Mixed-Use (CMU) and Transit-Oriented Development (TOD). The Comprehensive Plan recommends that such developments either be located adjacent to medium- or high-density residential areas or be large enough to accommodate high-density residential uses when adjacent to lower density areas, the latter of which applies to this project. In addition to residential uses, CMU districts are recommended to include a mix of employment, retail and service uses intended to serve both the residents of the area and surrounding neighborhood and “wider community markets.” These districts are typically intended to be located

along high-capacity transit routes such as E. Washington Avenue and are recommended to have a focal point developed at high densities and focused on a commercial core, a plaza or square, a civic use or dense residential development. Buildings with these zones should be located close to the sidewalk with parking located at the rear of the buildings or underground, and pedestrian-level amenities should be provided.

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

Staff and the Plan Commission previously found that the general development plan for Union Corners was consistent with many of the plan recommendations applicable to the site, including many of the recommendations for development in areas identified for Community Mixed-Use development in the Comprehensive Plan, and that the general development plan represented a well-designed, intensive reuse of the site. However, it was noted in the review of the general development plan that the specific details of each phase of the project would require careful consideration prior to construction.

The clinic provides an important institutional anchor for Union Corners and can be a catalytic use for the overall development. The specific implementation plan for the proposed clinic conforms substantially to the approved general development plan with regard to the use, scale and placement of the building and its parking and vehicular access, and staff believes that the specific implementation plan can meet the standards of approval for the Planned Development district. The architectural direction of the clinic is also largely the same as what was represented at the general development plan stage.

However, the lack of an operable entry door from either the E. Washington Avenue or S. Sixth Street sidewalks is a significant concern for Planning staff. The proposed canopy-covered sidewalk leading from the E. Washington sidewalk to the clinic entrance from the parking lot does not meet the expectation established during the review of the general development plan that future buildings throughout Union Corners be well articulated, porous, and highly activated, and be at least as oriented to and accessible from the streets and pedestrian paths they abut as any surface parking facilities that serve them. This is particularly important along E. Washington Avenue, as one of the goals of the various community planning efforts for this corridor over the last 15 years, including the design charrettes for Union Corners in 2003, have focused on activating the corridor and making it more pedestrian-friendly. The lack of a usable entrance into the clinic directly from a public sidewalk is contrary to these goals and the general principles of modern urban design.

Staff believes that the design of the building without an operable entry from one of the primary abutting streets is also contrary to the purpose and intent of the Planned Development zoning district and the standard that planned developments coordinate architectural styles and building forms to achieve greater compatibility with surrounding land uses. The design standards for entrance orientation, building placement, and door and window openings in the Zoning Code for the Mixed-Use and Commercial Districts (TSS, CC-T, etc.), Downtown and Urban Districts, and TE-Traditional Employment district would compel the proposed clinic building to have a functional entrance from at least one public street and be as oriented to the street as it is to its parking. However, the Planned Development district has no such predetermined design requirements. Staff believes that the PD

district was not intended to create a regulatory framework to avoid compliance with the design standards that were the underpinnings of the new, more form-based Zoning Code that took effect in 2013.

As a result, Planning staff recommends that the clinic design be revised to relocate the single entrance proposed in a manner that provides a direct pedestrian entry from either the E. Washington Avenue or S. Sixth Street sidewalks, or provides a second operable entry from one of those streets in addition to the entrance proposed from the parking lot.

Finally, staff requests that more information be provided on the proposed transit hub component of the specific implementation plan prior to final approval so that City staff can have a full understanding of the space between the street-facing wall of the building and E. Washington Avenue to determine what impacts (if any) the uses in that facility may have on the public right of way.

Recommendation

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

Zoning Map Amendment ID 28.022–00144, approving a Planned Development–Specific Implementation Plan for a 60,000 square-foot clinic at 2504 Winnebago Street, to the Common Council with a recommendation of **approval** following a recommendation by the Urban Design Commission and subject to input at the public hearing, the following Planning Division condition(s) and the conditions from reviewing agencies:

1. The proposed clinic building shall have a pedestrian entrance from E. Washington Avenue or S. Sixth Street that is unlocked and operable during business hours.
2. That the specific implementation plan be revised prior to final approval by the Planning Division and the issuance of building permits for the clinic as follows:
 - 2a. provide a fully dimensioned plan for the transit hub that provides a detail of the hub building beginning at the back of curb on E. Washington Avenue, extending through the ramp, to the back edge of the first line of surface parking, with the uses of all of the spaces clearly labeled;
 - 2b. revise all elevations to add street name references and/ or inter-cardinal direction references for clarity;
3. The applicant may submit a zoning text specific for this project for review and approval by the Planning Division and Zoning Administrator prior to recording or note that this project is subject to the zoning text conditionally approved with the Union Corners General Development Plan.

The following conditions have been submitted by reviewing agencies:

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

4. The proposed new building will cross an underlying platted lot line. Current fire code and City enforcement requires the underlying platted lot line be dissolved by Certified Survey Map (CSM) prior to issuance of a building permit. A CSM and required supporting information shall be prepared and submitted to the Planning Division for review and approval by the City and recorded with the Dane County Register of Deeds prior to issuance of a building permit.

5. The applicant shall be aware that reciprocal easements and agreements including, but not limited to, access, parking, utilities, common areas, storm management and other items may be necessary to accomplish the overall development as proposed by the approved general development plan.
 6. The proposed location of the medical facility will require the approval of a discontinuance/ vacation of a portion of the public right of way located at the intersection of Winnebago Street and S. Sixth Street. Coordinate any required discontinuance with Jeff Quamme at jrquamme@cityofmadison.com or 266-4097.
 7. A portion of the public sanitary sewer and storm sewer within this site will require removal/ abandonment/ relocation. This will require the release of a portion or all of the sanitary sewer easement per Document No. 4288052 and storm sewer easement per Document No. 4288052. The applicant shall prepare metes and bounds legal descriptions and scale map exhibits for the portions to be released and provide to Engineering Land Records Coordinator Jeff Quamme for review. Upon approval of the exhibits and payment of the required \$500 administration fee for each easement to be released (check payable to City of Madison Treasurer) to cover staff time and recording costs, Engineering will create the necessary Office of Real Estate Services (ORES) Project. ORES staff will then administer the release document(s) and record with the Dane County Register of Deeds. Any new easements required shall be created by the future required Certified Survey Map. Also, authorization for the easement releases will be provided with the approval of the required CSM noted above.
 8. The site plan shall show the property lines of the CSM to be completed and all easements encumbering or benefitting the site.
 9. There is an existing public 20-foot wide sanitary sewer easement that needs to be added to the plan set, per Document No. 4288052. The new building appears to be 3-5 feet into this easement. The applicant shall shift the southeast limits of the building to avoid the existing easement or shall release the existing easement and dedicate a new easement that is mutually acceptable with the owner and the City.
 10. Residual contamination is present on the property (DNR BRRS # 06-13-506291). Excavation of this soil is considered a solid waste and must be managed in accordance with NR718, with prior DNR approval. Please contact Brynn Bemis at 267-1986 with any questions.
11. The construction of this building will require removal and replacement of sidewalk, curb and gutter and possibly other parts of the City's infrastructure. The applicant shall enter into a City / Developer agreement for the improvements required for this development. The applicant shall be required to provide deposits to cover City labor and materials and surety to cover the cost of construction. The applicant shall meet with the City Engineer to schedule the development of the plans and the agreement. The City Engineer will not sign off on this project without the agreement executed by the developer. The developer shall sign the Developer's Acknowledgement prior to the City Engineering Division signing off on this project.
 12. The approval of this development does not include the approval of the changes to roadways, sidewalks or utilities. The applicant shall obtain separate approval by the Board of Public Works and the Common Council for the restoration of the public right of way including any changes requested by developer. The City Engineer shall complete the final plans for the restoration with input from the developer. The curb location, grades, tree locations, tree species, lighting modifications and other items required to facilitate the development or restore the right of way shall be reviewed by the City Engineer, City Traffic Engineer, and City Forester.

13. 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.
14. The applicant shall replace all sidewalk and curb and gutter that abuts the property that is damaged by the construction, or any sidewalk and curb and gutter, which the City Engineer determines needs to be replaced because it is not at a desirable grade, regardless of whether the condition existed prior to beginning construction.
15. All work in the public right of way shall be performed by a City-licensed contractor.
16. All damage to the pavement on E. Washington Avenue, Winnebago Street and S. Sixth Street adjacent to this development shall be restored in accordance with the City's Pavement Patching Criteria.
17. This project falls in the Rock River TMDL Zone and is subject to increased erosion control enforcement as authorized by Resolution 14-00043 passed by the Common Council on January 21, 2014. The project will be expected to meet a higher standard of erosion control than the minimum standards set by the Wisconsin Department Natural Resources (WDNR).
18. 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.
19. The applicant shall demonstrate compliance with Section 37.07 and 37.08 of Madison General Ordinances regarding permissible soil loss rates. The erosion control plan shall include Universal Soil Loss Equation (USLE) computations for the construction period. Measures shall be implemented in order to maintain a soil loss rate below 7.5-tons per acre per year.
20. Effective January 1, 2010, the Department of Commerce's authority to permit commercial sites, with over 1 acre of disturbance, for stormwater management and erosion control has been transferred to the Department of Natural Resources (WDNR). The WDNR does not have an authorized local program transferring this authority to the City of Madison. The City of Madison has been required by the WDNR to continue to review projects for compliance with NR-216 and NR-151 but a separate permit submittal is now required to the WDNR for this work as well. The City of Madison cannot issue our permit until concurrence is obtained from the WDNR via their NOI or WRAPP permit process. As this site is greater than 1 acre, the applicant is required by State Statute to obtain a Water Resources Application for Project Permits (WRAPP) from the Wisconsin Department of Natural Resources, prior to beginning construction. This permit was previously known as a Notice of Intent Permit (NOI). Contact Eric Rortvedt at 273-5612 of the WDNR to discuss this requirement.
21. Prior to approval, this project shall comply with Chapter 37 of the Madison General Ordinances regarding stormwater management. Specifically, this development is required to: detain the 2- and 10-year storm events; reduce TSS off of the proposed development by 80% when compared with the existing site, and; complete an erosion control plan and complete weekly self-inspection of the erosion control practices and post these inspections to the City of Madison website as required by Chapter 37 of MGO.

22. 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.
23. NR-151 of the Wisconsin Administrative Code requires that future phases of this project 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 in Chapter 37 of the Madison General Ordinances, the most significant additional requirement shall be that of infiltration. 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.
24. The applicant shall submit, prior to plan sign-off, digital PDF files to the City Engineering Division. The digital copies shall be to scale, shall have a scale bar on the plan set, and shall contain the following items: building footprints; internal walkway areas; internal site parking areas; lot lines and right-of-way lines; street names, stormwater management facilities and; detail drawings associated with stormwater management facilities (including if applicable planting plans).
25. The applicant shall submit prior to plan sign-off, electronic copies of any Stormwater Management Files including SLAMM DAT files, RECARGA files, TR-55/HYDROCAD/Etc., and Sediment loading calculations. If calculations are done by hand or are not available electronically the hand copies or printed output shall be scanned to a PDF file and provided).
26. The applicant's utility contractor shall obtain a connection permit and excavation permit prior to commencing the storm sewer construction.
27. The site plan shall be revised to show all existing public sanitary sewer facilities in the project area as well as the size, invert elevation, and alignment of the proposed service.

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

28. The location of the clinic monument sign as shown on the plans may prevent proper vision of vehicles turning left from the driveway and vehicles exiting the roundabout. The applicant upon submittal of final plans shall show sight distance vision triangles in compliance with current AASHTO standards and shall relocate the sign as necessary to obtain required sight distances.
29. Items in the right of way are not approvable through the site plan approval process. Approval of the submitted plans does not grant approval of the items shown in the public right of way. The applicant will need to obtain other approvals to place items in the right of way.
30. The applicant shall not prohibit public use of the private bike path shown on the submitted site plans.
31. The addition of the private bike path through the site will generate a demand for a pedestrian and bicycle connection between the crosswalk on the southerly side of the roundabout and the public bike path located along the south side of Winnebago Street. The applicant shall enter into a Developers Agreement with the City Engineering Division to install a path connection between these two points.

32. The applicant shall submit one contiguous plan for approval. The plan drawing shall be scaled to 1" = 20' and include the following, when applicable: existing and proposed property lines; parcel addresses; all easements; pavement markings; signing; building placement; items in the terrace such as signs, street light poles, hydrants; surface types such as asphalt, concrete, grass, sidewalk; driveway approaches, including those adjacent to and across street from the project lot location; parking stall dimensions, including two (2) feet of vehicle overhang; drive aisle dimensions; semitrailer movement and vehicle routes; dimensions of radii; and percent of slope.
33. 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.
34. 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.
35. All parking facility design shall conform to the standards in MGO Section 10.08(6).

Zoning Administrator (Contact Pat Anderson, 266-5978)

36. The submitted plans show landscaping elements which do not comply with MGO Section 28.142 toward the landscaping requirement for this development. Revise the landscaping plans to include a landscape island located at least every 12 contiguous stalls.
37. Necessary information relative to the provision of required bicycle parking has not been included with the submittal per Section 28.141. A bicycle stall is 2 feet by 5 feet with a 5-foot access aisle, all which must be shown on the final plan sets. Provide a detail of the proposed bike racks. As this is a Planned Development, the Plan Commission may modify any bike parking requirement.
38. The submitted plans do not call out the minimum required 2 loading spaces, which must have a minimum dimension of 10 x 50 feet with 14 feet of vertical clearance to be shown on the final plans. The loading area shall be exclusive of drive aisle and maneuvering space. Work with Planning and Zoning staff to determine these areas.
39. The submitted plans do not include a request to waive the 20% open space requirement for PD zoning, pursuant to Section 28.098(4)(e). However can be deferred to the future development of the site.
40. Provide a refuse enclosure detail, as required per Section 28.142(a).

Fire Department (Contact Bill Sullivan, 261-9658)

41. Based on current plans, the primary response point for emergency personnel would be the vestibule 1,000 feet off of Winnebago Street. Contact City Engineering for the official street number based on Madison General Ordinances.
42. The Madison Fire Department does not object to this proposal provided the project complies with all applicable fire codes and ordinances.

Water Utility (Contact Dennis Cawley, 261-9243)

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

Metro Transit (Contact Tim Sobota, 261-4289)

44. In coordination with public works improvements, the applicant shall maintain or replace the concrete passenger boarding pad at the existing Metro bus stop on the south side of E. Washington Avenue, east of Sixth Street (#1233). The concrete pad shall occupy the full distance of the terrace, measure a minimum of 10 feet in width parallel to the street, and lie flush between the sidewalk and the top of curb. A continuous concrete terrace would also be suitable.

45. The applicant shall install and maintain a bench or other seating amenity in the adjacent property landscape plan at stop location #1233, ideally taking advantage of any building overhang or canopy to provide the seating amenity some shelter from the elements.

46. The applicant shall maintain and protect access to the existing bus stop zone for both pedestrians and transit vehicles at all times during project construction.

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

48. Metro Transit operates daily transit service along E. Washington Avenue and Sixth Street adjacent the project site. The bus stop adjacent the proposed project site generally has its bus stop zone encompassing the area from the existing bus stop sign pole and concrete boarding pad back to the preceding intersections and crosswalk location.

49. Conceptual Bus Rapid Transit (BRT) design studies have identified a new bus stop zone area in the approximate location of the "transit hub" shown on the plans as a potential BRT station location. Sample BRT station design guidelines indicate at least 12 feet of available right-of-way being typical for the dimension measured from the face of curb across the station platform to the back of a public sidewalk. A minimum of eight feet is shown for just the BRT station infrastructure, measured from the face of curb to the rear point of a passenger shelter structure. City Engineering staff may coordinate right-of-way alignments in this area to accommodate any potential future need for BRT infrastructure.

Parks Division (Contact Kay Rutledge, 266-4714)

50. Additional street trees are needed for this project. All street tree planting locations and trees species with the right of way shall be reviewed by City Forestry. Please submit a tree planting plan (in PDF format) to Dean Kahl—dkahl@cityofmadison.com or 266-4816. Approval and permitting of tree planting shall be obtained from the City Forester and/or the Board of Public Works prior to the approval of the site plan. Tree planting specifications can be found in Section 209 of City of Madison Standard Specifications for Public Works Construction.

51. 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.