



Project Address: 425-435 West Johnson Street
Application Type: Demolition Permit and Conditional Use
Legistar File ID #: [33467](#) and [33254](#)
Prepared By: Kevin Firchow, AICP, Planning Division
Report Includes Comments from other City Agencies, as noted
Reviewed By: Katherine Cornwell, Planning Division Director

Summary

Applicant: John W. Sutton; Sutton Architecture; 104 King Street; Madison, WI 53703
Contact: Same as the Applicant
Property Owner: Les Orosz; 505 University Avenue; Madison, WI 53703

Requested Action: The applicant requests approval of three demolition permits and a conditional use for a building greater than four (4) stories.

Proposal Summary: The applicant proposes to demolish three structures for the purpose of creating a 12-story, 160-unit mixed-use building.

Applicable Regulations & Standards: This proposal is subject to the standards for demolition permits [MGO Section 28.185(7) and Conditional Uses [MGO Section 28.183(6)]. This development is also subject to the Design Standards of Section 28.071(3) and should be reviewed against the advisory Downtown Design Guidelines

Review Required By: Urban Design Commission (UDC) and Plan Commission (PC)

Summary Recommendation: The Planning Division does not believe the conditional use standards are met and does not recommend approval of this project as proposed. A recommendation of **referral** would be appropriate if, based on testimony at the public hearing, the applicant can make changes necessary to meet the standards. If after the public hearing, the Plan Commission believes changes to this specific proposal are not possible to meet the standards, this proposal should be **placed on file**.

Background Information

Parcel Location: The subject property is located on the south side of West Johnson Street, midblock between North Basset and Broom Streets. The property is within Aldermanic District 4.

Existing Conditions and Land Use: The subject site includes three residential buildings. Further information is included in the body of this report.

Surrounding Land Use and Zoning:

- North:** Eight (8)-story, 42-unit apartment building, zoned PD (Planned Development). The site is adjacent to a recently completed 10-story hotel;
- South:** Multiple residential structures zoned PD (Planned Development), UMX (Urban Mixed Use District), and DR-2 (Downtown Residential 2) district. Buildings range from three to six stories in height, with the largest being the recently approved “Domain” building;
- East:** The 326-unit Domain Apartment development, now under construction. The West Johnson Street fronting portion of the building is 12-stories in height. The portion of the building fronting West Dayton Street is six (6) stories in height. The building is zoned UMX; and
- West:** Smaller apartment buildings ranging from two(2) to six (6) stories, zoned UMX.

Adopted Land Use Plan: The Comprehensive Plan includes this property within the “Student High Rise” Sub-District of the Downtown area. The more specific Downtown Plan recommends downtown mixed-use development as part of the “Johnson Street Bend” sub area. The site is also identified as a potential redevelopment site in that plan.

Zoning Summary: The property is zoned UMX (Urban Mixed Use):

	Required	Proposed
Lot Area (sq. ft.)	No minimum	17,451 sq ft.
Minimum front yard setback	Mix-use buildings: 0' See (a) below	5'
Side yard setback	0' See (a) below	3.8' RS 4.5' LS
Rear yard	10' See (b) below	10.15'
Maximum lot coverage	90%	66%
Maximum building height.	12 stories	12 stories
Useable open space	10 sq. ft. per bedroom See (c) below. (1710 sq. ft.) (428 sq. ft. at grade)	22,389 sq. ft.
Number parking stalls	0 (Central Area)	149
Bike parking	1 per unit up to 2-bedrooms, ½ space per add'l bedroom; (160) 1 guest space per 10 units; (16) 176 90% of the required resident bicycle parking shall be short term. (16) 16 short term minimum for residential guests with in 100' of principal entrance. 144 long term for residential. Maximum 25% structured (40) Retail:1 per 2,000 sq. ft. (2) Total 178	Short term - 38 Long term - 83 Structured - 57 Short 21 long term stalls. (10)

	Required	Proposed
Landscaping	Yes	Yes
Lighting	Yes	Yes
Building forms	Yes	Meets building forms
Other Critical Zoning Items	Urban Design, Utility easements, Barrier free (ILHR 69)	

Table Prepared by Patrick Anderson, Assistant Zoning Administrator

- (a) Specific front and/or side yard setbacks may be designated on the zoning map and may be designated as a specific location (build to line), a minimum, or a range.
- (b) Underground parking may extend into the rear yard setback if located completely below grade.
- (c) Usable open space may take the form of at-grade open space, porches, balconies, roof decks, green roofs or other above-ground amenities.

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 Description

The applicant proposes to demolish three (3) structures for the purpose of creating a 12-story, 160-unit mixed-use building. This request is subject to the standards for Demolition Permits and Conditional Uses. The project is also subject to the Design Standards for Downtown and Urban Districts and should be reviewed against the Advisory Downtown Design Guidelines.

The following buildings are proposed for demolition:

- **425 West Johnson Street:** This building is a two-story, brick building previously used for senior housing and was being utilized as a construction-office for the construction of the adjacent 346-unit apartment building. No further data was provided by the applicant or is available in City Assessor’s records.
- **431 West Johnson Street:** This building is a three-story, four-unit apartment constructed in 1914.
- **435 West Johnson Street:** This building is a two-story, two-unit apartment constructed in 1900.

Photos of the existing buildings have been provided and are available for online viewing at the following website: http://www.cityofmadison.com/planning/projects/reports/433wjs_photos.pdf

The proposed “L-shaped” building wraps around a street-facing plaza and driveway area. The two lower levels of the building are clad in masonry with horizontal metal siding comprising the majority of the upper floor facades. Along the plaza, the building includes a curved façade. This façade is comprised of a lower level masonry “arcade” wall that features openings to the ground level commercial spaces. The main building wall is setback an additional 7.5 feet. The upper levels of the curved wall are formed by a balcony area defined by a series of galvanized metal panels, which form the outer edge of the street-facing balconies.

The building includes two levels of automated underground parking. With this proposed system, drivers will drive their cars into the building, onto an auto lift. From there a series of elevators and automated devices park

the vehicles into storage spaces. As proposed, 149 parking stalls are proposed. The building includes 196 total bike stalls, including a bike storage room on the building’s first floor.

The building’s roof top includes a patio area featuring a pool and planted areas. While not shown on plans, the applicant has indicated that some “wall-packs” will be used on the sides and rear of the structure. These are not shown on the provided plans. Such utility penetrations must be accurately depicted on Plans reviewed by the Urban Design and Plan Commission.

The dwelling unit mix includes 139 one-bedroom units and 21 two-bedroom units. The total bedroom count is 181. Staff calculated that 87 units include window-less bedrooms.

Analysis and Conclusion

This request is subject to the standards for Demolition Permits and Conditional Uses. The project is also subject to the Design Standards for Downtown and Urban Districts and should be reviewed against the Advisory Downtown Design Guidelines.

Comparison with Similar Developments

The proposed project is adjacent to the 326-unit Domain Apartment development, now under construction. Below is a comparison to that project and other nearby developments. As noted below, the project itself has fewer units than many new larger developments, however, has a higher calculated density.

TABLE 2: Comparison of Proposed Projects to other Developments

Project Name	Address	Lot Size (acres)	Dwelling Units	Density (du/ac)	Bedrooms	Bedrooms / Acre	Parking	Stalls/ Unit	Height (Stories)
PROPOSED	425 W Johnson	0.41	160	390	181	441	149	0.9	12
Constellation	754 E Wash Ave	1.50	217	145	294	196	287	1.3*	12
The Domain	406 W Johnson	1.40	326	233	393	281	259	0.7	12
Ovation 309	309 W Johnson	1.63	255	156	319	196	255	1.0*	14
Cap. West	306 W Main	0.61	172	282	210	344	178	1.0	11
Univ. Square	700 University	3.16	350	111	1010	320	421	1.2	12
Equinox	409 W Gorham	0.50	115	230	329	658	81	0.7	12
Embassy	505 University	0.46	126	274	281	611	70	0.6	12
Palisade	535 W Johnson	0.41	93	227	250	610	81	0.9	12
La Ciel	515 University	0.69	86	125	196	284	34	0.4	12
Aberdeen	437 W Gorham	0.35	77	220	225	643	24	0.3	12
420 West	420 W Gorham	0.50	80	160	196	392	35	0.4	6
Ten-01	1001 University	0.57	79	139	240	421	64	0.8	8

* Mixed use buildings that include parking for commercial/office components

Conformance with Adopted Plans

The project appears to generally conform to the use and density recommendations of the Comprehensive Plan and the Downtown Plan. The Comprehensive Plan includes the subject site within the “Student High-Rise” planning district for Downtown and high density multi-family development (greater than 60 dwelling units per acre) is a recommended use for this area. There is no maximum recommended density. At roughly 390 dwelling units per acre, the proposed development’s calculated unit density is higher than other surrounding buildings. The bedroom per acre density falls between that of some of the newer developments (The Domain, Constellation, Ovation, Cap West) and some of the older student-oriented projects (Embassy, Palisade, Aberdeen). The Comprehensive Plan also includes general goals, objectives, and policies related to creating “memorable places for people,” “human-scale”-focused design, and pedestrian orientation. (This includes Objective 48- Policies 1,2, and 3.)

More specific recommendations are included within the Downtown Plan, which includes the subject site within the “Johnson Street Bend” area. That plan recommends this area should continue to develop as a primarily higher-density student residential area. Further, this area is recommended to transition to more intense development of currently underutilized parcels. The existing buildings are specifically identified as potential redevelopment sites. The proposed building is also consistent with the recommended height map in that plan document. The Plan also recommends creating active and engaging street frontages.

Design Considerations - Downtown Design Standards and Guidelines

Proposals for development in UMX (Urban Mixed Use) zoning are subject to both the Design Standards of the zoning code (Section 28.071(3)) and the advisory Downtown Urban Design Guidelines. The report of the Zoning Administrator indicates the project complies with the standards, with the noted conditions.

In regards to the more subjective design guidelines, staff notes the following issues and concerns:

- **Site Design Guideline 3a** – *“Project designs should provide attractive, safe and creatively designed yards, courtyards, plazas, sitting areas or other similar open spaces for building residents”*

Site Design Guideline 4a – *“The design emphasis should be on creating an “urban” landscape, incorporating site amenities such as linear planting beds or seat walls, street furniture, public art, lighting, and landscape materials.”*

The building shape and resulting plaza are among the defining aspects of this design. A well-designed urban plaza could provide an interesting pedestrian-activated break in the street wall of tall buildings developing along West Johnson Street. The Planning Division has supported this in concept, However, as proposed this plaza appears to be more of a parking and loading area in terms of function and aesthetics. The plaza area is not sufficiently differentiated from surrounding loading areas, driveways, and bike racks.

A more significant challenge with this plaza is that the Traffic Engineering Division believes that the one provided loading zone is insufficient to serve a development of this size. Traffic Engineering recommends a minimum of two loading zones be provided. The Planning Division does not dispute the findings of the Traffic Engineering Division regarding the need for a second loading zone, though, anticipates this will further diminish an already challenged plaza space.

- **Architecture Guideline 2a** – *“The lower levels of street facing facades should generally incorporate a higher level of visual interest and richer architectural detailing. One way to achieve this is to locate active use areas on lower level street side spaces within a building, which could be reflected in the exterior architecture of the corresponding facades.”*

One of the building’s unique features is the curved arcade wall and aforementioned plaza area. Behind this curved arcade wall are planned commercial spaces, accessed by a 7.5 foot-wide walkway. Since these commercial spaces are recessed from the street frontage, street level activation and the overall utility of some of the commercial spaces is questionable. The portions of the building with minimal street setbacks are primarily used for bike storage and other non-commercial uses. While the applicant has provided additional openings and removed a service door along this façade, the commercial spaces are more recessed on the site.

- **Architecture Guideline 5a** – *“All sides of a structure should exhibit design continuity and be finished with high quality materials. Materials should be those typically found in urban settings.”*

The Planning Division has some concerns on the building’s exterior composition though the project architect has strongly defended these elements and their detailing. The building includes a masonry base with vertical metal siding as the primary upper story material. While such composition is not atypical for some recently approved, larger projects, the Planning Division had preferred earlier concepts that included a higher percentage of masonry on the upper floors. The use of galvanized metal panels are used to screen the deep porches and form the partial outer curved wall, while unique, provides a large prominent wall that has limited architectural detailing. The visual interest would come from the created long horizontal spans of solids (metal panel) and voids (from the darker recesses).

Demolition Standards

In considering the Demolition approval standards, the Plan Commission must find that the proposed demolitions are both 1) consistent with the intent and purpose of the zoning district and 2) that the proposed future use is compatible with the purpose of the demolition section of the ordinance. Staff believes these standards can be met. The demolition standards also state that the Plan Commission shall consider the report of the City’s Historic Preservation Planner regarding the historic value of the property, as well as any report submitted by the Landmarks Commission. The Preservation Planner forwarded the comments of the Landmarks Commission who found that the existing structures did not have a known historic value.

Conditional Use Standards

At the time of report writing, staff cannot conclude the conditional use standards are met. The most significant issue is raised by the Traffic Engineering Division, who does not support this request due to concerns on the automated parking. Based on supplemental information recently provided by the applicant, the automated system does not park cars fast enough to avoid vehicle queuing back-ups onto West Johnson Street during peak hours. To meet industry standards, the City’s Traffic Engineers believe that the applicant would need to provide a third automated lift or reduce the number of stalls and/or dwelling units, minimizing the demand for this parking. Either approach represents a significant change for the project. Staff believes this relates to approval Standard 5. The Traffic Engineer has also raised concerns about the inadequacy of loading zones, stating that at least two should be provided for the proposed development.

The Planning Division also has concerns related to Standard 9 which requires the Plan Commission find that the project creates an environment of sustained aesthetic desirability compatible with the existing or intended character of the area and the statement of purpose for the Zoning District. The Planning Division has noted concerns on the building and site design in an above section. In addition to those exterior concerns, staff have some concerns about the desirability of many of the units at the deepest part of the curve, where the units will have a very large balcony, but be well-recessed from the outer wall. Staff question the amount of light those units would actually receive. From a programming standpoint, while submitted as a mixed-use building, the design pushes the commercial uses away from the street while locating uses accessory to the street towards the sidewalk.

The dramatic curve is visually interesting. However the loading areas and driveways diminish the possibility of continuing the move to the street level where pedestrian-activated plaza would complete the design. As a result, the street level simply has recessed commercial activity and an auto dominated plaza which is inconsistent with many Downtown and Comprehensive Plan recommendations to create memorable, pedestrian-oriented spaces.

Conclusion

The applicant proposes a 12-story, 160-unit mixed-use building in an area planned for high-density residential development. The building is adjacent to a large 12-story, 326-unit apartment building now under development. The proposed structure is denser than that development and many other larger developments when considering units-per-acre. In considering bedrooms per acre, the site has a similar density to some nearby student "high-rise" developments in the surrounding blocks. In considering density, it is important to note how the development "fits" on the site. A variety of factors should be considered in this assessment. From a zoning standpoint, the development meets the maximum height requirements and the other requirements for open space and lot coverage.

The most significant concern on this development is parking. The Traffic Engineering Division does not support this development as proposed as the automated parking does not move vehicles efficiently enough to avoid vehicles backing up onto busy West Johnson Street during peak hours. For that reason, staff does not believe it is possible for the development to meet conditional use Standard 5 as proposed. The Traffic Engineering Division has also raised concerns regarding the adequacy of on-site loading, indicated that two loading zones are necessary to adequately serve this development.

Finally, the Planning Division has concerns on some design elements of the project, acknowledging the project architects are strongly committed to these elements and their detailing. While some improvements to the facades have occurred, fundamental concerns on the lack of street orientation raised prior to submittal largely remain. While the proposed building orientation is unique and interesting, the curved wall and plaza area do not deliver a space at the street level that the Division believes to be consistent with adopted plans and design guidelines that promote pedestrian-oriented spaces. The addition of a second loading zone is anticipated to further diminish an already challenged plaza space. The commercial activity on the site is moved away from the street frontage, leading to questions on street level activation and the overall utility of some of the commercial spaces. The Planning Division also has some concerns on the amount of metal and especially the desirability of the galvanized metal outer walls screening the deep porches. As a related concern, staff questions the amount of natural light that would be available to the units along the curve with deep patios.

While staff believes the demolition standards can likely be met, staff does not believe the conditional standards are met at this time.

Recommendation

Planning Division Recommendation (Contact Kevin Firchow, 267-1150)

The Planning Division does not believe the conditional use standards are met and does not recommend approval of this project as proposed. A recommendation of **referral** would be appropriate if, based on testimony at the public hearing, the applicant can make changes necessary to meet the standards. Staff recommend that significant design changes be reviewed by the Urban Design Commission and Plan Commission prior to the Plan Commission approving the project. If after the public hearing, the Plan Commission believes changes to this specific proposal are not possible to meet the standards, this proposal should be **placed on file**. Below are the recommended conditions of approval from reviewing agencies which should be incorporated with a motion to approve.

Recommended Conditions of Approval

Major/Non-Standard Conditions are Shaded

Planning Division (Contact Kevin Firchow, 267-1150)

1. That the bicycle parking in the patio be relocated and the plaza space be expanded to the extent feasible. Final details shall be approved by the Planning Division.
2. No wall-pack penetrations are shown, though staff understands a limited number are planned on the sides of the building. The addition of wall packs is not included in this approval and will require approval of an alteration to this conditional use should they be not be approved by the Urban Design and Plan Commissions.

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

3. The apartment addresses on the plans are not approved due to out of sequence numbering. Submit PDF per Engineering General comment 1.6.
4. The pending Certified Survey Map application for this property shall be completed and recorded with the Dane County Register of Deeds (ROD) prior to issuance of any building permits. When the recorded CSM image is available from the ROD, the Assessor's Office can then create the new Address-Parcel-Owner (APO) data in GEO so that the Accela system can upload this data and permit issuance made available for this new land record.
5. The floor plans shall show all balconies to confirm that none of the balconies encroach into the adjacent public street right of way or over adjacent properties.
6. Drainage plans showing how stormwater shall be prevented from entering the underground parking shall be provided including any pumping plans.

7. A construction pumping plan shall be reviewed and approved as part of the erosion control permit. If this project requires construction and/or permanent dewatering and is in an area with potential groundwater contamination, the applicant shall be required to obtain approval of Public Health and Dane County for this discharge. Contact Kirsti Sorsa for more information at 608.243.0356 or ksorsa@publichealthmdc.com).
 8. Proposed sanitary connection 8x8 tee is not a legal connection. Applicant shall revise plan to connect to an existing manhole or install a new 4' diameter manhole if lateral is to remain 8" diameter. If lateral is reduced to 6" diameter, no manhole structure will be required.
 9. Dedicate a 3ft wide public sidewalk easement along W. Johnson Street for a widened public sidewalk similar to the development at the corner of W. Johnson Street and Broom Street.
10. The construction of this building will require removal and replacement of sidewalk, curb and gutter and possibly other parts of the City's infrastructure. The applicant shall enter into a City / Developer agreement for the improvements required for this development. The applicant shall be required to provide deposits to cover City labor and materials and surety to cover the cost of construction. The applicant shall meet with the City Engineer to schedule the development of the plans and the agreement. The City Engineer will not sign off on this project without the agreement executed by the developer. The developer shall sign the Developer's Acknowledgement prior to the City Engineer signing off on this project. (MGO 16.23(9)c)
 11. Submit a PDF of all floor plans to lzenchenko@cityofmadison.com so that a preliminary interior addressing plan can be developed. If there are any changes pertaining to the location of a unit, the deletion or addition of a unit, or to the location of the entrance into any unit, (before, during, or after construction) the addresses may need to be changed. The interior address plan is subject to the review and approval of the Fire Marshal.
 12. The Applicant shall close all abandoned driveways by replacing the curb in front of the driveways and restoring the terrace with grass. (POLICY)
 13. The approval of this Conditional Use or PUD 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. (MGO 16.23(9)(d)(6))
 14. 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. (POLICY)
 15. The Applicant shall replace all sidewalk and curb and gutter which abuts the property which is damaged by the construction or any sidewalk and curb and gutter which the City Engineer determines needs to be replaced because it is not at a desirable grade regardless of whether the condition existed prior to beginning construction. (POLICY)

16. The Applicant shall provide the City Engineer with the proposed earth retention system to accommodate the restoration. The earth retention system must be stamped by a Professional Engineer. The City Engineer may reject or require modifications to the retention system. (POLICY)
17. All work in the public right-of-way shall be performed by a City licensed contractor. (MGO 16.23(9)(c)5) and MGO 23.01)
18. All street tree locations and tree species within the right of way shall be reviewed and approved by City Forestry. Please submit a tree planting plan (in PDF format) to Dean Kahl, of the City Parks Department - dkahl@cityofmadison.com or 266-4816. Approval and permitting of any tree removal or replacement shall be obtained from the City Forester and/or the Board of Public Works prior to the approval of the site plan. (POLICY)
19. All damage to the pavement on West Johnson Street adjacent to this development shall be restored in accordance with the City of Madison's Pavement Patching Criteria. For additional information please see the following link: <http://www.cityofmadison.com/engineering/patchingCriteria.cfm> (POLICY)
20. This project falls in the area subject to increased erosion control enforcement as authorized by the fact that it is in the ROCK RIVER TMDL ZONE and by Resolution 14-00043 passed by the City of Madison Common Council on 1/21/2014. You will be expected to meet a higher standard of erosion control than the minimum standards set by the WDNR.
21. Storm sewer to serve this development has been designed and constructed. The site plans shall be revised to identify the location of this storm sewer and to show connection of an internal drainage system to the existing public storm sewer. (POLICY AND MGO OVER 10,000 SF OF IMPERVIOUS AREA 10.29 and 37.05(7)(b))
22. 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. POLICY AND MGO 10.29
23. The applicant shall demonstrate compliance with Section 37.07 and 37.08 of the Madison General Ordinances regarding permissible soil loss rates. The erosion control plan shall include Universal Soil Loss Equation (USLE) computations for the construction period. Measures shall be implemented in order to maintain a soil loss rate below 7.5-tons per acre per year.
24. For Commercial sites < 1 acre in disturbance the City of Madison is an approved agent of the Department of Commerce and WDNR. As this project is on a site with disturbance area less than one (1) acres, and contains a commercial building, the City of Madison is authorized to review infiltration, stormwater management, and erosion control on behalf of the Department of Commerce. No separate submittal to Commerce or the WDNR is required. (NOTIFICATION)
25. Prior to approval, this project shall comply with Chapter 37 of the Madison General Ordinances regarding stormwater management. Specifically, this development is required to: a) Reduce TSS off of the proposed development by 80% when compared with the existing site and b) 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 the Madison General Ordinances.

26. The applicant shall submit, prior to plan sign-off, digital PDF files to the Engineering Division (Jeff Benedict or Tim Troester). The digital copies shall be to scale, and shall have a scale bar on the plan set. (POLICY and MGO 37.09(2)) PDF submittals shall contain the following information: a) building footprints, b) internal walkway areas, c) internal site parking areas, d) lot lines and right-of-way lines, e) Street names, f) Stormwater Management Facilities, and g) detail drawings associated with stormwater management facilities (including if applicable planting plans).
27. The Applicant shall submit prior to plan sign-off, electronic copies of any Stormwater Management Files including :a) SLAMM DAT files, b) RECARGA files, c) TR-55/HYDROCAD/Etc... and d) 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. (POLICY and MGO 37.09(2))
28. The area adjacent to this proposed development has a known flooding risk. All entrances shall be 2-feet above the adjacent sidewalk elevation or 1-foot above the 100-year regional flood elevation (whichever is greater). This includes garage entrances. (POLICY)
29. The applicant's utility contractor shall obtain a connection permit and excavation permit prior to commencing the storm sewer construction. MGO 37.05(7) This permit application is available on line at <http://www.cityofmadison.com/engineering/permits.cfm>.
30. Prior to approval, the owner or owner's representative shall obtain a permit to plug each existing sanitary sewer lateral that serves a building which is proposed for demolition. For each lateral to be plugged the owner shall complete a sewer lateral plugging application and pay the applicable permit fees. NOTE: As of January 1, 2013 new plugging procedures and permit fees go into effect. The new procedures and revised fee schedule is available on line at <http://www.cityofmadison.com/engineering/permits.cfm>. (MGO CH 35.02(14))
31. 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. (POLICY)

Traffic Engineering (Contact Eric Halvorson, 266-6527)

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| <ol style="list-style-type: none">32. Traffic Engineering does not support approval of this project at this time. Issues with the vehicular queuing resulting from insufficient capacity of the mechanical parking and insufficient onsite loading will create a situation detrimental to public safety and general welfare.33. If the project is approved, Traffic Engineering recommends the following conditions be added to the development to mitigate the safety impacts to the public as much as possible.<ol style="list-style-type: none">a. To ensure the public's safety West Johnson Street along this curvilinear frontage is currently posted No Stopping Standing or Parking. As a result there is no space or opportunity for the building to load from West Johnson Street. Vehicles loading from West Johnson Street or picking up and dropping off of residents are likely to reduce their own safety and that of the general public. Applicant shall provide an off-street loading zone for deliveries to the commercial site, and Move in and Move out of the residential building. In addition, at least one off street vehicular loading zones shall be provided for the residents of the building and smaller deliveries. Provide a turning movement template to ensure vehicles using the loading zones will not be required to use a backing movement onto or off of West Johnson Street. |
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- b. Applicant, upon final sign off shall, provide a move in and move out plan for approval by the City Traffic Engineering division. The plan shall require tenants to use the off-street loading zone as listed above. In addition a staging plan will be provided to ensure availability of the loading zone. The plan shall include prohibited times of moving during which times the loading zone would be reserved for deliveries to the commercial component of the building. Applicant shall make the move in and move out plan a condition of the residential tenants lease.
 - c. Applicant, upon final sign off, shall include a waste management plan that allows removal of waste on site without using West Johnson Street.
 - d. Applicant upon final signoff shall provide a commercial delivery plan for approval by the Traffic Engineering division. The delivery plan shall include a requirement to use the off-street loading zone for all deliveries to the commercial component of the building. The delivery plan shall prohibit deliveries using vehicles that cannot fit into the off-street loading zone. Applicant shall make the commercial delivery plan a condition of the commercial tenants lease.
 - e. With the information currently provided to Traffic Engineering by the applicant the parking operation fails to meet industry standards to limit vehicular queuing during peak operation. In the current design traffic will queue onto Johnson Street. The applicant shall submit a new plan including an additional intake bay increasing the mechanical parking peak capacity or remove a number of dwelling units (35 units) to decrease parking demand.
 - f. Bicycle racks adjacent the drive aisle and parking structure entrance is not wide enough to accommodate two-way traffic (20' minimum). An insufficient drive aisle will negatively impact internal circulation resulting in vehicles queuing onto W Johnson St. This creates an operational failure detrimental to public safety.
34. This site presents difficult constructability issues; access to neighboring sites must be maintained at all times, covered sidewalks will be constructed and maintained as soon as possible and little to no access to the Public Right Away on West Johnson Street will be granted for construction purposes.
35. The development is expected to increase the number of pedestrians necessitating use of the public sidewalk along Johnson Street. Applicant shall submit a Certified Survey Map dedicating a 3' permanent sidewalk easement along the Johnson Street frontage of the property to mitigate the impacts to the public sidewalk from this development. This easement shall be a continuation of the easement provided to the City from the property located at 415 Johnson Street.
36. The development has less than a 1:1 ratio of parking stalls to residential units. A condition of approval shall be that no residential parking permits shall be issued for 425 West Johnson Street; this would be consistent with other projects in the area. In addition, the applicant shall inform all tenants of this facility requirement in their apartment leases. In addition, the applicant shall submit for 425 West Johnson Street a copy of the lease noting the above condition.
37. The applicant shall submit one contiguous plan showing proposed conditions and one contiguous plan showing existing conditions for approval. The plan drawings 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.

38. 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.
39. 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.
40. All parking facility design shall conform to MGO standards, as set in section 10.08(6).

Zoning Administrator (Contact Pat Anderson, 266-5978)

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| <ol style="list-style-type: none">41. The elevator and stair level designed to provide rooftop access exceeds the "minimum necessary" to gain access to the roof, so it must be downsized to not be counted as an additional story.42. Provide additional detail for the rooftop mechanical equipment meeting the provisions of section 28.060(2)(f) where as not to counted as an additional story. |
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43. 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 prior to sign installations.
 44. Sec. 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, Mr. George Dreckmann. (608-267-2626).
 45. Sec. 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.
 46. Section 28.185(9) (a) A demolition or removal permit is valid for one (1) year from the date of the Plan Commission approval.
 47. Provide evidence with detail on the West Johnson Street -facing façade that it complies with section 28.071(3) (c) & (e) on the final plan sets.
 48. Provide building elevations including a detailed cross section of floor to ceiling heights.
 49. Pursuant to Sec. 28.142(3)&(6) 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.
 50. Screening along district boundaries is not being provided, however can be waived by the Plan Commission as part of the Conditional Use approval pursuant to Section 28.142 (8).

51. Provide screening details of loading area pursuant to 28.142 (9)(c).
52. Provide a minimum of 178 bike parking spaces distributed as both Short Term and Long Term bicycle parking, as required per sec. 28.141(4) and 28.141(11). Provide a detail of the bike rack design including wall mounts. NOTE: current code requires a maximum of 25% (37 spaces) of the bike parking spaces may be structured bike parking (wall-mount or stacked). Call out design types and dimension required stalls on the final plan. There are various locations in the submitted plans where the dimensional requirements are not being met.

Fire Department (Contact Bill Sullivan, 261-9658)

53. MFD does not support the fire pit on top of the building

54. Other than the fire pit on the roof, the Madison Fire Department does not object to this proposal provided the project complies with all applicable fire codes and ordinances.
55. Please consider allowing Madison Fire Dept. to conduct training sequences prior to demolition. Contact MFD Training Division to discuss possibilities: Lt Scott Bavery (608) 576-0600.

Parks Division (Kay Rutledge, 266-4816)

56. Park impact fees (comprised of the Park Development Impact Fee per MGO Sec. 20.08(2) and the Parkland Impact Fee in lieu of land dedication per MGO Sec. 16.23(8)(f) and 20.08(6)) will be required for all new residential development. The developer must select a method for payment of park fees before signoff on the conditional use and demolition. This development is within the Vilas-Brittingham park impact fee district (SI27). Please reference ID# 14120 when contacting Parks about this project.
57. All proposed street tree removals within the right of way shall be reviewed by City Forestry. Please submit an existing inventory of trees (location, species, & DBH) and a tree removal plan (in PDF format) to Dean Kahl – dkahl@cityofmadison.com or 266-4816. Approval and permitting of street tree removals shall be obtained from the City Forester and/or the Board of Public Works prior to the approval of the site plan.
58. 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 - <http://www.cityofmadison.com/business/pw/documents/StdSpecs/2013/Part2.pdf>

Water Utility (Contact Dennis Cawley, 266-4651)

59. The Madison Water Utility shall be notified to remove the water meters prior to demolition. This property is not in a wellhead protection district. All wells located on this property shall be abandoned if no valid well operation permit has been obtained from the Madison Water Utility. The Water Utility will not need to sign off the final plans, and will not need a copy of the approved plans.

Metro Transit (Contact Tim Sobota, 261-4289)

This agency did not provide comments for this request.