



PREPARED FOR THE PLAN COMMISSION AND URBAN DESIGN COMMISSION

**Project Address:** 1801 East Washington Avenue (6<sup>th</sup> Aldermanic District, Alder Rummel)

**Application Type:** Rezoning, Demolition and Conditional Use

**Legistar File ID #:** [41183](#), [41011](#), [42084](#)

**Prepared By:** Heather Stouder, AICP, Planning Division  
Report Includes Comments from other City Agencies, as noted

## Summary

**Applicant and Project Contact:** Michael J. Campbell; MMP CCG Madison, LLC; 5887 Glenridge Dr NE, Ste 360; Sandy Springs, GA, 30328

**Property Owner:** Marling Lumber; 1801 East Washington Ave; Madison, WI, 53704

**Requested Action:** Approval of the demolition of existing buildings, the rezoning of property from Industrial Limited (IL) to Traditional Employment (TE), and a conditional use for construction of a mixed-use building with residential dwelling units and retail space in the TE District, adjacent to a City park. The approval for the rezoning involves review and approval of an associated amendment to the East Washington Avenue Capitol Gateway Corridor Plan, as well as review and approval for new development in Urban Design District 8. Note: While not part of this review, depending on tenant selection, it is possible that the applicant may seek future conditional use approvals for a restaurant tenant and an outdoor eating area.

**Proposal Summary:** The applicant proposes to demolish retail, office, and storage buildings associated with a lumberyard for construction of a mixed-use building with approximately 20,000 square feet of commercial space and 228 residential dwelling units.

**Applicable Regulations & Standards:** This proposal is subject to the standards for zoning map amendments (MGO Section 28.182(6)), demolition (MGO Section 28.185) and conditional uses (MGO Section 28.183(6)).

**Review Required By:** Urban Design Commission (UDC), Plan Commission (PC), and Common Council (CC)

**Summary Recommendation:** The Planning Division recommends that the Plan Commission forward the amendment to the East Washington Avenue Capitol Gateway Corridor Plan to the Common Council with a recommendation to **approve**. Secondly, the Planning Division recommends that the Plan Commission find that the approval standards for zoning map amendments can be met, and forward the rezoning request to the Common Council with a recommendation to **approve**. Finally, the Planning Division recommends that the Plan Commission find that the demolition, and conditional uses can be met, and **approve** the demolition and conditional use requests. These recommendations are subject to input at the public hearing and the conditions recommended by the Planning Division and other reviewing agencies.

*Note: If the Plan Commission does not recommend approval for the amendment to the East Washington Avenue Capitol Gateway Corridor Plan, the rezoning, demolition, and conditional use requests should be referred to a future meeting date in order for the Common Council to first consider the plan amendment.*

**Background Information**

**Parcel Location:** The subject property is located between East Washington Avenue and East Main Street, immediately east of the Yahara River Parkway.

**Existing Conditions and Land Use:** The 3.9-acre subject property is currently developed with a lumberyard, associated retail, office, and storage buildings, and vehicle circulation and surface parking.

**Surrounding Land Use and Zoning:**

Northwest: Across East Washington Avenue to the northwest, Burr Jones Field in the Conservancy (CN) District.

Northeast: Immediately adjacent to the northeast, an auto-repair facility facing East Washington Avenue in the IL District, and a two-story commercial building facing East Main Street in the IL District. Further east, across the railroad right-of-way, single- and two-family homes in the Traditional Residential – Varied 1 (TR-V1) District.

Southeast: Across East Main Street to the southeast, single- and two-family homes in the Traditional Residential – Consistent 4 (TR-C4) District.

Southwest: Across the Yahara River, a commercial building and surface parking area in the Traditional Employment (TE) District.

**Adopted Land Use Plan:** The Comprehensive Plan (2006) recommends Employment uses for the East Washington Avenue side, and medium-density residential uses for the East Main Street side of the subject property. Land use recommendations in the East Washington Avenue Capitol Gateway Corridor Plan (2008) are similar, with the East Washington Avenue side identified for “Primarily Employment, with some Residential”, and the East Main Street side identified for “Primarily Medium-Density Residential, with some Employment”.

**Zoning Summary:** The property is currently in the Industrial Limited (IL) District, but as proposed, would be in the Traditional Employment (TE) District.

**TE ZONING CRITERIA**

Requirements	Required	Proposed
Lot Area (sq. ft.)	6,000 sq. ft.	166,087 sq. ft.
Lot Width	50'	621.5'
Front Yard Setback	None	E Washington Ave: 19.2' E Main St: 5.8'
Side Yard Setback	None, unless needed for access	Northeast: 9.0' Southwest: 6.4'
Usable Open Space	20 sq. ft./ bedroom (305 x 20 = 6,100 sq. ft.)	26,477 sq. ft.
Maximum Lot Coverage	85%	78% (131,709 sq. ft)
Minimum Building Height	22' measured to building cornice	4 stories
Maximum Building Height	5 stories/ 68'	4 stories

Site Design	Required	Proposed
Number Parking Stalls	General retail, service business, office: 1 per 400 sq. ft. floor area (50) Coffee shop, tea house, restaurant, restaurant-tavern: 15% of capacity of persons (TBD) Multi-family dwelling: 1 per dwelling (228) <b>(278 total)</b>	321

Accessible Stalls	Yes	Yes
Loading	1 (10' x 50')	None
Number Bike Parking Stalls	General retail, service business, office: 1 per 2,000 sq. ft. floor area (10) Coffee shop, tea house, restaurant, restaurant-tavern: 5% of capacity of persons (TBD) Multi-family dwelling: 1 per unit up to 2-bedrooms, ½ space per add'l bedroom (229) 1 guest space per 10 units (23) <b>(262 total)</b>	250 <i>(Note: Most recent update shows 278)</i>
Landscaping and Screening	Yes	Yes
Lighting	Yes	Yes
Building Forms	Yes	Yes (Flex Building)

Other Critical Zoning Items: UDD#8, Adjacent to Landmark, Adjacent to Park, Barrier Free (ILHR 69), Utility Easements

**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, including several Metro Transit Routes running along East Washington Avenue.

## Related Reviews and Approvals

**Urban Design Commission** – The Urban Design Commission reviewed the proposal for consistency with requirements and guidelines in Urban Design District 8 (MGO 33.24(15)). The UDC granted initial approval of the design on March 9, 2016, with several suggestions for revision and further details (see Legislative ID #40143 and attached report). The UDC will need to grant final approval of a revised version in order for the proposal to move forward.

**Landmarks Commission** – The Landmarks Commission reviewed the original proposal on December 14, 2015, and the latest version of the proposal on February 29, 2016, due to its adjacency to the Yahara River Parkway, a local designated landmark site. On February 29, the Landmarks Commission voted unanimously to approve a motion finding that the proposed building was not so large or visually intrusive as to adversely affect the historic character or integrity of the adjacent landmark site (see Legislative ID #40361 and attached report).

**Plan Amendment** – In order for the requests to be consistent with adopted plans, the Plan Commission and Common Council will need to review and approve an amendment to the East Washington Avenue Capitol Gateway Corridor Plan, changing the land use recommendation for the northern half of this block from “Primarily Employment” uses to “Community Mixed-Use” (see Legislative ID #42084).

**Certified Survey Map** – The applicant has proposed to combine existing platted lots into a single 3.9-acre lot, in conjunction with the rezoning, demolition, and conditional use requests (see Legislative ID #41151). This CSM will need to be approved by the Common Council, and is scheduled for review on March 29, in conjunction with the rezoning request and the plan amendment.

## Project Description

The applicant proposes to demolish all buildings on the site for construction of a mixed-use building with 228 residential units, approximately 20,000 square feet of commercial space, and 321 parking stalls.

**Demolition** – All existing buildings on the property are associated with the Marling Lumber business, and are proposed to be demolished. According to Assessor’s records, a total of eight buildings on the site include 5,526 square feet of office space, 3,720 square feet of retail space, and 50,844 square feet of storage space. In conjunction with the demolition of buildings, all existing asphalt would be removed, and re-grading of the property would occur.

**Proposed Land Use** – The applicant proposes to construct a four-story mixed-use building with approximately 20,000 square feet of ground floor commercial space facing East Washington Avenue and 228 dwelling units on floors two through four. At this time, the specific use of the commercial space is not known. As part of this review, the applicant is seeking conditional use approval in the TE District for dwelling units in a mixed-use building and to allow for general retail uses on the first floor of the building oriented to East Washington Avenue and the Yahara River. Office uses, clinics, and other employment uses would also be allowable as permitted uses in the commercial space. However, restaurant and/or tavern uses and any related outdoor eating areas would require subsequent conditional use approvals if proposed in the future.

Proposed dwelling units range in size from 620 square feet to 1,590 square feet, and include 154 one bedroom, 71 two-bedroom, and 3 three-bedroom units. All are single-story units with substantial balcony spaces facing the streets, the Yahara River, or interior courtyards. In addition to the private balconies and three large, shared courtyard spaces, a third floor rooftop deck is proposed on the west side of the building overlooking the Yahara River for use by all residents. Proposed residential density for the 3.9-acre site is approximately 58 dwelling units per acre. Density within the portion of the site facing East Main Street is less - approximately 40 units per acre – since much of the building in this area is limited to two stories.

**Building Placement, Bulk and Massing** – The 220,000 square foot building and its attached structured parking area cover much of the 3.9-acre property, with active uses oriented to East Washington Avenue, East Main Street, and the Yahara River. As proposed, the East Washington Avenue side of the building is over 300 feet long, four stories tall, and set back 18-21 feet from the property line.

The building is approximately 600 feet long along East Main Street. For most of this frontage, a two-story residential building element is set back between 5 and 10 feet, and then steps back above another 30 feet to a four-story building element. At the east end of the site, a two story building element includes a deep, wide courtyard, which helps to add some variety to the East Main Street frontage.

A large courtyard opens up to the Yahara River Parkway to the west. A four-story building element is set back between 22 and 27 feet from the park property line closest to East Washington Avenue, the courtyard itself is 75 feet wide in the center of this frontage, and finally, a three-story building element is set back between 11 to 18 feet from the property line closer to East Main Street.

The parking structure attached to the building is set back approximately 100 feet from East Washington Avenue, behind the existing auto-repair facility on the adjacent property. At five stories, the parking structure matches the height of the tallest portion of the four-story building along East Washington Avenue. It is hidden from view by the building itself from the Yahara River, although its upper two levels will be visible from both East Washington Avenue and East Main Street. Elevation drawings of the eastern side of the building have not been provided for review at this time, but the parking structure will be visible from First Street.

**Access, Circulation, Parking, and Loading** – Automobile access to the four-story parking structure is provided from both East Washington Avenue and East Main Street. It is very likely that a majority of the westbound traffic will utilize the East Main Street entrance and exit, accessed from First Street, and that most eastbound traffic

will utilize the East Washington Avenue entrance and exit. The parking structure includes 321 parking spaces for use by residents, as well as employees and customers associated with the commercial space. The design is intended to allow for residents to reserve stalls on the same floor they live on so that they have a convenient path between the structure and their dwelling unit. On-street parking along East Washington Avenue is allowable in this location as well. While it has not been used in conjunction with the current use on the property, it is expected to be much more popular due to the new commercial uses oriented to the street.

Bicyclists may use the driveways, and also access the site from a proposed pathway along the west side of the building, which connects to both East Main Street and East Washington Avenue. Bicycle parking is included in several areas throughout the building and site, with a majority of the residential bicycle parking in three bike storage rooms – one off of the western courtyard area, another in the first floor of the parking structure, and a third behind the courtyard building at the eastern end of the site. Staff will need to see further detail on the bicycle parking and circulation plan to confirm that zoning requirements are met and that circulation is optimized.

Pedestrian circulation through the site will be significantly improved, with a pathway along the west side of the building linking East Main Street to the sidewalk in front of the building along East Washington Avenue. The applicant has agreed to grant a public sidewalk easement over a portion of this path leading from East Main Street to a new connection to the existing “hairpin turn” bicycle path within the Yahara Parkway. This will be constructed and maintained by the property owner for public use, providing an important connection from East Main Street to or under East Washington Avenue, leading to westbound transit stops, Burr Jones Field, and destinations beyond. Finally, in conjunction with the construction of the building, a new public sidewalk will be constructed along the north side of East Main Street. Approximately half of the sidewalk will be placed on the private property in order to provide a few additional feet for four existing street trees to remain and thrive.

Eight entrances to the building are shown along East Washington Avenue (the applicant indicates that depending on the mix of commercial tenants, there may be fewer entrances here), three commercial and two residential entrances are proposed along the Yahara River, and individual residential entrances to ground floor dwelling units are provided along East Main Street.

Finally, the details for loading and commercial deliveries to the site will still need to be addressed in final plans submitted for staff review and approval. The applicant has committed to utilizing only the East Washington Avenue driveway for trash management, in order to minimize impacts on East Main Street, but will still need to demonstrate compliance with Zoning and Traffic Engineering conditions of approval for commercial deliveries and residential move-in, move-out.

**Exterior Materials and Site Details** – Based on early feedback from the Landmarks Commission, neighborhood residents, and staff, the palette of exterior materials has changed significantly since the original proposal was unveiled several months ago. Brick, glass, and fiber cement are still proposed as the main materials on the building, but the brick is far more prevalent, particularly along East Main Street. Here, the first two floors of the building are entirely brick, and the stepped back upper levels are clad in light colored fiber cement panels. Along East Washington Avenue, the first floor is entirely brick with glass storefront windows, and dark grey fiber cement panels cover most of floors two through four. A prominent central building element proposed with brick all the way up to the rooftop helps to create a focal point and break up the mass of the East Washington Avenue facade.

The prominent corner of the building where East Washington Avenue meets the Yahara River is primarily glass, framed with dark grey metal. The building turns the corner along the river as a four-story element with the same palette of materials as the East Washington side. Beyond the 75-foot wide courtyard, a three-story residential element clad in brick lines the river. Finally, the parking structure is clad with a mix of light and

dark grey fiber cement panels and glass windows, so that it reads less as a parking structure and more as a warehouse component of the building.

## Project Analysis

### Land Use and Plan Consistency

The generalized future land use recommendation in the Comprehensive Plan (2006) is for Employment uses on the East Washington Avenue half of the subject property and Medium-Density Residential uses (a density of 16-40 dwelling units per acre) for the East Main Street half of the property. Similarly, the East Washington Avenue Capitol Gateway Corridor Plan (2008) recommends “Primarily Employment with Secondary Residential Uses” along East Washington and “Primarily Medium-Density Residential with Secondary Employment Uses” along East Mifflin Street.

In and of itself, the proposed rezoning from Industrial Limited (IL) to Traditional Employment (TE) is generally consistent with these recommendations, particularly on the East Washington half of the property. However, when looking at the layout and mix of uses in the building itself, staff does not believe the proposal for which the rezoning is requested is consistent with plan recommendations. Approximately 90% of the square footage as proposed is dedicated to residential uses, with unknown commercial uses on the ground floor facing East Washington Avenue. While it certainly could contain a small amount of employment space among the first floor tenants, the proposal does not truly meet the current plan recommendations for employment uses at this location.

In conjunction with the rezoning and associated requests, an amendment to the East Washington Avenue Capitol Gateway Corridor Plan is necessary to maintain consistency with plan recommendations. Following discussions with the Alder and many neighborhood residents at two separate meetings, staff can support a change in the future land use designation from “Primarily Employment with Secondary Residential” to “Community Mixed-Use” for the northern half of this block. This change would support the proposal currently before the Plan Commission and Common Council, and also broaden the types of uses envisioned for the adjacent auto-repair property immediately to the east, if that business were to cease operations.

Land use recommendations in the Comprehensive Plan are general, and language in the Comprehensive Plan defers to more specific recommendations in adopted neighborhood plans. So long as the amendment to the neighborhood plan is approved, staff does not believe that an amendment to the Comprehensive Plan is necessary to meet statutory requirements for consistency between zoning map amendments and the Comprehensive Plan.

Staff has carefully considered the potential impacts of this change, particularly as it relates to the overall goals of the East Washington Avenue Capitol Gateway Corridor Plan to support employment uses in the corridor. This site is somewhat isolated from the rest of the “Capitol East District” by the Yahara River, and as such, this change should not be seen as a precedent for similar changes further to the west, in the core of the area between East Washington Avenue and East Main Street planned for “Employment” uses. While employment uses on the subject site could support the “Public Market District” likely to take shape nearby at First and East Johnson Streets, it is also likely that the new residents and new commercial space on the subject property could be a good fit with the “Public Market District” in the long term. In this case, staff believes that the primarily residential proposal with a viable commercial space to activate both East Washington Avenue and the Yahara River is fitting, and is complementary to both the “Public Market District” and the existing low-density residential uses to the south.

**Building and Site Design** – The applicant will continue to work to address comments by the Urban Design Commission and will resubmit to the UDC for final approval of the design in the future. Staff anticipates more detail and revisions to landscape plan, particularly along East Main Street and the Yahara River, greater detail on the lighting plan for the site and building, fully detailed and slightly revised building elevations, and a revised street tree planting plan following further coordination with Forestry and Fire Department staff. For more details, please see the attached staff report to the Urban Design Commission, dated March 9, 2016 and the attached UDC report from that meeting (see Legislative ID #[40143](#)).

**Analysis of Standards for Approval**

**Standards for Zoning Map Amendments-** MGO Section 28.182(6) - *Text amendments or map 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.*

As mentioned above, the proposed rezoning from Industrial Limited (IL) to Traditional Employment (TE) is generally consistent with the Comprehensive Plan recommendation for Employment uses on the East Washington Avenue half of the subject property and Medium Density Residential uses for the East Main Street half of the property. However, since the proposal is essentially for a mixed-use building with general commercial uses along East Washington and predominantly residential uses, staff can support the requested rezoning only if a related amendment to the [East Washington Avenue Capitol Gateway Corridor Plan](#) (2008) is approved.

**Demolition Standards** – While acknowledging that the Marling Lumber business in this location will be missed by many nearby residents and contractors working in the central area, the proposed demolition is consistent with adopted plans, and the Landmarks Commission noted no issues with the loss of the buildings on the site. Staff believes that the demolition standards are met.

**Conditional Use Standards** – The applicant is seeking a conditional use in the TE District for dwelling units in a mixed-use building, for general retail establishments, and for development adjacent to a City park. An evaluation of the proposal’s ability to meet the standards for conditional use approval is summarized below.

As stated in MGO Section 28.183(6)(a), *“The City Plan Commission shall not approve a conditional use without due consideration of the recommendations in the City of Madison Comprehensive Plan and any applicable neighborhood, neighborhood development, or special area plan, including design guidelines as adopted as supplements to these plans. No application for a conditional use shall be granted by the Plan Commission unless it finds that all of the following conditions are present:*

1. *The establishment, maintenance, or operation of the conditional use will not be detrimental to or endanger the public health, safety, or general welfare.*

Staff believes that this standard is met.

2. *The City is able to provide municipal services to the property where the conditional use is proposed, given due consideration of the cost of providing these services.*

Staff believes that this standard is met, but notes that details related to fire access still need to be coordinated. Changes to the proposed tree-planting plan along East Washington and East Main Street may need to be made to provide for adequate fire access to the building.

3. *The uses, values, and enjoyment of other property in the neighborhood for purposes already established will not be substantially impaired or diminished in any foreseeable manner.*

Staff believes that this standard is met. The proposed mixed-use building presents a substantial change from the lumberyard currently on the property, particularly as experienced by residents living along East Main Street and the Yahara River. However, despite the increased pedestrian, bicycle, and automobile traffic and general activity in the area, the new residential uses along the north side of East Main Street

will generally complement the existing single- and two-story residential uses on the south side of the street, and are consistent with land use recommendations in adopted plans. Importantly, the applicant has committed to utilize the East Washington driveway for all trash loading, which will minimize impacts on the East Main Street residential properties.

4. *The establishment of the conditional use will not impede the normal and orderly development and improvement of the surrounding property for uses permitted in the district.*

Staff believes that this standard can be met, but notes that the proposal does impact opportunities for future development of the irregularly shaped half-acre property immediately to the east along East Washington Avenue. This parcel is separately owned, and the existing auto-repair business on the site is anticipated to remain for the foreseeable future. While the proposed redevelopment does not necessarily impede future redevelopment of the adjacent property, it may limit it to uses without on-site parking, or to uses that can share the parking area proposed on the subject property.

5. *Adequate utilities, access roads, drainage, parking supply, internal circulation improvements, including but not limited to vehicular, pedestrian, bicycle, public transit, and other necessary site improvements have been or are being provided.*

Staff believes that this standard can be met, but needs to see further information related to loading and commercial deliveries as well as the bicycle parking proposed for the site to ensure that it is adequate. Conditions of approval from Zoning and Traffic Engineering related to bicycle parking and loading must be sufficiently addressed in plans submitted to staff for final review. As noted in Zoning conditions, if the required loading zone is not provided in final plans, the applicant must seek a separate conditional use in the future.

For this location, staff believes that the proposed automobile parking stalls will more than adequately serve the residential uses, as well as a variety of commercial uses that could be accommodated in the building.

6. *Measures, which may include transportation demand management (TDM) and participation in a transportation management association have been or will be taken to provide adequate ingress and egress, including all off-site improvements, so designed as to minimize traffic congestion and to ensure public safety and adequate traffic flow, both on-site and on the public streets.*

Given the Traffic Engineering staff review of the Traffic Impact Analysis provided by the applicant, staff believes that this standard is met. There is not a need for a TDM for this primarily residential building located in an area very well-served by transit.

7. *The conditional use conforms to all applicable regulations of the district in which it is located.*

Staff believes that this standard can be met, so long as all Zoning conditions of approval are sufficiently addressed.

9. *When applying the above standards to any new construction of a building or an addition to an existing building, the Plan Commission shall 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. In order to find that this standard is met, the Plan Commission may require the applicant to submit plans to the Urban Design Commission for comment and recommendations.*

*Statement of Purpose for Traditional Employment District*

*The TE District is established to encourage a broad range of employment activities, taking advantage of the varied transportation options and proximity to urban activities and cultural*

*amenities found in many Traditional Employment locations. Residential uses are of secondary importance. The district is also intended to:*

- a) Encourage businesses with the potential to provide significant numbers of living-wage jobs that contribute to a sustainable economy and a strong tax base.*
- b) Support the continued use or adaptive re-use of transitional industrial buildings for a variety of purposes.*
- c) Facilitate preservation, development or redevelopment consistent with the adopted goals, objectives, policies, and recommendations of the Comprehensive Plan and adopted neighborhood, corridor, or special area plans.*

Staff believes that this standard can be met, so long as the applicant adequately addresses issues raised by the Urban Design Commission when they granted initial approval for the design on March 9, 2016.

[Conditional Use Standards 8 and 10-15 do not apply to this request.]

## **Conclusion**

Staff believes that the proposed mixed-use building is a good fit for this very unique site bounded by the City's busiest arterial street, the Yahara River, a railroad track, and a relatively quiet, residential section of East Main Street. The design of the building is optimized to address these four very different sides appropriately. The tall first floor commercial space along East Washington can activate this block, which has long been a surface parking area for the lumberyard, with a wide variety of commercial uses over time. Along East Main Street, the two-story residential building element with individual entrances to ground floor units complements the rhythm of the existing single-family homes across the street to the south. The parking structure is placed as a buffer between the rest of the building and the railroad track to the east, and is generally well-designed. Finally, the building activates and opens up to the Yahara River, with commercial uses, residential uses, and a significant courtyard area adjacent to the Yahara River Parkway.

The proposal provides an excellent variety of at-grade and structured usable open spaces for tenants on-site, not to mention easy access to the City's regional bike path network, great parks, both lakes, and excellent transit service. Importantly, the proposal will include a critical public pedestrian connection from East Main Street to and under East Washington Avenue that will help to increase public access to the east side of the Yahara River, Burr Jones Field, and eventually to the Public Market District planned beyond Burr Jones Field to the northeast.

While acknowledging that several details will need to be addressed either prior to the UDC consideration of final approval for the design, or prior to final staff review and sign-off, staff supports the proposal and related plan amendment, and recommends that they be approved by the Plan Commission and Common Council.

## Recommendation

### Planning Division Recommendation (Contact Heather Stouder, 266-5974)

**Summary Recommendation:** The Planning Division recommends that the Plan Commission forward the amendment to the East Washington Avenue Capitol Gateway Corridor Plan to the Common Council with a recommendation to **approve**. Secondly, the Planning Division recommends that the Plan Commission find that the approval standards for zoning map amendments can be met, and forward the rezoning request to the Common Council with a recommendation to **approve**. Finally, the Planning Division recommends that the Plan Commission find that the demolition, and conditional uses can be met, and **approve** the demolition and conditional use requests. These recommendations are subject to input at the public hearing and the conditions recommended by the Planning Division and other reviewing agencies.

*Note: If the Plan Commission does not recommend approval for the amendment to the East Washington Avenue Capitol Gateway Corridor Plan, the rezoning, demolition, and conditional use requests should be referred to a future meeting date in order for the Common Council to first consider the plan amendment.*

### **Recommended Conditions of Approval**

Major/Non-Standard Conditions are Shaded

### Planning Division (Contact Heather Stouder, 266-5974)

1. Prior to final review and approval by staff, a management plan shall be provided by the applicant including the following elements:
  - a) Details for management of the parking stalls
  - b) Trash management and commercial deliveries
  - c) Snow removal
  - d) Management of common open spaces
  - e) Plans for move-in and move-out
2. The management plan shall include a commitment to handle trash loading vehicles from the East Washington Avenue driveway entrance.
3. The management plan shall include limitations on late night use of the third floor rooftop balcony to minimize noise impacts on nearby residential properties.
4. Prior to the submittal to the UDC for final approval of the design, the applicant shall meet with staff from Planning, the Fire Department, Traffic Engineering, and Forestry (Parks Division) to revise the planting plan for street trees based on spacing requirements for adequate fire safety and street lighting. Additional fire safety measures within the building may be needed in order to meet Urban Design District 8 requirements regarding canopy tree spacing.
5. The submittal to the UDC for final approval of the design shall include detailed elevation drawings with material schedules for all facades of the building, including the eastern side and all courtyard elevations. Materials on all sides of the building and within the courtyards shall be consistent with those proposed for exterior elevations, or as otherwise approved by the UDC.

6. Final plans submitted for review and approval by staff shall include a detailed bicycle parking plan for the site to meet or exceed zoning requirements for the number and design of bicycle parking spaces. Revisions to the bicycle parking may result in a loss of a number of automobile parking stalls and/or bedrooms, but shall not result in a loss of space dedicated for commercial use along East Washington Avenue.
  7. No residential parking permits shall be issued for the subject property. (*NOTE: This is now required by ordinance for all multi-family residential development with over three units. Since the submittal of this application pre-dated the ordinance change, staff recommends this condition.*)
  8. Staff understands that exact locations of the nine proposed commercial entrances may shift as tenant spaces are identified. However in order to provide an active commercial street frontage in this area, no fewer than three commercial entrances shall be distributed along the East Washington Avenue side of the building, even if multiple entrances to a single tenant space result.
9. Prior to final review and approval by staff, the Urban Design Commission must grant final approval for the design, and any conditions of approval by the UDC shall be addressed.

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

10. Applicant shall provide projected wastewater flows to each of the City sanitary sewers being connected to. Applicant shall provide calculations to Mark Moder [mmoder@cityofmadison.com](mailto:mmoder@cityofmadison.com) or Brenda Stanley [bstanley@cityofmadison.com](mailto:bstanley@cityofmadison.com) prior to plan signoff.
  11. The Applicant shall Construct Sidewalk to a plan approved by the City along E. Main St. Entrances to units may be required to be set back and/or stepped to allow for sidewalk drainage. Applicant shall coordinate design with Forestry Dept.
  12. Applicant shall raise building floor at corner of East Washington Ave. and Yahara River to provide positive drainage from building to East Washington Ave and eliminate railing as much as possible. (*NOTE: The current plans reflect the changes required and satisfy this comment.*)
  13. Applicant shall dedicate a 5' public sidewalk easement along the Yahara River frontage from the connection point to the East Washington Underpass ramp to East Main Street. Sidewalk shall be type 4 sidewalk, maintained by property owner.
  14. The applicant shall be required to install new storm sewer from the discharge point at the Yahara River back to their property. The existing storm shown as being connected to is not as indicated a 24" but rather a 12". Further, the storm sewer systems on both E. Wash and Main Street are at or near capacity. The applicant shall direct as much internal water to the new discharge point to the Yahara as possible.
15. The construction of this project will require the applicant shall enter into a City / Developer agreement for the required infrastructure improvements. The applicant shall contact City Engineering 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. Obtaining a developer's agreement generally takes approximately 4-6 weeks, minimum. (MGO 16.23(9)c).
16. All outstanding 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)).
17. 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)).

18. 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)
19. The site plans shall be revised to show the location of all rain gutter down spout discharges. (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. 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. (POLICY)
22. The Applicant shall submit, prior to plan sign-off but after all revisions have been completed, a digital CAD file (single file) to the Engineering Division with any private storm and sanitary sewer utilities. The digital CAD file shall be to scale and represent final construction. The CAD file shall be in a designated coordinate system (preferably Dane County WISCRS, US Ft). The single CAD file submittal can be either AutoCAD (dwg) Version 2013 or older, MicroStation (dgn) V8i Select Series 3 or older, or Universal (dxf) format and shall contain the only the following data, each on a separate layer name/level number:
  - a) Building Footprints
  - b) Internal Walkway Areas
  - c) Internal Site Parking Areas
  - d) Other Miscellaneous Impervious Areas (i.e. gravel, crushed stone, bituminous/asphalt, concrete, etc.)
  - e) Right-of-Way lines (public and private)
  - f) Lot lines or parcel lines if unplatted
  - g) Lot numbers or the words unplatted
  - h) Lot/Plat dimensions
  - i) Street names
  - j) Private on-site sanitary sewer utilities (including all connections to public sanitary)
  - k) Private on-site storm sewer utilities (including all connections to public storm)

All other levels (contours, elevations, etc) are not to be included with this file submittal.

NOTE: Email CAD file transmissions are preferred to: [bstanley@cityofmadison.com](mailto:bstanley@cityofmadison.com) (East) or [tstroester@cityofmadison.com](mailto:tstroester@cityofmadison.com) (West). Include the site address in the subject line of this transmittal. Any changes or additions to the location of the building, sidewalks, parking/pavement, private on-site sanitary sewer utilities, or private on-site storm sewer utilities during construction will require a new CAD file.

23. The applicant shall 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). 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) Other Miscellaneous Impervious Areas (i.e. gravel, crushed stone, bituminous/asphalt, concrete, etc.)
- e) Right-of-Way lines (public and private)
- f) Lot lines or parcel lines if unplatted
- g) Lot numbers or the words unplatted
- h) Lot/Plat dimensions
- i) Street names
- j) Stormwater Management Facilities
- k) Detail drawings associated with Stormwater Mgmt Facilities (including if applicable planting plans).

24. 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
- 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))

25. This project appears to require construction dewatering. A dewatering plan shall be submitted to City Engineering as part of the Erosion Control Permit.

26. 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)).

27. 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.

28. 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 5.0 tons per acre per year.

29. 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> (NOTIFICATION).

30. Prior to approval, this project shall comply with Chapter 37 of the Madison General Ordinances regarding stormwater management. Specifically, this development is required to Reduce TSS by 80% off of the proposed development when compared with the existing site.
31. 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.
32. 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>.
33. Per the WDNR closure letter, this property was closed with residual soil and/or groundwater contamination (BRRTS #03-13-01377). Proof of coordination with the WDNR shall be submitted to Brynn Bemis (608.267.1986, [bbemis@cityofmadison.com](mailto:bbemis@cityofmadison.com)).
34. Foundation and / or utility excavation along the Southwest property line may encounter an abandoned 12" sanitary sewer main. If encountered, the main shall be removed and thoroughly capped at any points that removal is terminated.
35. The approval of this zoning approval 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. (MGO 16.23(9)(d)(6)).
36. 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)
37. 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)
38. 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)
39. 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).
40. All damage to the pavement on East Washington Ave., East Main St., 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)
41. The Applicant shall close all abandoned driveways by replacing the curb in front of the driveways and restoring the terrace with grass. (POLICY)

**Engineering-Mapping** (Contact Jeff Quamme, 266-4097)

42. The proposed new building(s) will cross underlying platted lot lines. 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 City of Madison Planning Department. The CSM shall be approved by the City and recorded with the Dane County Register of Deeds prior to issuance of a building permit.
43. Note that the current building addresses will all be retired with the demolitions. New commercial and residential addresses will be determined after the detailed PDF floor plans are received.
44. The applicant shall be responsible to coordinate with the Railroad regarding the spur removal as part of this project.
45. Submit a PDF of all floor plans to [lzenchenko@cityofmadison.com](mailto:lzenchenko@cityofmadison.com) so that a preliminary interior addressing plan can be developed prior to plans being submitted for permit review. 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.
46. A Public sidewalk easement will be required along East Main Street to be granted on the pending Certified Survey Map.

**Madison Fire Department** (Contact Bill Sullivan, 261-9658)

47. Provide fire apparatus access as required by IFC 503 2012 edition, MGO 34.503, as follows:
- a) The site plans shall clearly identify the location of all fire lanes.
  - b) MGO 34.503/IFC 503 Appendix D105, Provide an aerial apparatus access fire lane that is at least 26-feet wide, if any part of the building is over 30 feet in height. The near edge of the aerial fire lane shall be within 30-feet and not closer than 15 feet from the structure, and parallel to one entire side. The aerial fire lane shall cover not less than 25% of the building perimeter.
  - c) Provide a fire lane that extends to within 250-feet of all exterior portions of the structure for fully sprinklered buildings.
  - d) Aerial fire lanes shall be free from overhead obstructions. Obstructions shall not be located between the building and an aerial fire lane. Alternative measures to allow obstructions may include specific tree selection and placement; increased fire protection systems; and/or increased building fire resistance. Alternatives must be approved by MFD prior to site plan approval.
  - e) Provide a minimum unobstructed width of 26-feet for at least 20-feet on each side of the fire hydrant.
  - f) Provide a completed MFD "Fire Apparatus Access and Fire Hydrant Worksheet" with the site plan submittal; the form is available at [www.madisonfire.org](http://www.madisonfire.org).
48. At this point, MFD is expecting a significant change will be required to the proposed site plan in order to comply with the building and fire code requirements for fire department access.
49. Please consider allowing Madison Fire Dept. to conduct training sequences prior to demolition. Contact MFD Training Division to discuss possibilities: Captain Jerry Buechner (608)516-9195.

**Parks Division** (Contact Janet Schmidt, 261-9658)

50. 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 of the rezoning request. This development is within the Tenney, Law, James Madison Impact fee district (SI26). Please reference ID# 15165 when contacting Parks about this project.
51. Provide a detailed unit count summary on the plans.
52. Any work or access necessary to the park lands located on the Yahara River shall be coordinated with the Parks Division staff and may require a right of entry or access easement. No construction staging or grading shall be allowed on the park property unless specifically granted.
53. The existing 24" storm sewer shown on the plans within the park property does not appear in the City's records. The storm sewer connection shall be made to the existing inlet located near the pedestrian ramp near E. Washington Avenue or shall be made within the E. Main Street right of way to the existing 29"x45" HERCP.
54. The Parks Division will be required to sign off on the pending CSM prior to the issuance of building permits for the development.
55. 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 Brian Meiller – bmeiller@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.
56. City Forestry will permit the removal of four pre-emptive Ash trees on E. Main Street. All four trees are marked with a yellow dot on the trunk facing E. Main Street. The approximate locations for these four trees: 1st, 2nd, 5th, and 7th trees NE of the westerly driveway next to the Yahara River Parkway.
57. City Forestry would be willing to permit the removal of three other Ash trees on E. Main St. and one Ash tree on E. Washington Ave. if needed for the future construction of this building.
58. The Developer shall submit plans for the new sidewalk installation on E. Main St. to review potential root cutting impacts and any potential tree removals due to severe root cutting.
59. Additional street trees are needed for this project. All street tree planting locations and tree species within the right of way shall be reviewed by City Forestry. Please submit a site plan (in PDF format) to Brian Meiller – bmeiller@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>.
60. Modify the site plans to move the proposed trees that are shown adjacent to the property line shared with the Yahara River Parkway so the trees are within the owner's property by a minimum of 3 feet.
61. Final placement of street trees will be coordinated with City Forestry. The current terrace planting plan will need to be modified and coordinated with City Engineering, Traffic Engineering and Fire Department for the location, spacing and species.
62. Existing street trees shall be protected. Please include the following note on the site plan: Contractor shall install tree protection fencing in the area between the curb and sidewalk and extend it at least 5 feet

from both sides of the tree along the length of the terrace. No excavation is permitted within 5 feet of the outside edge of a tree trunk. If excavation within 5 feet of any tree is necessary, contractor shall contact City Forestry (266-4816) prior to excavation to assess the impact to the tree and root system. Tree pruning shall be coordinated with City Forestry. Tree protection specifications can be found in section 107.13 of City of Madison Standard Specifications for Public Works Construction - <http://www.cityofmadison.com/business/pw/documents/StdSpecs/2013/Part1.pdf>.

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

63. The development is likely to increase pedestrian desire to cross East Washington Avenue. Applicant shall provide a connection from the development to the bottom of the existing ADA Ramp along the west side of the building to provide direct access to both residents and retail customers to utilize the pedestrian/bike crossing underneath East Washington Avenue along the Yahara River.
64. 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 – 25 feet behind the property line at streets and 10 feet at driveways.). If applicant believes public safety can be maintained they shall apply for a waiver of MGO 27.05(2)(bb) - Vision Clearance Triangles at Intersections Corners. Approval or denial of the waiver shall be the determination of the City Traffic Engineer. (It is unclear from the site plan but there may be a major alteration to the entrance on Main Street to meet this ordinance.)
65. 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-of-Way on East Washington Avenue will be granted for construction purposes. Provide a detailed construction plan to Traffic Engineering for review by the Traffic Control Specialist (Mike Duhr) prior to final signoff.
66. Along any public right-of-way classified as an arterial or a collector street the applicant can expect to be required to maintain a public walkway past the job site (e.g. via use of pile/lagging or other vertical shoring method).
67. The applicant shall shift the entrance and driveway adjacent East Washington Avenue 10 feet to meet the Vision Triangle ordinance.
68. 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.
69. 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.
70. 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.

71. All parking facility design shall conform to MGO standards, as set in section 10.08(6).
72. Traffic Engineering will no longer be accepting paper plans; to ensure a timely review all submittals will include an electronic copy (.pdf preferred).
73. The applicant shall submit for a review a commercial delivery plan. Included in this plan shall be vehicular turning movements demonstrating the use of on-site loading zones.
74. Applicant shall submit for review a residential moving plan. This plan will include all parking regulations near the site as well as how a new resident may apply to receive city issued No Parking signs and Meter Hoods. (This plan will not include the use of East Washington Avenue.)

**Metro Transit** (Contact Tim Sobota, 261-4289)

75. Metro Transit operates daily transit service along East Washington Avenue through the First Street, and Yahara River Path, intersections.
76. The applicant may wish to investigate the potential to construct an accessible connection between the terrace running adjacent the building's waterfront, and the existing ramp of the Yahara underpass along the east shore, that would provide an added alternative for pedestrians using the bus stop location on the north side of East Washington Avenue. [See attached document "1801ewa\_METRO.pdf"]. *(Note: This is consistent with Traffic Engineering Condition No. 63).*

**Water Utility** (Contact Dennis Cawley, 266-4651)

77. All operating private wells shall be identified and permitted by the Water Utility in accordance with MGO 13.21. All unused private wells shall be abandoned in accordance with MGO 13.21. The Madison Water Utility shall be notified to remove the water meter prior to demolition.

**Zoning Administrator** (Contact Jenny Kirchgatter, 266-4429)

78. Staff is anticipating that future Conditional Uses will be sought as tenants are identified for commercial spaces in the building. These Conditional Uses will require additional approvals from the Plan Commission.
79. As each tenant space is leased, the entire development must reflect compliance in the required amount, type and number of auto and bicycle parking spaces, to be reviewed prior to obtaining zoning approval for each use.
80. Provide the following information to assess the impact of proposed development on natural resources, drainage patterns, pedestrian traffic and recreational uses of the adjacent Yahara River Parkway:
  - a) A complete inventory of vegetation in any area proposed for development within one hundred (100) feet of the park boundary.
  - b) Any proposed cutting of trees or removal of vegetation within one hundred (100) feet of the park boundary. Removal of vegetation may be limited within thirty-five (35) feet of the park boundary.
  - c) Grading and drainage within thirty-five (35) feet of the park shall be reviewed for its effect on drainage patterns and vegetation within the park.

81. 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).
82. 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.
83. Section 28.185(9)(a) A demolition or removal permit is valid for one (1) year from the date of the Plan Commission.
84. Provide a calculation and plan detail for lot coverage with the final submittal. The lot coverage maximum is 85% in the Traditional Employment district. Lot coverage is defined as the total area of all buildings, measured at grade, all accessory structures including pools, patios, etc., and all paved areas as a percentage of the total area of the lot, with the following exceptions: sidewalks or paved paths no wider than five (5) feet, pervious pavement, green roofs and decks.
85. Bicycle parking for this project shall be provided per Section 28.141(4) and Table 28I-3 as uses are established for the various spaces in the development. Per Section 28.141(11), required bicycle parking shall comply with short and long-term bicycle parking requirements for both residential and non-residential uses, to be shown on the final plan sets. At least 90% of the required resident bicycle parking shall be designed as long-term parking. Up to 25% of bicycle parking may be structured, vertical or wall mount parking, provided there is a five (5) foot access aisle for wall mount parking. The residential guest bicycle stalls and commercial bicycle stalls shall be designed as short-term parking. Required short-term bicycle parking spaces shall be located in a convenient and visible area within 100 feet of a principal entrance. Show the dimensions of the bicycle stalls and the access aisles on the plans. Note: A bicycle stall is a minimum two (2) feet by six (6) feet with a five (5) foot wide access area. The access aisle must not be obstructed by vehicles, columns or other structures. Provide a detail of the proposed bike rack including any structured or wall mount bike racks.
86. Required loading facilities shall comply with MGO Section 28.141(13). Provide one (10' x 50') loading area with 14' vertical clearance to be shown on the plan. The loading areas shall be exclusive of drive aisle and maneuvering space. The required number of loading spaces may be reduced through conditional use approval.
87. 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.
88. Submit a rooftop plan showing the location of any proposed rooftop mechanical equipment and screening. All rooftop and ground level mechanical equipment and utilities shall be fully screened from view from any street or residential district per Section 28.142(9)(d).
89. Per Section 28.186(4)(b), the property owner or operator is required to bring the property into compliance with all elements of the approved site plans by the date established by the Zoning Administrator as part of the site and building plan approval. Work with Zoning staff to establish a final site compliance date.
90. 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.