



Department of Planning & Community & Economic Development

## Planning Division

Heather Stouder, AICP, Director

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May 8, 2018

Sean Roberts  
Summit Smith Development  
241 N. Broadway, Suite 400  
Milwaukee, Wisconsin 53202

RE: Approval of a request to rezone approximately 14 acres of land located at 4802 Sheboygan Avenue from SE (Suburban Employment District) to PD (Planned Development District) and approval of a General Development Plan for the future redevelopment of portions of the Hill Farms State Office Building property with up to 500,000 square feet of office space, 250,000 square feet of retail/ restaurant/ service space, 400 hotel rooms, and 600 residential units in a multi-building project. [LNDUSE-2017-00130; ID 50130]

Dear Mr. Roberts;

At its May 1, 2018 meeting, the Common Council **conditionally approved** your request to rezone 14 acres of land located at 4802 Sheboygan Avenue from SE to PD and approved a General Development Plan for the "Madison Yards at Hill Farms" development subject to the conditions in the following sections, which shall be satisfied prior to final approval and recording of the Planned Development–General Development Plan.

Note: No building permits shall be issued for the site until a Specific Implementation Plan(s) has been approved by the Common Council and recorded.

**Please contact Tim Troester of the City Engineering Division at (608) 267-1995 if you have any questions regarding the following fifteen (15) items:**

1. The developer shall establish public access easements over private streets within the plat.
2. The construction of this project will require that 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. Note: Obtaining a developers agreement generally takes approximately 4-6 weeks, minimum.
3. All outstanding Madison Metropolitan Sewerage District (MMSD) charges are due and payable prior to City Engineering Division 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.

4. 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.
5. The applicant shall be required to submit projected sanitary sewer flow calculations for the proposed development to Mark Moder, [mmoder@cityofmadison.com](mailto:mmoder@cityofmadison.com), prior to plan signoff. Calculations have been submitted and approved previously, but an update set of calculations will be required if the projected land use has changed (change in dwelling units, commercial).
6. This stormwater review is for the GDP rezoning only. Stormwater management comments will be provided during the SIP review for each lot.
7. The storm sewer installed within this development is proposed to be private. Maintenance shall be the responsibility of the developer and assigned via an inter-lot drainage agreement.
8. The applicant shall execute a waiver of notice and hearing on the assessments for future improvements as required by the City Traffic Engineer as defined in this conditional approval in accordance with Section 66.0703(7)(b) Wisconsin Statutes and MGO Section 4.09.
9. 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.
10. 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.
11. The applicant shall replace all sidewalk and curb and gutter that abuts the property that is damaged by the construction, or any sidewalk and curb and gutter, which the City Engineer determines needs to be replaced because it is not at a desirable grade, regardless of whether the condition existed prior to beginning construction.
12. 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
13. All work in the public right of way shall be performed by a City-licensed contractor.
14. All damage to the pavement on all public streets adjacent to this development shall be restored in accordance with the City's Pavement Patching Criteria.
15. The developer shall build all private streets and sidewalks within the plat to City of Madison standard specifications.

**Please contact Jeff Quamme of the City Engineering Division—Mapping Section at (608) 266-4097 if you have any questions regarding the following four (4) items:**

16. The applicant shall provide the separate documents for review including private reciprocal easements, restrictive covenants and agreements addressing, but not limited to, pedestrian/vehicular access, parking, private utilities, common areas (including the Central Green), storm drainage and storm water management (including silva cells) that are necessary to accomplish the development as proposed. The document(s) shall then be executed and recorded and copies provided prior to the approval of the SIP for Phase 1.
17. The internal road system is planned to be private. The applicant shall provide public easements for public pedestrian, bicycle and vehicular access and use on the face of the proposed plat. A separate document may be required to be drafted, reviewed by City staff and recorded immediately after the subdivision plat setting forth specific restrictions, rights and responsibilities of the parties subject to or benefitting from the easement. Required Easements shall be in recorded prior to or simultaneously with SIP approval.
18. There are Public Sanitary Sewer and Water Main facilities that exist and many to be constructed as part of the development. Public Easements shall be granted on the face of the proposed plat over the entirety of the Outlots designated for private roads. For any additional public facilities required subsequent to plat recording, the applicant will be required to coordinate the documents to be drafted and recorded by the City of Madison Office of Real Estate Services with Jeff Quamme. Required Easements shall be recorded prior to or simultaneously with SIP approval.
19. Continue to work with Lori Zenchenko on the submission and approval of street names for Street C and Street D. Email proposed names to LZenchenko@cityofmadison.com.

**Please contact Eric Halvorson of the Traffic Engineering Division at (608) 266-6527 if you have any questions regarding the following twelve (12) items, including the conditions modified or added by the Plan Commission on April 23, 2018 and as approved by the Common Council on May 1, 2018 (conditions #20b, 20e, and 32 of this letter):**

20. Due to the proposed development's scale and density and significant negative impacts to the surrounding transportation network, potentially limiting the redevelopment of future site(s) adjacent the same transportation network, stronger consideration for multi-modal transportation must be addressed. Additionally, the community values multi-modal transportation, as demonstrated in the community's *Complete Streets Policy* and the Madison In Motion transportation plan. Madison is regarded as one of the most walkable communities and enjoys the status as a Platinum Bicycle City. The Traffic Engineering Division requires several additional improvements to the surrounding transportation network to help facilitate the movement of all modes of transportation to/from this site including:
  - a.) The developer shall install traffic calming devices, such as tabletops, raised crossings and bumpouts at strategic locations across the site, to improve the walkability and the biking environment throughout the site.

- b.) **The developer shall install sidewalks with a minimum width of 10 feet on the both sides of Madison Yards Way and Gardener Road where practical. Final design details of the internal streets will be finalized during the SIP submittal.** [Other internal streets may still require 12-foot wide sidewalks as originally recommended by the City Traffic Engineer, to be determined at the SIP stage.]
- c.) The developer shall dedicate right of way to be determined by the City Traffic Engineer for future potential roundabout or traffic signal at the intersection of Segoe Road and Sheboygan Avenue.
- d.) The developer shall install the following transportation improvements through a developer's agreement:
- Move the north curb on Sheboygan Avenue adjacent to the property to accommodate new bike lanes on Sheboygan Avenue.
  - Widen sidewalk adjacent to the GDP area along Sheboygan Avenue to 8 feet and dedicate the appropriate amount of right of way.
  - Improve pedestrian crossing improvements as agreed by the City Traffic Engineer on Sheboygan Avenue.
  - Extend the westbound left-turn bay at the intersection of University Avenue and N. Segoe Road to a length to be determined by the City Traffic Engineer to accommodate the increased traffic and to mitigate the worsened queueing issue.
  - Widen sidewalk adjacent to the GDP area along Segoe Road to 8 feet and dedicate the appropriate amount of right of way.
- e.) The developer shall **submit a promissory note from a bank** (estimated to be \$525,000; the final amount to be determined by the City Traffic Engineer and City Engineer) **prior to sign-off of the first Specific Implementation Plan (SIP)** sign off for various transportation improvements. These include but are not limited to:
- Install a half-signal (as recommended by the Traffic Impact Study) and related geometric modifications at the intersection of Sheboygan Avenue and Whitney Way.
  - Install buffered or regular bike lanes on following streets to improve bicycle transportation connection to the development: Eau Claire Avenue from Sheboygan Avenue to Old Middleton Road; Segoe Road from Sheboygan Avenue to Regent Street; Regent Street from Segoe Road to Midvale Boulevard, and; Sheboygan Avenue from Segoe Road to Whitney Way
- f.) The developer shall sign a waiver for assessment prior to GDP sign off for the following future potential improvements:
- Future roundabout or traffic signal at the intersection of Segoe Road and Sheboygan Avenue
  - Extension of Blackhawk Bike Path from N. Eau Claire Avenue to Whitney Way
  - Pedestrian/bicycle connection from the development to Rennebohm Park
21. For a development with this proposed level of density and potential negative impacts to a heavily used surrounding transportation network, it is imperative the required Transportation Demand Management Plan (TDMP) not only be robust but also be sustainable. As such, the provided TDMP

(submitted on March 23, 2018 by Kimley Horn) has been rejected due to its inherent unenforceability and unsustainable nature. To address this inadequacy, the applicant shall work with Traffic Engineering to form of a Transportation Management Association (TMA) or equivalent governance structure to enforce and sustain traffic demand techniques prescribed in a robust TDMP. (The applicant has been working with Traffic Engineering to meet the below conditions and has submitted a revised TDMP on April 11, 2018. Traffic Engineering has found this version to be a significant improvement; however, there has not been adequate time to fully review document and it has not been discussed with the appropriate City agencies. The applicant shall work with Traffic Engineering and other City agencies to finalize the TDMP prior to GDP sign off). To approve a TDMP, the plan needs to include concrete and actionable items that will reasonably reduce single vehicle trips to and from the development as well as promote multimodal trips. An approvable TDMP shall include, but not be limited to, the following:

- a.) Formation of a Transportation Management Association (TMA) or equivalent governance structure (possibly a Business Improvement District (BID) as there are additional shared maintenance responsibilities for the subdivision) to enforce and sustain traffic demand management techniques prescribed in an approvable TDMP. The TMA will be responsible for the following:
    - Governance structure to have the ability to secure the appropriate funding required to achieve the strategies prescribed in a City approved TDMP.
    - Governance structure to secure sufficient powers to enforce adherence to all TDMP strategies to all members of the association.
    - All properties included in the Madison Yards at Hill Farms subdivision shall be members of the Association and shall be bound in perpetuity by covenants, conditions, and restrictions (CCR) that sets forth the implementation of the TDMP.
    - Performance Monitoring: Targets (based on each potential use type); Mode split; Reduced vehicle miles traveled; Emissions, and Evaluation Measures
    - Approval of the TDMP or any changes, modifications, or releases of the TDMP are subject to the future Transportation Policy and Planning Board or equivalent body. Similarly, any modifications to the TMA (or equivalent governance structure) boundaries or governing body are subject to the future Transportation Policy and Planning Board or equivalent body.
  - b.) The City shall also retain the ability to review the TDMP and TMA charter at any time. If there are any issues or concerns, the TMA's leadership shall schedule and staff a meeting with the City including all relevant parties.
22. The applicant shall remove all access points from the public Right-of-Way that are not the direct access points joining the internal street network to the public Right-of-Way. All additional access to the public Right-of-Way shall be granted or denied during the SIP or site approval process at which time Traffic Engineering will be provided a more detailed plan set thus providing the required context to properly evaluate if appropriate access is being granted or denied. (The applicant has had discussions with Traffic Engineering that related conditions under which approval may be granted: limited public

access (for example off-street loading zones), appropriately spaced from intersections and/or hardships for which reasonable site sustainability cannot be accommodated.)

23. 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.
24. 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.
25. All parking facility design shall conform to the standards in MGO Section 10.08(6).
26. Per MGO Section 12.138 (14), this project is not eligible for residential parking permits. It is recommended that this prohibition be noted in the leases for the residential units.
27. The applicant shall adhere to all vision triangle requirements as set in MGO 27.05 (No visual obstructions between the heights of 30 inches and 10 feet at a distance of 25 feet behind the property line at streets and 10 feet at driveways.). Alterations necessary to achieve compliance may include but are not limited to; substitution to transparent materials, removing sections of the structure and modifying or removing landscaping elements. If the applicant believes public safety can be maintained they shall apply for a reduction of MGO 27.05(2)(bb) - Vision Clearance Triangles at Intersections Corners. Approval or denial of the reduction shall be the determination of the City Traffic Engineer.
28. City of Madison radio systems are microwave directional line of sight to remote towers citywide. The building elevation will need to be reviewed by Traffic Engineering to accommodate the microwave sight and building. The applicant shall submit grade and elevations plans if the building exceeds four stories prior to sign-off to be reviewed and approved by Austin Scheib, (266-4766) Traffic Engineering Shop, 1120 Sayle Street. The applicant shall return one signed approved building elevation copy to the City of Madison Traffic Engineering office with final plans for sign off.
29. The applicant shall note on the face of the GDP that no improvements shown in the public right of way are approved with this plan.
30. The applicant shall finalize a Traffic Demand Management Plan to be reviewed and approved by the City Traffic Engineer.
31. The developer shall provide a recorded copy of any joint driveway ingress/egress and crossing easements and shall be noted on face of plan.
32. That the applicant shall work with Traffic Engineering staff to ensure that adequate right-of-way is dedicated along Segoe Road to incorporate bicycle lanes.

**Please contact Jenny Kirchgatter, Assistant Zoning Administrator, at (608) 266-4429 if you have questions about the following two (2) items:**

33. Submit a schedule or phasing plan indicating the approximate dates when construction of the Planned Development can be expected to begin and be completed, including Phase II (Block 1) and Phase III (Block 5).
34. Work with Zoning and Planning staff to finalize the zoning text.

**Please contact Adam Wiederhoeft of the Madison Water Utility at (608) 266-9121 if you have any questions regarding the following item:**

35. All public water mains and water service laterals shall be installed by a standard City subdivision contract/ City-Developer agreement. The applicant shall contact the City Engineering Division to schedule the development of plans and the agreement. See Engineering Division comments for additional information.

**Please contact Sarah Lerner of the Parks Division at (608) 261-4281 if you have any questions regarding the following five (5) items:**

36. Park Impact Fees (comprised of the Park Infrastructure Impact Fee, per MGO Sec. 20.08(2)), and Park-Land Impact Fees, per MGO Sec. 16.23(8)(f) and 20.08(2) will be required for all new residential development associated with this project. This development is within the West Park-Infrastructure Impact Fee district. Please reference ID# 18101 when contacting Parks Division staff about this project.
37. Pursuant to MGO 20.08 (2)(c)2.d. the park impact fee may be reduced for multi-family dwelling units that are limited to occupancy by persons fifty-five (55) years of age or older by appropriated recorded restriction for a period of not less than thirty (30) years.
38. An existing inventory of trees (location, species, & DBH) and any tree removal plans (in PDF format) shall be submitted to the plans and Brad Hofmann – bhofmann@cityofmadison.com or 266-4816. All proposed street tree removals within the right of way shall be reviewed by City Forestry. 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.
39. 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 five (5) feet from both sides of the tree along the length of the terrace. No excavation is permitted within five (5) feet of the outside edge of a tree trunk. If excavation within five (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 prior to the start of construction. Tree protection specifications can be found in Section 107.13 of *City of Madison Standard Specifications for Public Works Construction*. Any tree removals that are required for

construction after the development plan is approved will require at least a 72-hour wait period before a tree removal permit can be issued by Forestry, to notify the Alder of the change in the tree plan.

40. Additional street trees are needed for this project. All street tree planting locations and trees species within the right of way shall be determined by City Forestry. Please submit a site plan (in PDF format) to Brad Hofmann – bhofmann@cityofmadison.com or 266-4816. Tree planting specifications can be found in Section 209 of *City of Madison Standard Specifications for Public Works Construction*.

**Please contact Tim Sobota at Metro Transit at (608) 261-4289 if you have questions about the following item:**

41. The applicant has not solicited any approval for proposed relocation of the existing transit stops adjacent this site (as shown in plans). Metro Transit does not approve of any of the proposed changes to existing transit stops as suggested on the plans submitted. The applicant shall identify and maintain the operating characteristics of all the existing transit stops adjacent the development site, unless otherwise authorized by the City. This includes maintaining dedicated bus stops zones of at least 100 feet in length, where multiple buses may park curbside for passenger access without encroaching on driveway approaches or vehicle travel lanes (including marked bicycle facilities). This also includes maintaining existing wheelchair boarding surfaces and pedestrian access.
42. The applicant shows no changes to the geography or markings of existing streets or intersections adjacent the development site that would impact the operating characteristics of the existing bus stop zones. The applicant shall be responsible for any land dedication, as well as costs to reconstruct or relocate existing bus stops zones, should the City of Madison require any modification to the existing streets or intersections adjacent the project site that would impair the operating characteristics of the existing bus stop zone areas. This may include provision of additional right of way for pullout bays (to maintain dedicated bus stop zones of at least 100 feet that do not obstruct marked travel lanes). Any changes to the existing marking or design of the intersection of Sheboygan Avenue and N. Segoe Road may further require relocation and construction of new bus stop zones on Segoe Road (across from project site), if buses were no longer permitted to turn left from the existing curbside bus stop zone on the south side of Sheboygan immediately west of the Segoe intersection.
43. The applicant shall install and maintain a passenger waiting shelter with seating at each of the three existing bus stop locations adjacent the project site (Stop #2846 on Segoe south of University intersection, Stop #2184 on Sheboygan west of Segoe intersection, and Stop #2100 opposite 4018 Sheboygan Avenue generally west of "Street C"). Installation of these amenities shall maintain current wheelchair boarding surfaces and pedestrian access.
44. The applicant shall include final marking and intersection designs for the Segoe Road and Sheboygan Avenue rights-of-way adjacent the project, as approved by the City, on the final documents filed with their permit application. These documents shall include any modifications to the existing bus stop zones - adjacent or opposite the site - as approved by the City, such that bus stop zones will be able to maintain their current operating characteristics (100-foot length where parked buses would not obstruct travel lanes or driveway approaches). The documents shall also include the required transit amenities, so that Metro Transit may review and approve all aspects of these items listed above.



45. The Transportation Demand Management Plan memorandum, submitted on January 30, 2018 to the City of Madison by Kimley-Horn contained various mischaracterizations of the existing transit route services scheduled through the corridors near the project site (University Avenue, Old Middleton Road, and Sheboygan Avenue). Notwithstanding these descriptive errors, Metro Transit does generally provide a high level of scheduled transit service in the vicinity of this project. Of more significant note, the technical analysis in the TDM document highlighting the available transit service failed to include actual capacity of these existing trips - and whether proposed aspects of the TDM plan intended to encourage transit usage may fail to achieve the stated goals, to the extent the existing scheduled transit trips (especially during peak commute hours) are currently near or already exceeding vehicle capacity with existing passenger loads and may not be able to absorb new work trips associated with the proposed development.

**Please contact my office at (608) 261-9632 if you have any questions regarding the following four (4) items:**

46. The revised General Development Plan shall not be recorded and building permits shall not be issued until the Urban Design Commission grants final approval of the General Development Plan and determines that the standards of Urban Design Dist. 6 (Section 33.24 (13)) and the design objectives listed in Sections 28.098(1) and (2) and other requirements of the Sections 28.098(1) and (2) have been met. The applicant may appeal the Urban Design Commission's decision to the Plan Commission, which may affirm, reverse, or modify the Urban Design Commission's decision.

47. The following language be added to the final zoning text in a lettered section preceding the 'Alterations and Revisions' section: "The final building heights and development intensities included in the Madison Yards at Hill Farms Planned Development-General Development Plan are set as maximums and may or may not be ultimately achieved upon full build-out of the site depending on the submittal and approval of each Specific Implementation Plan. The Specific Implementation Plans for each phase of development shall be reviewed against the standards included in the Planned Development section of the Zoning Code to determine if the development can be accommodated on the site, particularly the transportation impacts of the proposed development."

48. The following language be added to the final zoning text in the appropriate section: "Exposed parking structures should be avoided. Future aboveground structured parking shall be located in the center of the development blocks to the greatest extent possible to ensure that the buildings are well designed and fully activated when viewed from the street. Any structured parking proposed on the perimeter of those Blocks 1-5 should be fully integrated into the architecture of the buildings, especially on Lots 2 and 5 when viewed from N. Segoe Road and University Avenue. Any structured parking located at the perimeter of the project abutting a public street shall be fully enclosed from an architectural perspective and include materials and windows designed in a fashion so as to appear as little like parking as possible."

49. The zoning text shall be revised prior to final approval and recording as follows:

- a.) Clarify that uses in this Planned Development district shall be *permitted or conditional* as identified in Table 28D-2 of Section 28.061 of the Zoning Code except as noted in the March 23 zoning text;

- b.) Tables 1.A. and 1.B. in Section B shall be moved to a separate lettered section entitled “Project Data” or similar; the “Retail” category in these tables should be explained (retail, services, restaurant, etc.) in a footnote;
- c.) The “\*” text following Table 1.B. shall be revised to clearly state that the net development of the overall PD District shall not exceed the maximums of 500,000 square feet of office, 250,000 square feet of retail, 600 dwelling units (450/150 combined into one ‘Residential’ category), and 400 hotel rooms; development in excess of the district maximums initially established shall require approval of a major alteration to the General Development Plan;
- d.) Clarify the intent of Section E, iv.;
- e.) Revise Section E, v. to eliminate 20% exemption for articulation;
- f.) Include a building materials palette or refer specifically to the materials palette for Mixed-Use and Commercial Districts in Section 28.060(g) of the Zoning Code;
- g.) Revise the ‘Alterations and Revisions’ section as follows: “No alteration or revision of this Planned Development shall be permitted unless approved by the Plan Commission; however, the Zoning administrator may issue permits for minor alterations or additions which are approved by the Director of Planning and Development Department and the alderperson of the district and are compatible with the concept approved by the Plan Commission.”

**The applicant is also required to obtain *final approval* of the General Development Plan from the Urban Design Commission and satisfy any conditions of that approval prior to the final staff approval and recording of the General Development Plan. Please contact Janine Glaeser, Urban Design Commission Secretary, at (608) 267-8740 if you have any questions about those conditions.**

**Specific questions regarding the comments or conditions contained in this letter should be directed to the commenting agency.**

**\*\*A separate letter of conditional approval for the preliminary plat of Madison Yards at Hill Farms has been sent to the surveyor who prepared the plat, as designated on the Subdivision Application for same.**

After the planned development has been revised per the above conditions, please file **ten (10) sets** of complete, fully dimensioned, and to-scale plans, the appropriate site plan review application and fee pursuant to Section 28.206 of the Zoning Code, and any other documentation requested herein with the Zoning Administrator, Room LL-100, Madison Municipal Building, 215 Martin Luther King, Jr. Boulevard. **This submittal shall all also include one (1) complete digital plan set in PDF format.** The sets of final revised plans or documents will be circulated by the Zoning staff to the City department staff listed above for their final approval.

Upon receipt of the aforementioned plans, documents and fees, and upon determining that they are complete, the Zoning Administrator shall record them with the Dane County Register of Deeds Office. The recorded originals will be returned to the applicant, with the recording information noted, when the Register of Deeds has completed the recording process.

If this plan is not recorded within one year of the date of approval by the Common Council, the approval shall be null and void. No construction or alteration of the property included in this application shall be permitted until a Specific Implementation Plan (SIP) has been approved and recorded.

Within thirty-six (36) months of Common Council approval of the general development plan, the basic right of use for the areas, when in conformity with the approved specific implementation plan, shall lapse and be null and void unless 1) the project, as approved, is commenced by the issuance of a building permit, or 2) if an application for an extension is filed at least thirty (30) days prior to the expiration of the thirty-six (36) month period and the Plan Commission, after a public hearing pursuant to Sec. 28.181(5), determines that no changes in the surrounding area or neighborhood since approval of the general development plan render the project incompatible with current conditions and grants an extension of up to twenty-four (24) months in which to obtain a building permit. In no case shall an extension allow a building permit to be issued more than sixty (60) months after approval of the general development plan by the Common Council. If a new building permit is required pursuant to Sec. 29.06(4), Madison General Ordinances, a new petition and approval process shall be required to obtain general development plan approval and specific implementation plan approval.

If you have any questions regarding recording this plan or obtaining permits, please call Matt Tucker, Zoning Administrator, at (608) 266-4551. If I may be of any further assistance, please do not hesitate to contact me at (608) 261-9632.

Sincerely,

Timothy M. Parks  
 Planner

- cc: Tim Troester, City Engineering Division  
 Jeff Quamme, City Engineering Division—Mapping Section  
 Eric Halvorson, Traffic Engineering Division  
 Adam Wiederhoeft, Madison Water Utility  
 Jenny Kirchgatter, Assistant Zoning Administrator  
 Sarah Lerner, Parks Division  
 Janine Glaeser, Urban Design Commission  
 Bill Sullivan, Madison Fire Department

<b>Accela ID: LNDUSE-2017-00130</b>			
<b>For Official Use Only, Re: Final GDP Routing</b>			
<input checked="" type="checkbox"/>	Planning Div. (T. Parks)	<input checked="" type="checkbox"/>	Engineering Mapping Sec.
<input checked="" type="checkbox"/>	Zoning Administrator	<input checked="" type="checkbox"/>	Parks Division
<input checked="" type="checkbox"/>	City Engineering	<input checked="" type="checkbox"/>	Urban Design Commission
<input checked="" type="checkbox"/>	Traffic Engineering (EP)	<input type="checkbox"/>	Recycling Coord. (R&R)
<input checked="" type="checkbox"/>	Fire Department	<input checked="" type="checkbox"/>	Other: Metro Transit
<input type="checkbox"/>	Water Utility (EP)	<input type="checkbox"/>	Other: