



Project Address: 222-232 East Olin Avenue (District 14 – Alder Carter)
Application Type: Zoning Map Amendment, Conditional Use
Legistar File ID # [65653](#) and [66221](#)
Prepared By: Colin Punt, Planning Division
Report includes comments from other City agencies, as noted.
Reviewed By: Kevin Firchow, AICP, Principal Planner and
Heather Stouder, AICP, Planning Division Director

Summary

Applicant: Lance McGrath; McGrath Property Group; 730 Williamson Street, Ste 150; Madison, WI 53703

Contact: Joseph Lee; JLA Architects; 800 West Broadway, Ste 200; Monona, WI 53713

Requested Action: Approval of a zoning map amendment to change the zoning at 222-232 East Olin Avenue from SE (Suburban Employment) District to TE (Traditional Employment) District, approval of demolition permits for two restaurant buildings, and approval of the following conditional uses:

- Dwelling units in mixed-use buildings (§28.082(1) MGO)
- Food and beverage uses (§28.082(1) MGO)
- An outdoor eating area associated with a food and beverage establishment (§28.082(1) MGO)
- A building exceeding five stories and 68 feet in height (§28.084(3)(c) MGO)

Proposal Summary: The applicant is seeking approvals to demolish two restaurants to construct an eighteen-story mixed-use building with 16,000 sq. ft. of commercial space and 290 apartments.

Applicable Regulations & Standards: Standards for zoning map amendments are found in §28.182(6) MGO. Standards of approval for conditional uses are found in §28.183(6) MGO. Standards of approval for demolition permits are found in §28.185(7) MGO.

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

Summary Recommendations: On balance, the Planning Division believes it may be possible that the applicable standards can be found met. If the Plan Commission can find the standards met they should **approve** the demolition permits to raze two restaurants and conditional uses to construct an eighteen-story mixed-use building with 16,000 sq. ft. of commercial space and 290 apartments at 222-232 East Olin Avenue and that it forward Zoning Map Amendment Section 28.022 - 00508 to change the zoning of properties located at 222-232 East Olin Avenue from SE (Suburban Employment) District to TE (Traditional Employment) District to the Common Council with a recommendation of **approval**. This recommendation is subject to input at the public hearing and the conditions recommended by the Planning Division and other reviewing agencies.

Background Information

Parcel Location: The subject site is 1.34-acre (58,404 sq ft) parcel located northwest of the intersection of John Nolen Drive and East Olin Avenue. The site is within Aldermanic District 14 (Alder Carter), Urban Design District #1, and the Madison Metropolitan School District.

Existing Conditions and Land Use: The site, zoned SE (Suburban Employment District), is currently developed with two restaurant buildings. The northwesterly building, the “Wonder Bar,” addressed 222 East Olin Avenue, is a two-story, 3,358-square foot building constructed in 1930. The southeasterly building, the “Coliseum Bar,” addressed 232 East Olin Avenue, is a two-story, 11,698-square foot building constructed in 1995. In addition to a large outdoor eating area, the majority of the site is paved for vehicle parking.

Surrounding Land Uses and Zoning:

North: A Wisconsin-Southern Railroad corridor, zoned CN (Conservancy District);

West: A two-story office building, zoned SE (Suburban Employment District);

South: Across East Olin Avenue, the Alliant Energy Center, located within the Town of Madison; and

East: Across John Nolen Drive, Olin-Turville Park, zoned PR (Parks and Recreation District).

Adopted Land Use Plan: The [Comprehensive Plan](#) (2018) recommends Employment (E) land uses for the site. The [South Madison Plan](#) (2005) does not provide specific land use, zoning, or redevelopment recommendations for this site. A complete revision to the [South Madison Plan](#) is currently underway, which includes this site.

Zoning Summary: The subject property is proposed to be zoned TE (Traditional Employment District):

Requirements	Required	Proposed
Lot Area (sq. ft.)	6,000 sq. ft.	58,404 sq. ft.
Lot Width	50'	226.65'
Front Yard Setback	0' or 5'	2.6' (2)
Side Yard Setback: Other cases	None unless needed for access	4.0' southeast side 13.0' northwest side
Rear Yard Setback	Lesser of 20% lot depth or 20'	20.0'
Usable Open Space	20 sq. ft./bedroom (7,340 sq. ft.)	45,427 sq. ft.
Maximum Lot Coverage	85%	78%
Minimum Building Height	22' measured to building cornice	18 stories
Maximum Building Height	5 stories/ 68'	18 stories

Site Design	Required	Proposed
Number Parking Stalls	Multi-family dwelling: 1 per dwelling (290) General retail; service business; office: 1 per 400 sq. ft. floor area (40) Restaurant; restaurant-tavern: 15% of capacity of persons (TBD) (330 total)	333 covered 3 surface (336 total) (4)(5)
Accessible Stalls	Yes	Yes
Loading	1 (10' x 50')	2 loading spaces (8)
Number Bike Parking Stalls	Multi-family dwelling: 1 per unit up to 2-bedrooms, ½ space per add'l bedroom (295) 1 guest space per 10 units (29) General retail; service business; office: 1 per 2,000 sq. ft. floor area (8)	338 covered 10 surface (348 total) (5)(6)(7)

	Restaurant; restaurant-tavern: 5% of capacity of persons (TBD) (332 total)	
Landscaping and Screening	Yes	Yes (9)
Lighting	Yes	Yes
Building Forms	Yes	Flex building (10)

Other Critical Zoning Items	Urban Design (UDD 1), Barrier Free (ILHR 69), Utility Easements
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Table Prepared by Jenny Kirchgatter, Assistant Zoning Administrator

Environmental Corridor Status: The property is not located within a mapped environmental corridor.

Public Utilities and Services: The site is served by a full range of urban services.

Project Description

The applicant is seeking approval of a zoning map amendment changing the zoning from SE (Suburban Employment District) to TE (Traditional Employment District), demolition permits to demolish two restaurants, and conditional uses to construct an eighteen-story mixed-use building with 16,000 sq. ft. of commercial space and 290 apartments.

The proposal includes demolition of the Coliseum Bar, constructed in 1995, at 232 East Olin Avenue and the Wonder Bar, constructed in 1930, at 222 East Olin Avenue. The existing site is predominantly paved as an asphalt parking lot.

The proposed 18-story building reaches 201 feet and includes 290 dwelling units and 15,985 square feet of commercial space across three floors that could include restaurants, offices, and retail on the first floor, and likely office uses on the upper two floors. All residential units are located on floors 5-17. In total, the building includes 223 one-bedroom units, 57 two-bedroom units, and 10 three-bedroom units, for a total of 367 bedrooms in 290 units. The post-tensioned concrete structure features stepbacks above the fourth and fourteenth stories along John Nolen Drive. A single-story entrance extends out along Olin Avenue.

The primary residential and commercial entrances are located off East Olin Avenue. The commercial and residential entrances will be separated by a covered vehicle drop-off and turn-around zone. Three accessible parking stalls are located within the entrance turnaround area. Due to the location of the water table in this area, only a small portion of the parking is below grade; most parking is at grade or within a four-level parking structure. 47 parking spaces are located within the first floor open parking structure, plus 289 additional vehicle parking stalls in the parking structure, for a total of 336 vehicle parking stalls. The proposal also includes 348 bicycle parking spaces. Off-street loading zones are located behind a wing wall and accessed from East Olin Avenue. Garbage and recycling will be housed in an enclosed room adjacent the southwest parking entrance.

The grade level patio to the southwest, adjacent to the first floor commercial space, is proposed to be used as an outdoor dining space for commercial tenants. Above the fourth floor parking deck, an 11,180-square foot terrace provides common amenity space. Most units also have private balconies. Additional building amenities include an entertainment suite, a rooftop terrace above the fourth floor. The rooftop terrace, accessed from the fifth floor, is adjacent to a community room and fitness center. A second community room with outdoor terrace is located on the fourteenth floor. A fenced dog exercise area is located at the northwest corner of the site.

Primary façade materials include dark bronze and white metal panel wall cladding and fascia on upper floors. Much of the parking structure, and some of the upper floors are clad in an orange-tone brick, with white brick accent bands. The commercial space is also clad with anodized silver metal wall panels. Bird-safe glass will be included on the lower six floors per the requirements of the Zoning Code. Additional materials include aluminum storefront units, anodized silver composite windows, and private balcony metal railings with horizontal cables. Windows in the parking structure will be translucent and the parking structure walls also include venting louvers matched to the adjacent façade. The eighteenth floor includes a mechanical penthouse that extends from end-to-end along the short length of the building. Plans show the penthouse will be illuminated with back-lighting.

Landscaping includes shorter shrubs and perennials around the base of the building, a small rain garden, and some deciduous overstory trees surrounding grade-level outdoor spaces. The parking structure facade along John Nolen Drive is lined with columnar evergreens. The large terrace above the fourth-floor parking deck is landscaped with sedum trays, ornamental plants, and small understory trees. Staff notes that the large open area to the southeast of the building, nearest the intersection of John Nolen and East Olin is right-of-way, and is not part of the proposed project landscaping.

Signage is located above the Olin Street -facing parking and pedestrian canopy. Additional signage will be located on the south facade of commercial space. Staff notes signage is reviewed through a separate process and is not included in the review of this request.

The applicant has indicated the intent to provide additional information as an addendum to the submitted letter of intent with information regarding sustainable building features and transportation demand management. If received, the addendum will be posted with the other proposal materials.

The applicant has indicated they intend to begin construction in September 2021, with completion by August 2023.

Analysis & Conclusion

This request is subject to the standards for zoning map amendments, demolition permits, and conditional uses. This section begins with a summary of adopted plan recommendations, followed by conditional use standards, and finally a conclusion.

Conformance with Adopted Plans

The [Comprehensive Plan](#) (2018) recommends Employment (E) land uses for the site. Employment areas intended as predominantly office, research and development, medical, and specialized employment, with some low-impact manufacturing. Employment areas are not generally recommended for residential uses, though such uses may be considered as part of a conditional use under relevant zoning districts. While there are no fixed limits on size of an establishment or development intensity within E areas, all uses should be compatible with the density and scale of surrounding development. The intensity of development may vary significantly depending on the location and surrounding context.

Staff notes that across East Olin Avenue to the south, the generalized future land use map includes a map note that states that "The Alliant Energy Center is shown as SI, but may include restaurant, entertainment, and hotel uses if a Master Plan for the area that includes those uses is adopted by the City. Such a Plan may include land use changes to surrounding properties, such as the Employment-designated properties to the north." While the City of Madison has not adopted Dane County's [Alliant Energy Center \(AEC\) Master Plan](#), it is very likely that the

future of the AEC will include a mix of higher-intensity uses. While the proposed building is taller than any other in this vicinity, staff believes that the proposal could be found compatible with the AEC Campus and the surrounding area for both the short-term and long-term.

The [South Madison Neighborhood Plan](#) (2005) does not provide specific land use, zoning, or redevelopment recommendations for this site. Adopted plans that are in place at the time of application should be considered as part of their review. As a reference, the City is in the process of preparing the [South Madison Plan](#) which includes this site. On balance, staff believe that a mixed-use of this size development is not inconsistent with the current adopted plans, provided other related standards could be found met.

Zoning Map Amendment Standards

The Zoning Map Amendment standards, found in 28.182(6), M.G.O. state that such amendments are legislative decisions of the Common Council that shall be based on public health, safety, and welfare, shall be consistent with the [Comprehensive Plan](#), and shall comply with Wisconsin and federal law. Chapter 66.1001(3) of Wisconsin Statutes requires that zoning ordinances (of which the zoning map is part) enacted or amended after January 1, 2010 be consistent with the City's [Comprehensive Plan](#). 2010 Wisconsin Act 372 clarified "consistent with" as "furtheres or does not contradict the objectives, goals, and policies contained in the comprehensive plan." While the proposal is to construct a mixed-use building with an office component, staff notes that the rezoning request itself is from one designated employment district to another. As such, staff believes it is possible to find that this aspect of the request is consistent with the [Comprehensive Plan](#).

Demolition Permit Standards

In order to approve the demolition requests, M.G.O §28.185(7) requires that the Plan Commission must find that the requested demolitions and proposed use are compatible with the purpose of the demolition section of the zoning code and the intent and purpose of the zoning district. The proposed TE (Traditional Employment) 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 encourage businesses with the potential to provide significant numbers of living-wage jobs that contribute to a sustainable economy and a strong tax base and support the continued use or adaptive re-use of traditional industrial buildings for a variety of purposes.

The demolition standards state that the Plan Commission shall consider and may give decisive weight to any relevant facts including impacts on the normal and orderly development of surrounding properties and the reasonableness of efforts to relocate the building. Furthermore, the proposed use following demolition or removal should be compatible with adopted neighborhood plans and the [Comprehensive Plan](#). Plan consistency considerations are described above.

The demolition standards also state that the Plan Commission shall consider the report of the City's Historic Preservation Planner regarding the historic value of the property as well as any report submitted by the Landmarks Commission. Prior to the April 19, 2021 Landmarks Commission meeting, at which these demolitions were considered, the Historic Preservation Planner noted in her [demolition report](#) that the preservation file for 222 E Olin Avenue indicates that the vernacular brick building was constructed in 1930 as Eddie's Wonder Bar. The bar was started by Eddie Touhy with money from his brother, Roger "The Terrible" Touhy, who controlled an illegal alcohol distribution and gambling business during Prohibition, and was a leader of an Irish gang known to be a rival of Al Capone. The bar and restaurant have remained in continuous operation since opening. In 2008, the

Madison Trust for Historic Preservation submitted a draft landmark nomination, but discontinued the process at the request of the property owner. No preservation file exists for the building at 232 East Olin Avenue (Coliseum Bar). The Landmarks Commission [recommended to the Plan Commission](#) that the building at 222 East Olin Avenue has historic value based on historic significance due to its Prohibition-Era history and as an intact or rare example of a certain architectural style or method of construction as a Prohibition-Era roadhouse. The Commission also recommended to the Plan Commission that the building at 232 East Olin Avenue has no known historical value. This information should be considered as required by the Demolition standards.

Conditional Use Standards

The applicant is requesting approval of four conditional uses within the TE district to construct the proposed development. In regards to conditional use approval standards, the Plan Commission shall not approve a conditional use without due consideration of the City's adopted plan recommendations, design guidelines, supplemental regulations, and finding that all of the conditional use standards of §28.183(6) MGO are met. With regards to the City's adopted plan recommendations, as mentioned above, the Planning Division believes that the proposal can be found consistent with the recommendations of the [Comprehensive Plan](#) and [South Madison Plan](#). Staff believes that, subject to the conditions included below, all applicable conditional use approval standards can be found met.

Staff have comments regarding Conditional Use approval standards five, nine, and twelve.

Conditional Use approval standard five states: "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 raise specific concerns regarding pedestrian access within and around the site. Olin-Turville Park and the Capital City Trail, a significant multi-use path leading to downtown and connecting to the regional trail network are both located across John Nolen Drive, a major urban highway. To better provide safe pedestrian and bicycle access, the Traffic Engineering Division has recommended two conditions of approval: one requiring a \$40,000 deposit for the installation of pedestrian improvements at the John Nolen/Olin intersection and improvements to Olin Avenue, and one providing an easement along the north edge of the site to allow for future path connections to the Wingra Creek Bike Path and Capital City Trail beyond. To further address traffic generation and management, the Traffic Engineering Division has also recommended that a Traffic Demand Management Plan be submitted for review by staff prior to agency sign-off and permit issuance.

Conditional Use standard and approval twelve states: "When applying the above standards to an application for height in excess of that allowed in the district, the Plan Commission shall consider recommendations in adopted plans; the impact on surrounding properties, including height, mass, orientation, shadows and view; architectural quality and amenities; the relationship of the proposed building(s) with adjoining streets, alleys, and public rights of ways; and the public interest in exceeding the district height limits." The proposed building will likely be among the tallest buildings in the city. The applicable adopted plans do not recommend a specific height in this area and the TE (and SE) zoning district allows heights above five stories with conditional use approval, with no absolute maximum. It is also outside of the area subject to Capitol View height restrictions. However, it may have some shadow impacts on surrounding properties; though the nearest residential development is over 1200 feet away and, due to the width and orientation of John Nolen Drive and the adjacent railroad, the nearest playground or playfields at Olin Park are over 350 feet away.

Also regarding standard twelve, as well as standard nine, which requires that the Plan Commission finds that the project creates an environment of sustained aesthetic desirability compatible with the existing or intended

character of the area and the intent and purpose of the zoning district, is the back-lit mechanical penthouse. Both the Urban Design Commission and staff have concerns about the lighting of such a high portion of the building and its visual effect on surrounding residents, park users, and wildlife. As such, Staff recommend the penthouse be illuminated at a lower level, sufficient to meet code requirements.

Urban Design Commission

The site of this proposal is within Urban Design District 1 (UDD 1). The design requirements and recommendations for UDD 1 are found in §33.24(8)(c) MGO. At its July 14, 2021, meeting, the Urban Design Commission granted the proposal "initial" approval and provided the following comments:

- Applicant should address penthouse size, how it's expressed without being illuminated. It was noted that there was very little support for any kind of illumination of the penthouse curtain wall.
- Look at ways to bring forward the pedestrian entrance component and lighten the entrance
- The UDC accepted metal panel as an exterior material but requested that the terra cotta brick color be reconsidered

If approved by the Common Council, the proposal will return to the Urban Design Commission for final approval on design details prior to agency sign-off and permit issuance.

Conclusion

Staff believes that on balance, it is possible to find the various approval standards met. In consideration of the broad Zoning Map Amendment standards, staff believes that rezoning the property from the Suburban Employment to the Traditional Employment district can meet applicable standards. In considering the four requested conditional uses, staff recognizes the redevelopment potential of the surrounding area, though notes that are some challenges in establishing residential in this area. Considering the site context within the built surroundings adjacent to a large roadway and institutional area, staff believes that it is possible that the conditional use standards of approval can be found met with the recommended conditions. Careful consideration should be given to the demolition standards, as staff notes that the Landmarks Commission has advised that there is historical significance of the "Wonder Bar" building at 222 East Olin Avenue. The code requires that the Plan Commission consider any report of the Landmarks Commission.

At time of report writing, Staff has not received any written comments from the public regarding this land use application.

Recommendation

Planning Division Recommendations (Contact Colin Punt 243-0455)

On balance, the Planning Division believes it may be possible that the applicable standards can be found met. If the Plan Commission can find the standards met they should **approve** the demolition permits to raze two restaurants and conditional uses to construct an eighteen-story mixed-use building with 16,000 sq. ft. of commercial space and 290 apartments at 222-232 East Olin Avenue and that it forward Zoning Map Amendment Section 28.022 - 00508 to change the zoning of properties located at 222-232 East Olin Avenue from SE (Suburban Employment) District to TE (Traditional Employment) District to the Common Council with a recommendation of **approval**. This recommendation is subject to input at the public hearing and the following conditions:

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

Planning Division (Contact Colin Punt, 243-0455)

1. Minimize the size of the rooftop mechanical penthouse to the extent possible. Limit illumination of the penthouse to the minimum required per code.

Zoning Administrator (Contact Jenny Kirchgatter, 266-4429)

2. Staff is anticipating that future Conditional Uses may be sought as tenants are identified for commercial spaces in the mixed-use building. These Conditional Uses will require additional approvals from the Plan Commission.
3. Show the distance between the curb and property line to verify the front yard setback requirement. The front yard setback is 0' if the distance between the curb and property line is equal to or greater than 15'. A no-build easement may be used to achieve the 15' distance. If the distance between the curb and property line is less than 15', the front yard setback is 5'.
4. 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 at streets@cityofmadison.com. Every person who is required to submit a reuse and recycling plan pursuant to Section 28.185(7)(a)5. shall submit documents showing compliance with the plan within sixty (60) days of completion of demolition. A demolition or removal permit is valid for one (1) year from the date of the Plan Commission.
5. Provide a count for the electric vehicle ready and electric vehicle installed stalls on the parking floor plan pages. A minimum of 10% of the residential parking stalls (29 stalls) must be electric vehicle ready, and a minimum of 2% of the stalls (6 stalls) must be electric vehicle installed. One (1) of the electric vehicle installed stalls must be an accessible stall.
6. As each commercial tenant space is leased, the entire development must reflect compliance in the required type and number of vehicle and bicycle parking spaces, to be reviewed prior to obtaining zoning approval for each use.
7. Bicycle parking for the residential dwelling units shall comply with the requirements of MGO Sections 28.141(4)(g) and 28.141(11) and shall be designated as short-term or long-term bicycle parking. A minimum of 295 resident bicycle stalls are required plus a minimum of 29 short-term guest stalls. Up to twenty-five percent (25%) of bicycle parking may be structured parking, vertical parking or wall mount parking, provided there is a five (5) foot access aisle for wall mount parking. Show the dimensions of the bicycle stalls and the access aisles on the floor plans. NOTE: A bicycle stall is a minimum of two (2) feet by six (6) feet with a five (5) foot wide access area. Submit a detail showing the models of bike racks to be installed.
8. Bicycle parking for the commercial tenant spaces shall comply with the requirements of MGO Sections 28.141(4)(g) and 28.141(11) and will be reviewed prior to obtaining zoning approval for each use. Provide a minimum of 8 short-term bicycle parking stalls located in a convenient and visible area on a paved or pervious surface. A food and beverage use such as a restaurant or restaurant-tavern will be required to have a minimum number of bicycle stalls equal to 15% of capacity of persons. Bicycle parking shall be located at least as close as the closest non-accessible automobile parking and within one hundred (100) feet of a principal entrance.

9. Required loading facilities shall comply with MGO Section 28.141(13). Provide a minimum of one 10' x 50' loading area with 14' vertical clearance to be shown on the plan. The loading area shall be exclusive of drive aisle and maneuvering space. Identify and show the dimensions of the loading area on the site plan.
10. 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.
11. Provide details demonstrating compliance with bird-safe glass requirements Section 28.129. Identify which glass areas will be treated, and provide details of the specific treatment that will be used. For building façades where the first sixty (60) feet from grade are comprised of less than fifty percent (50%) glass, at least eighty-five percent (85%) of the glass on glass areas fifty (50) square feet or over must be treated. Of all glass areas over fifty (50) square feet, any glass within fifteen (15) feet of a building corner must be treated.
12. The capacity shall be established for the outdoor eating area. Occupancy is established by the Building Inspection Unit. Contact Building Inspection staff at (608) 266-4559 to help facilitate this process.
13. 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.
14. 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

City Engineering Division (Contact Tim Troester, 267-1995)

15. Developer shall enter into a developer agreement with the Madison Metropolitan Sewerage District (MMSD) to relocate the MMSD facilities (24" diameter sewer, and 30" diameter force main (inactive)) as a condition of plan approval. Applicant shall provide proof of an executed developer's agreement as a condition of plan approval. Applicant shall grant a new easement for the relocated MMSD Sanitary Sewer Facilities of adequate size and configuration as required by the Madison Metropolitan Sewerage District. Upon abandonment of the existing MMSD sanitary sewer facilities, coordinate the release of the existing Sanitary Sewer Easement per Document No. 1173377 with MMSD. All MMSD relocations are subject to WDNR approval prior to installation of sewer facilities. Applicant shall provide confirmation from MMSD that the selected locations and easements for MMSD owned facilities are acceptable with MMSD. All new easements shall be shown and labeled on the site plans.
16. This site requires rerouting of existing storm sewer that currently runs through the site on an easement. The applicant shall enter into a development agreement with the City of Madison to relocate that storm sewer at their expense. Plans shall be reviewed and approved by the City Engineer. Coordinate releases of City of Madison Easements with Jeff Quamme of Engineering Mapping.
17. Enter into a City / Developer agreement for the required infrastructure improvements. Agreement to be executed prior to sign off. Allow 4-6 weeks to obtain agreement. Contact City Engineering to schedule the development and approval of the plans and the agreement. (MGO 16.23(9)c)

18. Construct sidewalk, terrace, curb and gutter and asphalt to a plan as approved by City Engineer
19. 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))
20. 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)
21. Obtain a permanent sewer plug permit for each existing sanitary sewer lateral serving a property that is not to be reused and a temporary sewer plug permit for each sewer lateral that is to be reused by the development. The procedures and fee schedule is available online at <http://www.cityofmadison.com/engineering/permits.cfm>. (MGO CH 35.02(14))
22. An Erosion Control Permit is required for this project. See Storm comments for permit specific details and requirements.
23. This site appears to disturb over one (1) acre of land and requires a permit from the WDNR for stormwater management and erosion control. The City of Madison has been required by the WDNR to review projects for compliance with NR216 and NR-151 however a separate permit submittal is still required to the WDNR for this work. The City of Madison cannot issue our permit until concurrence is obtained from the WDNR via their NOI or WRAPP permit process. Contact Eric Rortvedt at 273-5612 of the WDNR to discuss this requirement. Information on this permit application is available on line: <http://dnr.wi.gov/Runoff/stormwater/constrformsinfo.htm>. The applicant is notified that the City of Madison is an approved agent of the Department of Safety and Professional Services (DSPS) and no separate submittal to this agency or CARPC is required for this project to proceed.
24. Provide the City Engineer with a survey indicating the grade of the existing sidewalk and street and hire a Professional Engineer to set the grade of the building entrances adjacent to the public right of way. Building entrance grades must be approved by the City Engineer prior to signing off on this development. (POLICY)
25. Provide deposit as required by City Traffic Engineer for future John Nolen Drive crosswalk work to be constructed.
26. Revise the site plan to show all existing public sanitary sewer facilities in the project area as well as the size, invert elevation, and alignment of the proposed service. (POLICY)
27. Revise the plans to show a proposed private internal drainage system on the site. Include the depths and locations of structures and the type of pipe to be used. (POLICY AND MGO 10.29)
28. The area adjacent to this development is subject to backwater flooding from Lake Monona. Minimum entrance elevations for ramps to underground parking and to entrances shall be set at elevation 852.00. Structure exposed below this elevation shall be constructed of water resistant materials such as concrete or brick. This is elevation shall be considered a minimum elevation. The Developer is encouraged to

conduct their own risk and flood analysis and determine if this elevation is sufficiently protective for their risk tolerance.

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

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

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

(POLICY)

This project appears to require fire system testing that can result in significant amounts of water to be discharged to the project grade. The Contractor shall coordinate this testing with the erosion control measures and notify City Engineering 608-266-4751 prior to completing the test to document that appropriate measures have been taken to prevent erosion as a result of this testing.

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

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 submit a Storm Water Management Permit application, associated permit fee, Stormwater Management Plan, and Storm Water Management Report to City Engineering. The Stormwater Management Permit application can be found on City Engineering's website at <http://www.cityofmadison.com/engineering/Permits.cfm>.

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

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

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

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

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

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

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

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

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

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

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

Management Maintenance Agreement (SWMA) for review and approval that covers inspection and maintenance requirements for any BMP used to meet stormwater management requirements on this project.

Submit a draft Stormwater Management Maintenance Agreement (SWMA) for review and approval that covers inspection and maintenance requirements for any BMP used to meet stormwater management requirements on this project.

31. Submit, prior to plan sign-off but after all revisions have been completed, a digital CAD file (single file) to the Engineering Division that is to scale and represents final construction with any private storm and sanitary sewer utilities.

City Engineering Division – Mapping Section (Contact Jeff Quamme, 266-4097)

32. The City's Quit Claim Deed per Document No. 3259688 does not resolve any claim the State of Wisconsin may have to the lands underlying the City's Quit Claim Deed. The Quit Claim area comprises a substantial portion of the planned site. This matter needs to be resolved before the City will approve any building improvement within the Quit Claim area. The resolution can be a disposal of surplus lands, a lease or other documentation clearing title from the Wisconsin DOT, allowing for the construction of the building over any portion of those lands within the Quit Claim Deed and as proposed by these plans.

33. Provide a recorded copy of the required new Madison Metropolitan Sewerage District Sanitary Sewer Easement required for the relocation of the existing sewer facilities prior to final site plan sign off. Upon the removal of the existing MMSD sewer facilities within this site, provide a recorded copy of the release of the Sanitary Sewer Easement per Document No 1173377.
34. Grant a Public Water Main Easement(s) to the City for the public water main to be relocated. Coordinate the size and configuration of the easement and the Real Estate project with Madison Water Utility Staff. Provide the recorded copy of the recorded easement prior to final site plan sign off. Jeff Quamme (jrquamme@cityofmadison.com) can assist with the Real Estate project needs.
35. Applicant is solely responsible for the release of the existing utility easement per Doc 2725871 and the granting of the new utility easement for the relocated dry utilities as noted on the plan.
36. Provide for review the easement agreement for the two sanitary laterals serving the parcel to the west that cross the northerly corner of this parcel. The document(s) shall be executed and recorded prior to building permit issuance.
37. The Public Storm Sewer to be removed per the plans lies within the area of a Quit Claim by the City of Madison per Doc No 3259688. The City is not aware of any other existing Public Storm Sewer Easement(s) within this proposed site for the existing facilities to be removed. Coordinate with Jeff Quamme (jrquamme@cityofmadison.com) any easement releases for the existing storm sewer that may be discovered necessary to develop this site as planned.

38. Applicant shall be aware that if the alternate route is to be used for the watermain, they will be required to coordinate with the Water Utility the necessary permit(s) for the public watermain within the adjacent railroad right of way.
39. The apartment base address is 250 E Olin Ave. The commercial base address is 252 E Olin Ave. The site plan shall reflect a proper street address of the property as reflected by official City of Madison Assessor's and Engineering Division records.

Traffic Engineering Division (Contact Sean Malloy, 266-5987)

40. Parking deck is insufficiently labeled/dimensioned for a proper review. If the parking does not meet MGO 10.08 the applicant can expect to be required to make major alteration which may or may not impact structural elements of this site.
41. The applicant shall submit a deposit of \$40,000 payable to City Treasurer for the installation of pedestrian improvements at the John Nolen/Olin intersection and improvements to Olin Avenue.
42. The applicant shall work with Traffic Engineering on resolving issues with the proposed driveways, specifically, the number of driveways. The driveways on the plan, as shown, do not appear to conform with MGO 10.08(2).
43. The applicant shall work with Traffic Engineering and Engineering to provide an easement along the Northern edge of their site to allow for a future path connection to Wingra Creek Bike Path to provide bicyclists and pedestrians better access to the Capital City Trail.
44. The applicant shall submit one contiguous plan showing proposed conditions and one contiguous plan showing existing conditions for approval. The plan drawings shall be to engineering scale and include the following, when applicable: existing and proposed property lines; parcel addresses; all easements; vision triangles; pavement markings; signing; building placement; items in the terrace such as signs, street light poles, hydrants; surface types such as asphalt, concrete, grass, sidewalk; driveway approaches, including those adjacent to and across street from the project lot location; parking stall dimensions, including two (2) feet of vehicle overhang; drive aisle dimensions; semitrailer movement and vehicle routes; dimensions of radii; and percent of slope.
45. 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.
46. 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.
47. All parking facility design shall conform to MGO standards, as set in section 10.08(6).
48. All bicycle parking adjacent pedestrian walkways shall have a 2 foot buffer zone to accommodate irregularly parked bicycles and/or bicycle trailers.

49. Per Section MGO 12.138 (14), this project is not eligible for residential parking permits. It is recommended that this prohibition be noted in the leases for the residential units.
50. The applicant shall adhere to all vision triangle requirements as set in MGO 27.05 (No visual obstructions between the heights of 30 inches and 10 feet at a distance of 25 feet behind the property line at streets and 10 feet at driveways.). Alteration necessary to achieve compliance may include but are not limited to; substitution to transparent materials, removing sections of the structure and modifying or removing landscaping elements. If applicant believes public safety can be maintained they shall apply for a reduction of MGO 27.05(2)(bb) - Vision Clearance Triangles at Intersections Corners. Approval or denial of the reduction shall be the determination of the City Traffic Engineer.
51. The applicant shall provide a clearly defined 5' walkway from the front door to the public Right of Way clear of all obstructions to assist citizens with disabilities, especially those who use a wheel chair or are visually impaired. Obstructions include but are not limited to tree grates, planters, benches, parked vehicle overhang, signage and doors that swing outward into walkway.
52. City of Madison radio systems are microwave directional line of sight to remote towers citywide. The building elevation will need to be reviewed by Traffic Engineering to accommodate the microwave sight and building. The applicant shall submit grade and elevations plans if the building exceeds three stories prior to sign-off to be reviewed and approved by Phillip Nehmer, (266-4769) (pnehmer@cityofmadison.com) 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.
53. "Stop" signs shall be installed at a height of seven (7) feet from the bottom of the sign at all class III driveway approaches, including existing driveways, behind the property line and noted on the plan. All directional/regulatory signage and pavement markings on the site shall be shown and noted on the plan.
54. The applicant shall show the dimensions for the proposed class III driveway including the width of the drive entrance, width of the flares, and width of the curb cut.
55. All existing driveway approaches on which are to be abandoned shall be removed and replaced with curb and gutter and noted on the plan.
56. Include a parking plan demonstrating how specific stalls, to be used by the commercial site, will be reserved. Include any signage to be used to achieve this goal in the submitted plans.
57. The applicant shall prepare a TDMP (Traffic Demand Management Plan) to be reviewed and approved by the City Traffic Engineer. MGO (28.183(6)(a)(6)
58. Applicant shall submit for review a Commercial Delivery Plan. This plan will include times, vehicle size, use of loading zones and all related turning movements.
59. Applicant shall submit for review a waste removal plan. This shall include vehicular turning movements.

Fire Department (Contact Bill Sullivan, 261-9658)

60. Provide access along with a standpipe hose connection to all green roof locations.

61. The proposed FDC on the northeast corner of the building is not acceptable, relocate to the eastern section of the southern face along Olin Ave.

62. The project shall comply with all provisions of Madison General Ordinance Chapter 34 & the International Fire Code 2018 Edition.

Parks Division (Contact Ann Friewald, 243-2848)

63. Park Impact Fees (comprised of the Park Infrastructure Impact Fee, per MGO Sec. 20.08(2)), and Park-Land Impact Fees, per MGO Sec. 16.23(8)(f) and 20.08(2) will be required for all new residential development associated with this project. This development is within the Central Park-Infrastructure Impact Fee district. Please reference ID# 21021 when contacting Parks about this project.

Forestry Section (Contact Brad Hofmann, 267-4908)

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

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

66. City Forestry will issue a street tree removal permit for 3 trees: 4" Elm, 2" Hackberry, & 2" Locust trees due to underground utilities demos and installations. Add as a note on the plan set.

Water Utility (Contact Jeff Belshaw, 261-9835)

67. Currently, the Alternate Utility plan is the only approved plan.

68. A Modify Mains/Services Application Form and deposit must be submitted before modifying the public water system. Provide at least two working days' notice between the application submittal and the requested installation or inspection appointment. Application materials are available on the Water Utility's Plumbers & Contractors website (<http://www.cityofmadison.com/water/plumbers-contractors>), otherwise they may be obtained from the Water Utility Main Office at 119 E Olin Ave. A licensed plumber signature is required on all water applications. The property owner or authorized agent is also required to sign the application. If you have questions regarding water service applications, please contact Madison Water Utility at (608) 266-4646.

Metro Transit (Contact Tim Sobota, 261-4289)

69. The applicant shall maintain or replace the accessible bus stop boarding pad at the Metro bus stop zone that is on the north side of E Olin Avenue, west of John Nolen Drive.
70. The applicant shall install and maintain a new passenger waiting shelter with seating amenity - either as part of the private landscape plan or in the public right-of-way area. If located in the public right-of-way, the applicant shall submit a Privilege in Streets (Bus Shelter) application for review by the City. An approved Encroachment Agreement, for the bus shelter, shall be executed prior to sign off. Contact City Real Estate to start the Privilege in Streets (Bus Shelter) application process. (MGO 10.31)
71. The applicant shall include the location of these transit amenities on the final documents filed with their permit application so that Metro Transit may review the design.
72. Metro Transit operates daily all-day transit service along E Olin Avenue adjacent this property - with trips at least every 60 minutes.