

PLANNING DIVISION STAFF REPORT

November 3, 2025

PREPARED FOR THE PLAN COMMISSION



Project Address: 139 West Wilson Street (District 4 – Alder Verveer)
Application Type: Conditional Use
Legistar File ID # [89236](#)
Prepared By: Colin Punt, AICP, Planning Division
Report includes comments from other City agencies, as noted.
Reviewed By: Kevin Firchow, AICP, Principal Planner
Meagan Tuttle, AICP, Planning Division Director

Summary

Applicant: Doug Pahl; Aro Eberle Architects; 433 W Washington Ave #400; Madison WI 53703

Owner: Randall P Alexander; 2935 Fish Hatchery Rd #220; Madison, WI 53711

Requested Action: The applicant is seeking approval of the following conditional uses:

- A new building greater than six (6) stories per §28.076(4)(c) MGO
- A building or structure located within one mile of the center of the State Capitol Building exceeding the elevation of the base of the columns of said Capitol Building or one hundred eighty-seven and two-tenths (187.2) feet, City datum per §28.134(3) MGO

Proposal Summary: The applicant is seeking approvals to construct a sixteen-story 320-unit residential building upon demolition of an existing four-story building.

Applicable Regulations & Standards: Standards for conditional use approval are found in §28.183(6) M.G.O.

Review Required By: Urban Design Commission, Plan Commission

Summary Recommendations: The Planning Division recommends that if the Plan Commission can find that the standards for conditional uses are met, then it should **approve** the conditional uses for a 16-story multifamily building at 139 West Wilson Street, subject to input at the public hearing and the conditions recommended by the Planning Division and other reviewing agencies beginning on page 8.

Background Information

Parcel Location: The subject site is 16,849 square feet located on the southeast side of West Wilson Street between South Carroll Street and South Henry Street. The site is within Alder District 4 (Alder Verveer) and the Madison Metropolitan School District.

Existing Conditions and Land Use: The site, zoned UMX (Urban Mixed Use), is currently occupied with a 26,000-square foot, four-story mixed-use building with a surface vehicle parking lot. The building was originally constructed in 1962.

Surrounding Land Uses and Zoning:

Northwest: Across West Wilson Street, the Dane County Courthouse, zoned PD (Planned Development district);

Southwest: An eleven-story mixed-use building zoned UMX;

Southeast: Wisconsin & Southern Railroad and John Nolen Drive with Law Park beyond, zoned UMX and DC (Downtown Core district); and

Northeast: Construction site for an approved 15-story mixed-use building zoned UMX.

Adopted Land Use Plan: The [Comprehensive Plan](#) (2023) recommends Downtown Core (DC) for the site. The [Downtown Plan](#) (2012) recommends Downtown Core Mixed-Use.

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

Requirements	Required	Proposed
Lot Area (sq. ft.)	3,000	16,849
Lot Width	30 ft	66 ft
Front Yard Setback	5 ft	5 ft
Max. Front Yard Setback	10 ft	5 ft
Side Yard Setback	None	5 ft, 21 ft
Rear Yard Setback	10 ft	10.7 ft
Maximum Lot Coverage	90%	82%
Minimum Building Height	2 stories	16 stories
Maximum Building Height	Capitol View	16 stories

Site Design	Required	Proposed
Number Parking Stalls	None	None
Electric Vehicle Stalls	None	None
Accessible Stalls	1	1
Loading	None	None
Number Bike Parking Stalls	352	341 (see Zoning comment 11)
Landscaping and Screening	Yes	Yes (see Zoning comment 12)
Lighting	Yes	Yes
Building Form and Design	Yes	Large Multi-Family

Other Critical Zoning Items	UDC (UMX), Utility Easements
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Table Prepared by Jacob Moskowitz, 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. Madison Metro operates the all-day C and 38 lines along West Wilson Street. Rapid routes A, B, and F, as well as all-day routes R and E and peak-service-only route 75 operate on Capitol Square, approximately two blocks away. The peak-service-only route 65 operates on Broom Street, also approximately two blocks from the subject site.

Project Description

The applicant is seeking approval of the necessary conditional uses to construct a sixteen-story residential building following demolition of the existing four-story mixed-use building.

Following demolition, which is not before the Plan Commission for consideration, the applicant proposes to construct a 16-story building with 320 dwelling units composed of 316 efficiencies and four two-bedroom units. Resident amenities on the first floor include a lobby, fitness room, mail room, package room, mechanical and

utility spaces, and loading space. More than half of the first-floor footprint is dedicated to bicycle parking. The 16th floor includes meeting rooms, co-working space, and a community lounge with views of Lake Monona. An outdoor community terrace wraps the north side and the rear of the building.

The lower four stories of the northwesterly corner step back approximately eight feet to create an entry area. The front entry doors are set in a 16-foot tall wood frame. The recessed entry, along with one other portion of the building, are designed with a glass curtain wall and art wall assembly with internal lighting. Art images printed on aluminum composite panels are proposed to be mounted behind a glass curtain wall and internally lit with a neon-LED light source. The art wall locations are at the recessed Wilson Street entry space (42 feet tall, 20 ft wide, 8 ft deep and the interior walls of the loading space garage.

The primary façade material at the bottom floor is a darker gray precast concrete panel system. The top two floors are clad in a similar, but lighter-colored off-white precast concrete panel. The primary façade material for floors two through fourteen is a geometrically faceted concrete panel system. Trim and accent materials include black aluminum for window and door frames and louvers, a woodgrain-patterned aluminum panels system, and the aforementioned glass curtain wall and art wall assembly.

The top of the proposed parapet is approximately three inches below the Capitol View Height Limit (1032.8 feet above sea level). A penthouse located near the Wilson Street façade and housing the elevator overrun and stairway for Fire Department roof access extends approximately 7'-2 ½" above the parapet, which places the top of the structure 6'-11.2" above the Capitol View Height Limit. The elevator overrun is set 19 feet back from the front façade and is approximately 23 feet long and 17 feet wide. The provided roof drawings also include a 30,000 kWH rooftop photovoltaic array that is below the height of the parapet and therefore also lower than the Capitol View Height Limit, as well as an 1,100-square foot green roof.

While a previous iteration of the proposal included an on-site four-vehicle car share program, the parking area for the cars is now shown to be a loading zone. The mural-painted driveway to the loading zone within the first floor is up to 20 feet wide to double as a loading zone while intended to still allow pedestrians access to the rear garden. The applicant has indicated in the letter of intent that the management company will provide car share vehicles and private parking stalls as needed in the nearby Dane County parking structure; no long-term resident parking is proposed on-site. In addition, there are 320 indoor bicycle parking stalls on the first floor and 21 outdoor bicycle parking stalls.

Proposed landscaping is minimal, with deciduous trees along the back lot line adjacent to the railroad right-of-way and the rear half of the northern edge of the parcel. Other landscaping is a mix of deciduous and evergreen shrubs, grasses and perennials, low groundcover, and hardscaping. The western corner of the site includes a community space that features grilling and eating areas, a fire pit, and seating areas overlooking Lake Monona.

Analysis

This request is subject to the standards for conditional uses. This section begins with a summary of adopted plan recommendations, then reviews conditional use standards, which includes a description of Urban Design Commission findings, and finishes with a short review of public input.

Consistency with Adopted Plans

The [Comprehensive Plan](#) (2023) recommends Downtown Core (DC), which represents the nucleus of downtown and accommodates a wide variety and mix of uses at high intensities in large-scale buildings. The [Downtown Plan](#)

(2012) recommends Downtown Core Mixed-Use for the site, with a maximum building height at the Capitol View Preservation Limit. The Downtown Plan also places the site within the Downtown Core district, which accommodates a wide variety of office, employment, retail, government, residential, and other uses in larger-scale buildings that comprise the most densely developed part of the city. Staff believes the proposal can be found to be consistent with the adopted plans.

Conditional Use Standards

The applicant is requesting approval of conditional uses for a new building of more than six (6) stories and a building or structure located within one mile of the center of the State Capitol Building exceeding the elevation of the base of the columns of said Capitol Building within the UMX district to construct the proposed development.

In regard 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) M.G.O. are met. Staff advises the Plan Commission that in evaluating the conditional use standards, State law requires that conditional use findings must be based on "substantial evidence" that directly pertains to each standard and not based on personal preference or speculation. §28.183(6) M.G.O. lists sixteen approval standards, of which not all are applicable to every conditional use.

For this request, Standards 7 and 9-15 do not apply, while standards 1-6, 8, and 16 are applicable. Staff believes that the Plan Commission can find standards 1, 2, 4, and 6 to be met. This report provides additional staff analysis regarding standards 3, 5, 8, and 16.

Standards 3 and 5

Regarding approval standard 3, that "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," and approval standard 5, that "adequate utilities, access roads, drainage, internal circulation improvements for pedestrians, bicyclists, public transit and vehicles, parking supply (in cases with minimum parking requirements) and other necessary site improvements have been or are being provided," staff have concerns regarding the number of proposed units and number of future residents on so narrow a parcel with a single street frontage. While the density of both dwelling units and bedrooms is considerably higher than other buildings in the area, mathematical density is not a zoning consideration in this district, nor is itself a conditional use standard. However, related to these standards, the site and site design must be found adequate to support the anticipated number of residents and impacts should be considered, especially as it pertains to approval standards 3 and 5.

The table below provides the dwelling units and bedroom counts for certain recent large-scale mixed-use and multifamily buildings proposed along Wilson Street.

Address	Dwelling Units	Bedrooms	Lot Area	Lot Width at Street Frontage	Vehicle Parking/Loading*
139 W Wilson St <i>This Proposal</i>	320	324	16,849 SF	66 ft	0/3
131 W Wilson St	263	359	33,092 SF	132 ft	257/2
121 E Wilson St	337	440	47,049 SF	264 ft	345/1
145-151 W Wilson St	206	231	34,848 SF	396 ft	237/1
149 E Wilson St	127	191	15,916 SF	99 ft	127/0

*Temporary loading zone spaces identified on plans; not all are loading zones as defined in Zoning code

Staff notes that while the proposed residential density of over 800 dwelling units per acre is over twice the density of any of the other sample proposals and has a 60% greater bedrooms per acre density than the next most dense proposal (149 E Wilson is next most dense for both measures), it is the density related to the lot width and street frontage that raises concerns for staff. The subject site has only 66 feet of lot width at the street frontage in which to accommodate all necessary pedestrian, bicycle, and intermittent loading and service vehicle access movements in and out of a site anticipated to have well over 300 residents based on the proposed number of units. Staff has concerns that the combination of small loading spaces and the dual driveway-loading zone combination layout may cause issues with resident move-in and move-out arrangements, trash pick-up, delivery operations, and pedestrian and bicycle access to the building. With the lack of on-site parking, which is somewhat unprecedented for non-student-oriented downtown developments, though permitted, staff anticipate there may be additional need for delivery and ride-share related trips for the residents.

To address loading and other pick-up and drop-off needs, the plans appear to show that there are potentially up to five spaces for vehicles, though these spots do not meet the dimensional requirements to be considered loading zones per the Zoning Code. Based on the site and driveway layout and turning templates provided by the applicant, staff believes that no more than three stalls could be able to be used at any one time, as full use of the loading zones appears to prevent ingress and egress by the vehicles. While not meeting the definition of a loading zone, the available spaces could nonetheless be used by passenger vehicles and smaller delivery vehicles, and staff acknowledge that several of the referenced developments provided on-site loading in this manner and this is a common occurrence in many other multifamily buildings. In considering the available facilities, while there are parking meters on the opposite side of West Wilson Street, there is little on-street stopping or loading space nearby due to a two-way cycle track installed by the City as part of a recent Wilson Street construction project.

As a comparison, the other reviewed properties are on wider lots at the street frontage allowing for on-site intermittent loading and service vehicle access movements. Except for 145-151 West Wilson Street, which turns the corner to North Henry Street, all of the sampled proposals have access only on Wilson Street and must necessarily accommodate all resident and visitor traffic, as well as rideshare, deliveries, move-ins and move-outs, and refuse pick up within that lot width, except for limited use of the street when legally allowed. While the proposed building at 131 West Wilson Street has more bedrooms and 121 (now 109) East Wilson Street has more units and bedrooms than this proposal, those proposals have two and four times more lot width at the street frontage, respectively, thus allowing greater flexibility in site design to accommodate these necessary activities.

Additionally, staff has also reviewed ten recently student-oriented development proposals approved by the City in the last five years. These proposals, with between 144 and 465 dwelling units and 488 and 1301 bedrooms, share some similarities with the subject proposal due to their very low parking ratios and expectations for low vehicle ownership amongst residents. Of the ten proposals in the sample group, seven included dedicated temporary loading areas and ride share pickups for multiple vehicles in pull-offs, loops, or turn-arounds out of the flow of street or interior site traffic. Of the seven, only one required backing out of the loading areas into a driveway such as the subject site; all others accommodated pull-through maneuvers. Only one of the ten did not include any on-site temporary loading spaces.

While staff have some concerns and questions regarding the adequacy of loading, loading zones are not required by the Zoning Code for this use at this location. But, as noted by Traffic Engineering staff, concerns have been brought to Traffic Engineering and Planning Division staff regarding the high usage of delivery and rideshare in the area. Particularly, there is concerns that this site will contribute to delivery and rideshare vehicles using the Wilson Street cycle track as a loading zone due to the limited on-site loading, for which Traffic Engineering has few solutions. The neighborhood has expressed concerns with the current delivery usage of the Wilson cycle track in this area. As noted above, the site driveway is widened to double as a loading zone while still intending to allow

pedestrians access to the site and for access to the in-building loading zone. So while the concerns about the flow of traffic into, from, and around the site are predominantly related to approval standard 5, due to the density of the development, off-site issues may be cause which relate to standard 3 as well.

Regarding other on-site infrastructure, while the proposal does provide adequate resident bicycle parking, it does not provide the required minimum amount of visitor bicycle parking as dictated by the Zoning Code. However, with the recommended conditions of approval to provide a management plan that adequately addresses the issues raised, to meet the minimum bicycle parking requirements, to work with Traffic Engineering to address access issues, and to provide a satisfactory transportation demand management plan, staff believes the Plan Commission could find standards 3 and 5 met.

Finally, also related to standard 3, in order to minimize light spill-over to surrounding residential properties, staff has recommended a condition of approval that all illuminated art walls, including those within the front entrance area, shall be turned off or dimmed to the minimal setting every night prior to 10 p.m. Also, staff has recommended a condition that refuse and recycling collection occur no earlier than 9:00 a.m. to minimize impacts on morning traffic patterns and on residents of surrounding buildings, a condition that has previously been included in the approval of the County Public Safety Building expansion located directly across West Wilson Street from the subject property. Again, with these conditions, staff believes the Plan Commission could find standard 3 met.

Standard 8 and UDC

Staff also provides comments regarding Conditional Use approval standard 8, that “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 (UDC) for comment and recommendation.” This proposal has been reviewed by the UDC as required by the UMX zoning district. Due to its location downtown and the zoning, the proposal is subject to UDC’s review against the recommendations of the [Downtown Urban Design Guidelines](#). Previous versions of this proposal have been reviewed by UDC on several occasions in the past, with UDC recommending denial of the proposal at its January 24, 2024 meeting. The proposal now before the Plan Commission has been updated by the applicant to reflect past comments from the UDC and conversations with staff.

In the [staff report to the UDC](#), staff identified issues and considerations regarding building modulation and articulation to distinguish architectural components (top, middle, base), projections into Capitol View Preservation Height Limit area, the height and design of the main entrance, the proposed material palette, long views, landscaping, and lighting. At its October 22, 2025 meeting, the UDC made an advisory recommendation to approve the proposal with the following conditions:

- The entry portal be revised to be four-stories to maintain proportions and datums with the adjacent development.
- The faux wood material shall be incorporated into the design of the ground floor entry on the back (east) side of the building, similar to the front elevation.
- The elevator penthouse design shall be refined to be more integrated into the design of the building, including with the building wall below.
- If feasible, a larger change in plane shall be incorporated into the building design at the upper two floors to provide more articulation at the top of the building.
- The landscape plan shall be refined to reflect a wider variety of native perennial plantings and not an exclusive use of annuals along the front elevation.

In its motion, UDC also recommended that the Plan Commission analyze closely the parking and site circulation, related to approval standard 5 discussed above. See Legislative ID [88479](#) for more information about the UDC discussions and actions regarding this proposal.

Standard 16

Under Wisconsin State Statute and Madison General Ordinance (MGO), certain projections are permissible into the Capitol View Preservation area, if approved by the Plan Commission as a conditional use. Section 28.134(3) MGO states, with regard to Capitol View Preservation (CVP), that “no portion of any building or structure located within one (1) mile of the center of the State Capitol Building shall exceed the elevation of the base of the columns of said Capitol Building...Provided, however, this prohibition shall not apply to any church spires, flagpoles, communication towers, elevator penthouses, screened air conditioning equipment and chimneys exceeding such elevation, when approved as conditional uses.” Conditional Use standard of approval 16 states that when applying the Conditional Use standards to an application for allowable projections into the Capitol View Preservation Area, the Plan Commission shall “only approve the projection if it determines the encroachment is the minimum necessary and does not significantly impact the long views of the State Capitol building.”

The top of the proposed parapet is approximately three inches below the Capitol View Height Limit (1032.8 feet above sea level). A penthouse located near the Wilson Street façade and housing the elevator overrun and stairway for Fire Department roof access extends approximately 7'-2 ½" above the parapet, which places the top of the structure 6'-11.2" above the Capitol View Height Limit. The elevator overrun penthouse is approximately 23 feet long and 17 feet wide (approximately 391 square feet).

In considering similar conditional use approvals, taller elevator penthouse projections and more extensive mechanical yard screens have been approved elsewhere in Downtown:

- 1 North Pinckney Street (American Exchange Building environs), while as yet unbuilt, was approved with mechanical equipment 12'-7" above the CVP height limit, mechanical yard screening of 12'-5" above the limit, and an elevator over-run 15'-11" over the height limit.
- 223 South Pinckney Street (Block 105) and 216 South Pinckney Street (Block 88) were both approved with mechanical screening walls that projected 16 feet above the CVP height limit, but the Block 88 mechanical yard was revised to just under 10 feet above the CVP height limit.
- Block 89, between Doty Street and Capitol Square, was approved with two mechanical yard projections 16 feet over the CVP height limit of approximately 1,755 square feet and 4,134 square feet, though the second was built to be approximately 1,200 square feet.
- The East Wilson Street Hilton Hotel includes an approximate 13 foot CVP height limit screening projection that covers an approximate area of 1,040 square feet.
- The redevelopment of the Lake Street public parking structure at 415 North Lake Street was approved with an extension of approximately 8 feet above the CVP height limit for an elevator penthouse.
- At 121 (now 109) East Wilson Street, the building's elevator over-run extends approximately 14'-8" above the CVP height and the two mechanical yards approximately 12'-4". The two mechanical yards are approximately 1,969 square feet and 2,366 square feet.
- Immediately adjacent to the subject site, at 131 West Wilson Street, the approved building's elevator over-run extends approximately 5'-8" above the CVP height.

The applicant has provided, at the request of staff, [long view studies](#) from a previous (but identically-sized) iteration of the proposal from Olin Park and John Nolen Drive illustrating the building's height and the projection and the relationship to the Capitol building. Such views are important studies to evaluate the impacts of both the

height and area of the projections. Such views do not specifically depict the extent of the overrun, though based on the provided information, staff notes that the projection is smaller than others that have been approved both in terms of height and area. Based on the provided information, staff believes that standard 16 can be found met, though staff recommends a condition of approval requiring the applicant to work with staff to further reduce the scale of the projection.

Public Input

A neighborhood meeting regarding the proposal was held on September 11, 2025. At time of writing, Staff has received several instances of written comment from the public, which are available with the legislative file for this request.

Conclusion

When considering the adopted plan recommendations, the proposed uses, surrounding land uses, proposed conditions of approval, recommendation of the UDC, and the Downtown Design Guidelines, staff believe the Plan Commission can find that approval standards 1, 2, 4, 6, 8, and 16 to be met and that approval standards 7 and 9-15 do not apply to these conditional uses. When considering the proposed conditions of approval and discussions of the standards above, staff believes it is possible that the Plan Commission find approval standards 3 and 5 to be met. If the Plan Commission does find that all applicable the standards for conditional uses are met, it should approve the request. However, if the Commission does not find either or both approval standards met, it should clearly communicate its findings with regard to that decision. If the Commission does not find the standards of approval met, it can place the request of file or refer the request to a future meeting with direction to the applicant to make appropriate changes related to the standard(s) of approval found not to be met.

Recommendation

Planning Division Recommendations (Contact Colin Punt 243-0455)

The Planning Division recommends that if the Plan Commission can find that the standards for conditional uses are met, then it **approve** the conditional uses for a 16-story multifamily building at 139 West Wilson Street, subject to input at the public hearing and the conditions recommended by the Planning Division and other reviewing agencies below:

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

Planning Division (Contact Colin Punt, 608-243-0455)

1. Prior to final sign-off, the applicant shall work with Planning and Building Inspection Division staff to identify ways to lower and minimize the overall area and height of the projections into to the Capitol View limit so they are the minimum necessary to screen rooftop the mechanical equipment. Further justification shall be approved to the Planning and Building Inspection Divisions should no further reduction be proposed. Note that an increase in the height or the area beyond what is shown in the conditional use submittal will require consideration of either a minor (administrative) or major alteration to this approval, depending on the scope of the changes.
2. That the applicant shall submit a management plan detailing resident move-in and move-out arrangements, refuse pick-up, and delivery operations for review and approval by the Zoning Administrator, Planning Division

Director, City Traffic Engineering, and/or their assigns.

3. All illuminated art walls shall be turned off or dimmed to the minimal setting every night prior to 10 p.m.
4. That the applicant provide, at minimum, the 352 bicycle parking stalls required per the zoning code.
5. That refuse and recycling collection occur no earlier than 9:00 a.m.

Urban Design Commission (Contact Jessica Vaughn, 608-267-8740)

6. The entry portal be revised to be four-stories to maintain proportions and datums with the adjacent development.
7. The faux wood material shall be incorporated into the design of the ground floor entry on the back (east) side of the building, similar to the front elevation.
8. The elevator penthouse design shall be refined to be more integrated into the design of the building, including with the building wall.
9. If feasible, a larger change in plane shall be incorporated into the building design at the upper two floors to provide more articulation at the top of the building.
10. The landscape plan shall be refined to reflect a wider variety of native perennial plantings and not an exclusive use of annuals along the front elevation.

Zoning Administrator (Contact Jacob Moskowitz, 608-266-4560)

11. 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 320 resident bicycle stalls are required plus a minimum of 32 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. 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 model of bike rack to be installed.
12. 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.
13. Provide details demonstrating compliance with bird-safe glass requirements Section 28.129. 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. All glass railings must be treated. Identify which glass areas are 50 sq. ft. or greater and which glass areas will be treated. Provide a detail of the specific treatment product that will be used.

City Engineering Division (Contact Kathleen Kane, 608-266-4098)

14. Applicant shall revise plan to show the proposed sanitary sewer lateral for the development connecting to the City sewer located in the rail corridor as a condition for plan approval.
15. 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) 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.
16. Stormwater shall be discharged to the Wilson Street ROW storm sewer and shall not be discharged to the South towards the RR.
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, gutter, pavement, and pavement markings along West Wilson Street to a plan approved by the 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. 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))
21. An Erosion Control Permit is required for this project. See Storm comments for permit specific details and requirements.
22. A Storm Water Management Report and Storm Water Management Permit is required for this project. See Storm comments for report and permit specific details and requirements.
23. A Storm Water Maintenance Agreement (SWMA) is required for this project. See Storm comments for agreement specific details and requirements.

24. This site appears to disturb less than one (1) acre of land. No submittal to the WDNR, CARPC or Department of Safety and Professional Services (DSPS) is required as the City of Madison Building Inspection Department is an approved agent for DSPS.
25. 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)
26. Revise the plans to identify the location of the public storm sewer (proposed or existing) that will serve the development show the connection of the private internal drainage system to the public storm sewer. (POLICY AND MGO OVER 10,000 SF OF IMPERVIOUS AREA 10.29 and 37.05(7)(b))
27. 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 Redevelopment: By design detain the 10-year post construction design storm such that the peak discharge during this event is reduced 15% compared to the peak discharge from the 10-year design storm in the existing condition of the site. Further, the volumetric discharge leaving the post development site in the 10year storm event shall be reduced by 5% compared to the volumetric discharge from the site in an existing condition during the 10-year storm event. These required rate and volume reductions shall be completed, using green infrastructure that captures at least the first 1/2 inch of rainfall over the total site impervious area. If additional stormwater controls are necessary beyond the first 1/2 inch of rainfall, either green or non-green infrastructure may be used.
TSS Redevelopment with TMDL: Reduce TSS by 80% off of the proposed development when compared with the existing site.
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.
28. 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 tstroester@cityofmadison.com (West).

City Engineering Division – Mapping Section (Contact Jeff Quamme, 608-266-4097)

29. Grant a Public Sidewalk Easement to the City of Madison as may be required by City Traffic Engineering for adequate sidewalk and terrace areas. Provide a map and legal description to Jeff Quamme (jrquamme@cityofmadison.com) for review and set up of the required Real Estate Project to accommodate the required sidewalk location by Traffic Engineering.

30. It has been confirmed the existing electric vault within the right of way of W Wilson St in front of this site is owned by MG&E and serves the electrical needs for the area through the vault. (vault 104-H16) Applicant shall coordinate as needed with MG&E for protection of the vault and the related facilities.
31. Applicant/contractor/owner are collectively responsible to obtain permits as necessary from the Wisconsin Department of Transportation (WisDOT) and associated Operating Railways for any demolition or construction related activities or entry for the existing and proposed retaining wall that would require occupying any portion of the Railroad Right-of-Way for any use.
32. The building and underground parking structure on the parcel to the northeast is under construction with a new residential development. Coordinate site construction accordingly. Provide recorded copies of any necessary agreements for the construction and/or maintenance of improvements (retaining walls and private storm sewer) along or adjacent to the the common lot line between the developments.
33. The address of 139 W Wilson St will be retired and archived with the demolition of the existing building. The address of the new apartment building is 143 W Wilson St.
34. 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.
35. Submit a site plan and a complete building Floor Plan in PDF format to Lori Zenchenko (lzenchenko@cityofmadison.com) that includes a floor plan of each floor level on a separate sheet/page for the development of a complete interior addressing plan. Also, include a unit matrix for apartment buildings. The Addressing Plan for the entire project shall be finalized and approved by Engineering (with consultation and consent from the Fire Marshal if needed) PRIOR to the verification submittal stage of this LNDUSE with Zoning. The final approved Addressing Plan shall be included in said Site Plan Verification application materials or a revised plan shall provided for additional review and approval by Engineering. Per 34.505 MGO, a full copy of the approved addressing plan shall be kept at the building site at all times during construction until final inspection by the Madison Fire Department. For any changes pertaining to the location, deletion or addition of a unit, or to the location of a unit entrance, (before, during, or after construction), a revised Address Plan shall be resubmitted to Lori Zenchenko to review addresses that may need to be changed and/or reapproved.

Traffic Engineering Division (Contact Sean Malloy, 608-266-5987)

36. The applicant shall dedicate Right of Way or grant a Public Sidewalk Easement for and be responsible for the construction of a five (5)-foot wide sidewalk, eight (8)-foot terrace, and additional one (1) foot for maintenance along W. Wilson Street.
37. Note: Concerns have been brought to Traffic Engineering regarding the high usage of delivery and rideshare in the area. This site will contribute to the delivery and rideshare vehicles using the Wilson Street on-street cycle track as a loading zone due to the limited on-site loading, for which Traffic Engineering has few solutions. The neighborhood has expressed concerns with the current delivery usage of the Wilson Cycle Track. The applicant shall work with Traffic Engineering to detail general curb management plans for daily site access by residents of all transportation modes, as well as by trash collection, delivery and ride share services, and other services to the site.

38. Applicant shall submit for review a residential moving plan. This plan shall include detailed information regarding the scheduling and area to be used for move in/move out operations.
39. 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.
40. 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.
41. 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.
42. All parking facility design shall conform to MGO standards, as set in section 10.08(6).
43. All bicycle parking adjacent pedestrian walkways shall have a 2 foot buffer zone to accommodate irregularly parked bicycles and/or bicycle trailers.
44. 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.
45. 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.
46. 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 Andrew Oliver, (267-1979, aoliver@cityofmadison.com) Traffic Engineering Shop, 4151 Nakoosa Trail. The applicant shall return one signed approved building elevation copy to the City of Madison Traffic Engineering office with final plans for sign off.
47. The applicant shall provide a clearly defined 5' walkway 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.

48. "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.
49. 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.
50. All existing driveway approaches on which are to be abandoned shall be removed and replaced with curb and gutter and noted on the plan.
51. Applicant shall submit for review a waste removal plan. This shall include vehicular turning movements and trash pickup location.
52. Note: This site presents difficult constructability issues; access to neighboring sites must be maintained at all times, protected walkways will be constructed and maintained as soon as possible and little to no access to the Public Right-of-Way on W. Wilson Street will be granted for construction purposes. Provide a detailed construction plan to Traffic Engineering for review by the Traffic Control Specialist prior to final signoff.

Fire Department (Contact Matt Hamilton, 608-266-4457)

53. Additional comments maybe warranted as the project design progresses to address fire & safety code requirements i.e. FDC locations and decorative fire feature safety.

Parks Division (Contact Emma Krug, 608-263-6850)

54. 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(6)(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. The Park Impact Fee ID# for this project is 25059. Visit <https://www.cityofmadison.com/parks/about/impactFees.cfm> for information about Park Impact Fee rates, calculations, and payment process.
55. Low-cost housing is exempt from Park Impact Fees. This exemption only applies to those dwelling units or bedrooms within a development that are determined to be low-cost housing. This exemption does not extend to the land dedication requirements set forth under Sec. 16.23(8)(f), MGO, nor any other impact fees that may apply to a development.
56. The park impact fee will be exempt for developments that meet the "low-cost housing" requirements, as defined as rental or owner-occupied housing units that are affordable, as that term is defined in Sec. 4.22(2), MGO, and which meet the deed restriction requirements of Sec. 4.22(7). A low-cost housing certification from the Community Development Division is required for Park Impact Fee exemptions. For projects that do not receive funding from the Community Development Division, a Land Use Restriction Agreement (LURA) with the Parks Division is required. If a Parks-LURA is required, requests can be emailed to parkimpactfees@cityofmadison.com

Forestry Section (Contact Brad Hoffman, 608-267-4908)

57. 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 (website: <https://www.cityofmadison.com/business/pw/specs.cfm>) - All street tree planting locations and tree species within the right of way shall be determined by City Forestry. A landscape plan and street tree planting plan shall be submitted in PDF format to City Forestry for approval of planting locations within the right of way and tree species. All available street tree planting locations shall be planted within the project boundaries. Add following note on both the landscape and street tree plan sets: 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.
58. On this project, the installation of a pavement support system (Silva Cell®, GreenBlue® or equivalent as approved by city) surrounding tree grate locations is required where the terrace is concrete. The Contractor shall contact City Forestry at (608) 266-4816 to identify and locate underground conflicts (utilities, vaults, conduit) or other underground obstructions and determine grate locations before support system installation. Add as a note on both the site and street tree plan set.
59. No later than five business days prior to forming concrete and constructing tree grate sites, the Contractor shall contact City Forestry at (608) 266-4816 to identify and locate underground conflicts (utilities, vaults, conduit) or other underground obstructions and determine grate locations. The Contractor will be required to obtain the grate, matching frame and/or tree guard. Tree grate type and matching frame: Neenah 4x8 (R-8815-A). Tree guard Neenah (R-8501-4818). Add as a note on both the landscape and street tree plan set.

Water Utility (Contact Jeff Belshaw, 608-261-9835)

60. A Water Service Application Form and fees must be submitted before connecting to the existing 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 service applications. For new or replacement services, the property owner or authorized agent is also required to sign the application. A Water Meter Application Form will subsequently be required to size & obtain a water meter establish a Water Utility customer account and/or establish a Water Utility fire service account. If you have questions regarding water service applications, please contact Madison Water Utility at (608) 266-4646.

Metro Transit (Contact Tim Sobota, 608-261-4289)

61. Metro Transit operates daily all-day transit service along West Wilson Street thru the South Hamilton Street intersection near this property - with trips at least every 30 minutes (every 15 minutes or less during the day on weekdays). Metro Transit operates additional daily all-day rapid transit service around the Capitol Square near this property - with trips at least every 30 minutes (every 15 minutes or less during the day on weekdays and Saturdays).
62. Metro Transit would initially estimate the following counts of potentially eligible trips towards US Green Building Council/LEED Quality Access to Transit points: 250 Weekday & 130 Weekend. Please contact Metro Transit if additional analysis would be of interest.

Parking Utility (Contact Trent Schultz, 608-246-5806)

63. A Transportation Demand Management (TDM) Plan is required for the project, per MGO 16.03. The applicant shall submit a TDM Plan to tdm@cityofmadison.com. Applicable fees will be assessed after the TDM Plan is reviewed by staff.