



PREPARED FOR THE PLAN COMMISSION

Project Address: 706 Williamson Street
Application Type: Demolition and Conditional Use
Legistar File ID #: [34335](#)
Prepared By: Heather Stouder, AICP, Planning Division
Reviewed By: Katherine Cornwell, AICP, Planning Division Director
Report Includes Comments from other City Agencies, as noted

Summary

Applicant and Property Owner: Martin Rifkin; Blount Street, LLC; PO Box 2077, Madison, WI 53701

Requested Action: Approval of the demolition of an existing commercial building and a conditional use for construction of a six-story mixed-use building at 706 Williamson Street in the TSS (Traditional Shopping Street) District. The proposal requires conditional use approval for building height exceeding three stories, for a building exceeding 25,000 square feet in size, and for a mixed-use building with more than 24 dwelling units.

Proposal Summary: The applicant proposes to demolish a one-story, approximately 12,400 square foot building for the construction of a six-story mixed use building with a 7,500 square foot commercial space on the ground floor and 55 apartment units on upper floors.

Applicable Regulations & Standards: This proposal is subject to the standards of approval for demolition (MGO Section 28.185) and conditional uses (MGO Section 28.183(6)).

Review Required By: Landmarks Commission (LC), Plan Commission (PC)

Summary Recommendation: The Planning Division recommends that the Plan Commission find that the standards can be met and **approve** the demolition and conditional use request for 706 Williamson Street. 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: 706 Williamson Street is located on the northeast corner of Williamson Street and South Blount Street; Aldermanic District 6 (Rummel); TSS (Traditional Shopping Street) District; Third Lake Ridge Local Historic District; Madison Metropolitan School District.

Existing Conditions and Land Use: The 15,840 square foot (0.36-acre) property is developed with a one-story commercial building constructed in 1926, and remodeled in both 1998 and 2007. The 15,840 square foot building currently has multiple commercial tenants, and a loading dock accessed from Blount Street.

Surrounding Land Use and Zoning:

Northwest: Three-story office building in the Traditional Shopping Street (TSS) District.

Northeast: Four-story office building and surface parking area in the Planned Development (PD) District.

Southeast: Across Williamson Street to the southeast, the Elks Club, a one-story building and surrounding surface parking area in the TSS District.

South/Southwest: Directly south, diagonal across Blount and Williamson Streets, the Fauerbach Residential Condominiums in the PD District. Across South Blount Street to the southwest, Red Caboose childcare facility in the Traditional Employment (TE) District

Adopted Land Use Plan: The Comprehensive Plan (2006) recommends Community Mixed-Use for this area. Mixed-use buildings compatible with the scale and context of the surrounding neighborhood are among the many recommended land uses. Net residential densities in these areas generally should not exceed 60 dwelling units per acre unless supported in a neighborhood or special area plan. The Marquette-Schenk-Atwood Neighborhood Plan (1994) included this property within the “Williamson Street Downtown Commercial District B”, where ground floor commercial uses serving the downtown area and upper level office or residential uses are recommended. The Williamson Street Design Guidelines (2004) recommend a maximum height limit of 54 feet and 5 stories for new construction on this site.

Zoning Summary: This property is in the TSS (Traditional Shopping Street) District.

Dimensional Requirements	Required	Proposed
Front yard setback	0'	Adequate
Side yard setback:	0'	Adequate
Rear yard setback:	0'	Adequate
Maximum lot coverage	85%	TBD
Maximum height	3 stories, or approved as a conditional use	6 stories
Site Design	Required	Proposed
Number parking stalls	No minimum TBD, future food/beverage use may require parking	30 underground, 12 surface stalls (tandem)
Accessible stalls	1	2
Loading	0	0
Number bike parking stalls	1 per unit up to 2-bedrooms, ½ space per add'l bedroom; (5) 1 guest space per 10 units; (5) 60 (5) short term minimum for residential guests with in 100' of principal entrance. (5) long term for residential. Maximum 25% structured (14) Restaurant 5% capacity of persons, 1 stall per 2,000 sq. ft. office or retail.	TBD
Landscaping	Yes	Yes
Lighting	Yes	Yes
Building forms	Yes	Meets building forms
Other critical zoning items: Third Lake Ridge Local Historic District, Utility Easements, Barrier Free (ILHR 69)		

Table Prepared by Pat Anderson, Assistant Zoning Administrator

Environmental Corridor Status: The subject site is not located in a mapped environmental corridor.

Public Utilities and Services: This property is served by a full range of urban services.

Project Description

Land Use – The applicant proposes to demolish a one-story, approximately 12,400 square foot building for the construction of a six-story mixed-use building with a 7,500 square foot commercial space (the applicant has indicated that this will likely be retail or restaurant space) on the ground floor and 55 apartment units on upper floors. The unit mix includes 5 efficiencies, 30 one-bedrooms, and 20 two-bedroom apartments ranging in size from 565 to 1,170 square feet. Residential density on the roughly on-third of an acre site is 153 dwelling units per acre and 208 bedrooms per acre. Private balconies ranging from 30-50 square feet are provided for 35 of the units, and units facing Blount Street have French balconies. In the latest submittal, 40% of the bedrooms are interior bedrooms without windows, but each of these bedrooms does have clerestory windows along the width of the room near the ceiling, from 7'6" to 9'.

Building Placement and Massing – The proposed six story building has a footprint of approximately 10,500 square feet and a gross square footage of 75,770, including the underground parking area. The building is approximately 75 feet tall from grade to the top of the parapet, excluding any rooftop mechanical equipment or elevator overrides, which staff is requesting be submitted with final plans. For the sake of comparison, a 60,000 square foot, four-story office building at 722 Williamson Street and a 31,000 square foot, three-story office building at 301 South Blount Street are adjacent to the subject property.

The proposed building is placed 10 feet from both adjacent properties on the north and east sides. Along Blount Street, the building is setback very slightly from the property line, allowing space for perennial grasses. Along Williamson Street, the first floor of the building is set back from the property line by five feet to create an expanded sidewalk area. Above the first floor, the face of the building cantilevers over the base by approximately three feet, with balconies extending two feet further forward to the property line. The sixth floor is stepped back by approximately five feet for most of the Williamson Street facade, although a glass corner element continues straight up to the top of the building.

Access, Parking, and Circulation – Automobile access is provided from Blount Street to an underground parking area with 30 parking stalls, and also from Blount Street via a driveway back to a small surface parking area with space for 12 vehicles in a tandem parking arrangement.

Bicycle parking is very limited on the plans submitted for staff review, and the applicant indicated in the letter of intent that the intent is to provide bicycle parking in the basement area and within the units themselves (bicycle parking within units does not count toward the required bicycle parking). Additional bike parking will be required, and could potentially impact the number of automobile parking stalls. At this time, staff understands that the applicant is working to revise plans to incorporate the required bicycle parking

On the submitted plans, pedestrian access to the building is provided at three locations. The residential lobby is accessed from Blount Street, the commercial space is accessed from the east side of the building near Williamson Street, and an additional eastern entrance to the building leads to a stairway down to the basement parking area and up to the residential units.

Building Exterior and Site Details – The building has a masonry base, and upper levels are primarily clad with standard sized brick. Metal paneling and glass are utilized on a strong corner element, and metal paneling is also utilized on the sixth floor of the Williamson Street facade. As an accent material, and as an effective architectural screen for HVAC units, narrow vertical strips of wooden louvers are proposed running vertically down the building.

The first floor of the building is mostly glass along Williamson Street and half of the Blount Street facade. Windows are oriented vertically and spaced at regular intervals on upper levels, with the exception of the corner element, which is an irregular pattern of glass with metal framing, and is set apart as a unique design feature.

The non-street sides of the building (north and east elevations) are clad with large format brick, which is a treatment generally consistent with other buildings in the area. Importantly, the standard brick turns the corner onto both the

northern and eastern elevations. Windows and balconies are provided on the northern elevation, and to a lesser extent, windows are proposed on the eastern elevations for all areas except bathrooms.

Running along the eastern side of the building is a 2,200 square foot linear patio (approximately 20 by 110 feet), shared with the property immediately to the east. Landscaping for the site includes four Eastern Redbud trees (two of which are on the adjacent property to the east within a shared easement) with shrubs and perennials, and narrow rows of perennials and ornamental grasses in raised planters along the building foundation.

Related Reviews and Approvals

On March 17, 2014, the Landmarks Commission received an informational presentation for this request. On April 7, the Landmarks Commission referred the request to its May 5 meeting. On May 5, 2014, the Landmarks Commission **approved** with conditions Certificates of Appropriateness for the proposed demolition and new construction in the Third Lake Ridge Local Historic District (a report from that meeting will be provided to the Plan Commission when received).

Project Analysis

Staff has carefully analyzed the proposal for consistency with adopted plans, and based on the demolition and conditional use standards.

Consistency with Adopted Plans-

The proposed land use is consistent with the [Comprehensive Plan](#) (2006) recommendation for Community Mixed-Use on this site, and with the preceding [Marquette-Schenk-Atwood Neighborhood Plan](#) (1994), which recommends ground floor commercial uses with offices or residential uses on upper floors.

The [Williamson Street Design Guidelines and Criteria for Preservation](#) (2004) for the 600-1100 blocks of Williamson Street was adopted as a supplement to the [Marquette-Schenk-Atwood Neighborhood Plan](#) in 2004, and includes many recommendations relevant to this proposal. Below are excerpts from the document, with brief staff comments as to how well the proposal addresses the recommendations and guidelines.

First, seven general principles for the corridor include (see pp. 12-15):

1. *Preserve Transitional Neighborhood Scale- Step down development intensity between downtown and the Williamson Street neighborhood, and avoid drastic changes of scale between buildings on the same block. Step back taller buildings from the street edge, and vary roof-lines to articulate massing of larger buildings.*
2. *Define Street Edges - Commercial buildings should consistently front directly onto sidewalks to define street edge.*
3. *Integrate, Connect, and Enclose Public Spaces - Create pedestrian connections, passageways and streetscapes, and define outdoor spaces with landscape features, attractive edges, and sides of buildings.*
4. *Mend Gaps in Neighborhood Fabric - Redevelop non-historic sites appropriate to the scale and historic pattern of the neighborhood, and locate off-street parking behind or beneath buildings*

5. Accent Neighborhood Entries and Edges - Use high-visibility sites for distinctive, landmark-quality buildings.
6. Preserve the Existing Building Patterns and "Rhythm" of Buildings and Exterior Spaces - (this principle pertains largely to the south side of Williamson Street).
7. Preserve the Relationship between Commercial and Residential Uses - Maintain overall proportion of commercial to residential space (this includes a clustering of commercial space in particular nodes, including the Gateway Mall area). Commercial and mixed-use buildings should be built directly on lot line and constructed of brick, with flat roofs.

Staff believes that these guiding principles are generally well-addressed with the proposal. Along the north side of Williamson Street, development of up to seven (7) stories (assuming bonus criteria are met) could be supported to the west of this site, which would result in a step down to the proposed six-story building moving east. The sixth floor of the proposed building is stepped back by five feet along Williamson Street, and the building is well articulated, with recessed balconies and a strong corner feature. Inset five feet from the property line, the first floor commercial space defines the pedestrian space, and has an attractive edge with plantings, storefront windows, and potentially space for a small outdoor seating area in the future. The proposal also provides a pedestrian-friendly space on the east side of the building, shared with the adjacent building, which could include bicycle parking and additional outdoor seating.

While the proposed redevelopment is taller than adjacent buildings, it is generally consistent with the scale of its surroundings. Access to the underground parking area from Blount Street is well located, maximizing the active storefront space along Williamson Street. While the existing light-industrial building on the site has some charming qualities along Blount Street, staff believes that on this high-visibility corner site, the proposed building would dramatically improve both street facades.

The document also includes specific design guidelines for new construction (see pp. 26-29), listed below.

1. *Reflect local building traditions without being falsely historic*
2. *Do not "under design" or "over design"*
3. *Incorporate design features that promote neighborhood interaction and connectivity*
4. *Moderate the scale and volume of larger buildings*
5. *Preserve sense of physical/visual continuity throughout the neighborhood*
6. *Use familiar proportions, dimensions, shapes and materials*
7. *Seek precedents for unusual design features*
8. *Commercial buildings -Concentrate retail in major commercial nodes; encourages mixed-use buildings with housing on upper levels; commercial and mixed use buildings should be built close to the front lot line; façade treatments should "wrap" the corner and continue along side street.*
9. *Design the sides, rear, and tops of buildings, not just the front facades*

Staff believes that all of these guidelines are well-addressed with the proposed building. While this is a contemporary design, the predominance of masonry and glass, and the rhythm of building openings reflects surrounding historic buildings. The five-foot front setback at the ground level and the open space on the east side of the building promote interaction, and the storefront windows along Williamson and Blount Streets help

to activate both streets, thus strengthening a connection between Williamson Street, the Capital City Trail, and the Capitol East District further to the northeast.

The building is larger than but not out of context with the scale of adjacent buildings, both of which have a similar footprint. Architectural features such as the sixth floor stepback and balconies along Williamson Street, the strong glass corner element, and French balconies along Blount Street help to break up the mass and volume of the building. The use of brick, glass, storefront windows, and a rhythm of window openings similar to the surrounding buildings helps to maintain visual continuity. The glass corner element, with windows arranged in a more random pattern, is the most unique design feature on the building, and complements more traditional corner elements on buildings elsewhere along the corridor.

Following input from the Landmarks Commission and staff, all four sides of the building are clad in masonry, with ample window openings in areas visible from surrounding streets. Staff would like to see additional detail on final plans for any HVAC units on the exterior of the building, and for the screening of rooftop mechanicals to ensure that the top of the building is well-designed.

Finally, the document includes criteria for review of new construction for four different zones along the corridor (see pp. 31-38). Criteria relevant to this site, which is located in "Zone 3", are included below.

Height and Massing – Recommended height maximum in Zone 3 is five stories or 54 feet, whichever is less. In all zones, the massing of new buildings shall be compatible with its surroundings, or broken into elements.

Setbacks - A two (2) foot side yard setback for buildings like the proposed building is recommended in all zones. In Zone 3, the recommended rear yard setback is ten (10) feet.

Open Space - 70 square feet of open space is recommended for each bedroom, which would equate to 5,250 for this proposal.

Parking - Parking should be located underground or in structures accessed from side streets or alleys wherever practical, and shall not detract from the historic nature of the district. A minimum of 0.75 stalls per dwelling unit (41 stalls for this proposal) and one stall per 1,000 square feet of office use (unknown implications for this proposal, since commercial use is not yet known). Bike parking should conform to zoning requirements, and a heated space for bike maintenance and cleaning is recommended.

Design Details – For buildings such as the proposed, the document recommends large storefront windows with kick plates and a sill height of 18-36" above grade, recessed entries, and angled corners. Upper floor windows should be vertically oriented and regularly spaced, and glass should generally be transparent. Parapet caps or cornices should be incorporated.

The building is one-story taller than the five-story maximum height recommended in the 2004 Design Guidelines, with its highest point at approximately 75 feet from grade. As mentioned earlier, heights of up to seven stories and 85 feet could be supported in Zone 4 to the west and to the northeast, which would still allow this building to step down to the neighborhood to the east and south. The proposed building maintains a 10-foot setback on the north and east sides.

Balconies are not scaled on plans, but appear to account for 1,600-1,700 square feet of open space (approximately 30-35 square feet per bedroom for the units they serve). 2,200 square feet of additional open space is provided along the east side of the building, shared with the property to the east (only 1,100 square feet of the patio is on the subject property). In total, approximately 2,800 square feet of open space is provided on site (37 square feet per bedroom). Staff believes that the proposal could be significantly strengthened with high quality usable open space in a common rooftop patio accessible to all tenants, which would have views of Lake Monona. However, this has not been proposed, perhaps due in part to avoid further concern about

additional height that a rooftop access elevator would contribute to. Staff has suggested that the applicant consider this, as well as green roof elements in areas surrounding the rooftop patio.

If the 30 underground and 12 tandem parking stalls provided were purely used for the residential units, this would equate to 0.76 stalls per dwelling unit. However, it is understood that the tandem stalls may be utilized for employees in the commercial space. Thus, it is unclear whether this recommendation is fully met. As a side note, and not formally proposed, the applicant has mentioned an opportunity to utilize surface parking stalls in a lot he owns just across Blount Street for customers (and perhaps some employees) associated with the commercial space during evenings. This arrangement would work well, until such time as the property is redeveloped.

On balance, staff believes that in this area is so well-served by transit, bicycle, and pedestrian infrastructure that the proposed automobile parking ratio is sufficient for the residential portion of the building. Staff has requested supplemental plans showing bicycle parking inside and outside the building to meet zoning requirements. The adequacy of parking for the commercial use will depend on the use itself. If a restaurant is proposed for the site at some point in the future, staff will need to review the minimum number of stalls required based on the proposed capacity, and may need to consider either an administrative reduction of the parking requirements or a conditional use if needed.

The design details for the building address recommendations for storefront windows with low sill heights, as well as upper floor windows. Zoning requirements in the TSS District will require transparent glass, with limited opportunities for spandrel in front of service areas of the building. If any spandrel glass is proposed, it should be clearly identified in final plans.

Demolition Standards – The proposal involves the demolition of a one-story, light industrial building constructed in 1926 within the Third Lake Ridge local historic district. Aside from a one-story height discrepancy, the building proposed for the site is generally consistent with adopted plans, as detailed in the above section of the report. The existing building had an old industrial charm with its barreled roof and brick exterior, but much of it has been covered with additions and facade changes, and currently has very little appeal, especially along Williamson Street. Due to its size, relocation would not be feasible. After careful review, and taking into account the approval of a certificate of appropriateness for demolition by the Landmarks Commission, staff believes that the proposal can meet the demolition standards.

Conditional Use Standards – The Planning Division staff evaluation of the proposed project's ability to meet the standards for conditional use approval is summarized below.

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

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

Staff believes that this standard can be met.

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

Staff believes that this standard can be met.

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

Staff believes that this standard can be met.

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

Staff believes that this standard can be met. The 10-foot setbacks on the north and east sides allow for plenty of space between buildings for sufficient window openings, and for pedestrian and vehicular access. The proposal sets a strong precedent for future redevelopment opportunities just west of Blount Street, such as the Red Caboose and Gateway Mall sites, as well as development of the parking lot just to the northeast of the subject site, where a significant mixed-use development has been proposed.

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

Staff believes that this standard can be met, so long as bicycle parking is adequately incorporated into the proposal to meet zoning requirements, and that the conditions from Traffic Engineering can be adequately addressed. Since the automobile parking ratio for residential units is less than one stall per unit, staff encourages the applicant to consider incorporating a dedicated parking space within the development for a car-share. (Staff notes that "Community Car" does currently have one car placed on this block of Williamson Street, but that with the additional residents within this development, it may be beneficial to have a dedicated car on-site).

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

Staff believes that this standard is met.

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

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

- 9. When applying the above standards to any new construction of a building or an addition to an existing building, the Plan Commission shall find that the project creates an environment of sustained aesthetic desirability compatible with the existing or intended character of the area and the statement of purpose for the zoning district. In order to find that this standard is met, the Plan Commission may require the applicant to submit plans to the Urban Design Commission for comment and recommendations.*

Statement of Purpose for Traditional Shopping Street (TSS) District

The TSS District is established to encourage and sustain the viability of Madison's mixed-use corridors, which sustain many of the City's traditional neighborhoods. The district is also intended to:

- a) Encourage pedestrian, bicycle and transit use as a means of accessing and moving through these corridors.*
- b) Encourage diversification of uses, including residential, commercial, and civic uses, in order to enhance the vitality and appeal of these areas.*

- c) Maintain the viability of existing residential buildings located within or adjacent to these corridors.*
- d) Encourage appropriate transitions between higher-intensity uses within TSS districts and adjacent lower-density residential districts.*
- e) Facilitate preservation, development or redevelopment consistent with the adopted goals, objectives, policies, and recommendations of the Comprehensive Plan and of adopted neighborhood, corridor, or special area plans.*

Staff believes that the proposed project would create an environment of sustained aesthetic desirability in this area, and that nearly all components of the statement of purpose for the TSS District are addressed with the proposal. The proposal furthers a vast majority of recommendations in adopted plans for this site. However, while it addresses nearly all of the principles, design guidelines, and criteria for new construction detailed in the Williamson Street Design Guidelines and Criteria for Preservation (2004), the proposed building is one story (approximately 20 feet) higher than the recommended maximum height of 5 stories and 54 feet. On balance, staff believes that since the proposed 6-story building generally complements surrounding properties, and since it is still not as tall as the heights that could be supported to the west of Blount Street and to the northeast of the subject site, it will be in scale with future redevelopment, and can serve the function of stepping down toward the neighborhood to the east and south.

Staff did not advise the applicant to seek review and approval by the Urban Design Commission in this case. However, as previously mentioned, it was reviewed carefully by the Landmarks Commission, who approved a certificate of appropriateness for the proposed building within the Third Lake Ridge local historic district.

12. *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 TSS District would allow for only three stories by right in this location, and staff believes that allowing for the additional height and related residential density is in the public interest at this underutilized corner site, where new opportunities for activity will be provided at this important corner. To develop the site with a three-story building and its related residential density would represent an underutilization of the property, which is just a few blocks from Downtown and the Capitol East District. The additional height generally complements surrounding buildings that exist today, and would fit in well with redevelopment scenarios planned for the surrounding area.

Staff notes again that the proposed building is one story and 20 feet higher than the maximum height recommended in the Williamson Street Design Guidelines and Criteria for Preservation. However, the building generally complements the surrounding area, and would not result in shadow impacts on nearby residential properties. Staff does not believe that the additional story is significantly different from the design guidelines for the property, nor that the incremental difference between a five- and six-story building would have noticeable impacts on the adjoining streets or properties.

[Standards 8, 10, 11, and 13-15 do not apply to this request]

Public Input - The applicant presented plans to the Marquette Neighborhood Association (MNA) on several occasions prior to formally submitting plans for Plan Commission review. MNA submitted a letter stating their opposition to the proposal (attached). The letter covers many details regarding their review, which arrives at

different conclusions than staff reached regarding how well the proposal addresses the Statement of Purpose for the Traditional Shopping Street District and the many principles, design guidelines, and criteria included in the Williamson Street Design Guidelines and Criteria for Preservation. The letter notes that the neighborhood association would likely support a five-story proposal with stepbacks on the fifth floor along both Blount and Williamson Streets.

Staff anticipates that further input will be provided at the public hearing, but if any additional written comments are received, staff will include them in the Plan Commission packet of materials.

Conclusion

After thorough review, staff believes that the proposal can meet the demolition and conditional use standards, so long as all conditions of approval are adequately addressed. The proposal addresses most of the principles, design guidelines, and criteria for new development in the Williamson Street Design Guidelines and Criteria for Preservation (2004), with a few noted exceptions. The building is one story higher than what is recommended, but staff believes it still complements the surrounding context, both existing and planned. Staff believes that the proposed land use and density is appropriate for this site, within just blocks of Downtown and a rapidly changing Capitol East District. The building is durably designed to accommodate a variety of ground floor uses over time, and should set a high bar for further redevelopment in this area. Significant changes to the site and building plans either required or recommended by staff include the provision of a substantial amount of indoor bicycle parking, and the provision of additional usable open space in the form of a rooftop terrace for use by tenants.

Staff appreciates the perspectives shared by the Marquette Neighborhood Association, recognizing that the proposal has been improved due to involvement of nearby residents and others. However, unlike MNA, staff has reached the conclusion that the proposal is generally consistent with adopted plans, and with the statement of purpose for the TSS Zoning District. As always, the Plan Commission should carefully consider all input on the proposal in making a determination as to whether it meets the demolition and conditional use standards.

Recommendation

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

The Planning Division recommends that the Plan Commission find that the standards can be met and **approve** the demolition and conditional use request for 706 Williamson Street. This recommendation is subject to input at the public hearing and the conditions recommended by the Planning Division and other reviewing agencies.

Recommended Conditions of Approval

Major/Non-Standard Conditions are Shaded

Planning Division (Contact Heather Stouder, 266-5974)

1. Final plans submitted for staff review and approval shall include a detailed plan for the roof, showing all mechanicals and screening. The applicant is encouraged to incorporate a rooftop patio for use by all tenants to increase the usable open space on the site, and is also encouraged to incorporate green roof elements, which can help to meet the lot area requirement in the TSS Zoning District.

2. Final plans submitted for staff review and approval shall include bicycle parking as required by the zoning code. The applicant is encouraged to explore ways to utilize space within the first floor of the building for bicycle parking, so as not to substantially reduce the number of automobile parking stalls.
3. Final plans submitted for staff review and approval shall include elevation drawings with all materials labeled, which corresponds with a detailed materials schedule to include color brick size, and other descriptors.
4. Final plans submitted for staff review and approval shall remove the tables and chairs shown in the right of way, and any future outdoor eating area for the property will require conditional use approval.
5. The applicant is encouraged to revise floor plans to reduce the proportion of interior bedrooms.
6. The applicant is encouraged to include both trash and recycling chutes accessible from all residential floors of the building.
7. The applicant is encouraged to include a dedicated automobile parking space for a vehicle to be shared among tenants.

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

8. The proposed new building will cross an underlying platted lot line. Current fire code and City enforcement requires the underlying platted lot line be dissolved by Certified Survey Map (CSM) prior to issuance of a building permit. A CSM and required supporting information shall be prepared and submitted to the City of Madison Planning Department. The CSM shall be approved by the City and recorded with the Dane County Register of Deeds prior to issuance of a building permit.
9. The property is subject to a 20' wide Common Driveway right of way per Document No. 315785 along the east side of the property. The proposed site plan modifies this driveway access and changes it to a common pedestrian courtyard area. The Applicant shall draft and record all easement/agreement documents required to modify the current use as a driveway to the proposed courtyard.
10. Access to the proposed tandem parking stalls along the north side of the site will require access over the adjacent property to the north. The Applicant shall draft and record, at the Dane County Register of Deeds, a common access easement/agreement between the two properties that provides adequate access for vehicles to maneuver in and out of these proposed tandem parking spaces.
11. Specify and label the recording data for the 10 foot easements noted along the north and east sides of the site on the plans.
12. This parcel and the noted additional surface parking lot at 651 E. Wilson Street are subject to a Parking Lot Cross-Easement Agreement. This proposed redevelopment and the proposed redevelopment to the east of this property will require this agreement to be modified/amended/released. The Applicant shall coordinate and record the required documents at the Register of Deeds to appropriately address the proposed parking configuration.
13. The Applicant shall provide and show on the site plan the recorded easement/agreement for any storm sewer facilities shared with adjacent properties.
14. This proposal appears to require both construction site dewatering and permanent dewatering. The Applicant shall provide for review and approval plans to the City Engineer for both types. Permits shall be required.

15. The address of 706 Williamson St. will be retired with the demolition of the existing building. The proposed address of the retail tenant is 704 Williamson St. The base address of the apartments is 309 S. Blount St.

16. The construction of this building will require removal and replacement of sidewalk, curb and gutter and possibly other parts of the City's infrastructure. The applicant shall enter into a City / Developer agreement for the improvements required for this development. The applicant shall be required to provide deposits to cover City labor and materials and surety to cover the cost of construction. The applicant shall meet with the City Engineer to schedule the development of the plans and the agreement. The City Engineer will not sign off on this project without the agreement executed by the developer. The developer shall sign the Developer's Acknowledgement prior to the City Engineer signing off on this project. (MGO 16.23(9)c).
17. The site plan shall identify lot and block numbers of recorded Certified Survey Map or Plat.
18. The site plan shall include all lot/ownership lines, existing building locations, proposed building additions, demolitions, parking stalls, driveways, sidewalks (public and/or private), existing and proposed signage, existing and proposed utility locations and landscaping.
19. The site plan shall identify the difference between existing and proposed impervious areas.
20. 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.
21. Submit a PDF of all floor plans to izenchenko@cityofmadison.com so that a preliminary interior addressing plan can be developed. If there are any changes pertaining to the location of a unit, the deletion or addition of a unit, or to the location of the entrance into any unit, (before, during, or after construction) the addresses may need to be changed. The interior address plan is subject to the review and approval of the Fire Marshal.
22. The site plan shall include a full and complete legal description of the site or property being subjected to this application.
23. The Public Sidewalk Easement(s) dedicated to the City of Madison ("City") on the face of this Certified Survey Map or Subdivision Plat is/are subject to the following conditions:
- a) The property owner reserves the right to use and occupy the Public Sidewalk Easement Area(s) in a manner consistent with the rights herein conveyed, provided that such use and occupancy shall not interfere with or disturb the installation, operation, maintenance, repair, replacement and/or modification of the public sidewalk improvements.
 - b) No above-ground improvements will be allowed in the Public Sidewalk Easement Area(s) by the property owner, with the exception that pavement and/or concrete for driveway purposes shall be permitted.
 - c) Plantings and landscaping within the Public Sidewalk Easement Area(s) shall not obstruct routine maintenance by the City. In the event of repair or reconstruction, plantings and landscaping may be removed by the City without replacement or compensation to the property owner.
 - d) The property owner shall not change the grade of the Public Sidewalk Easement Area(s) without the prior written approval of the City's Engineering Division.
 - e) The Public Sidewalk Easement(s) may not be amended, modified, terminated, or released without the written consent of all the parties hereto, or their respective successors-in-interest.
- (MGO 16.23)(3)(a)(2)(c) (plats) & 16.23(5)(g)1 (CSM)
24. The Applicant shall close all abandoned driveways by replacing the curb in front of the driveways and restoring the terrace with grass (POLICY).

25. The approval of this Conditional Use or PUD does not include the approval of the changes to roadways, sidewalks or utilities. The applicant shall obtain separate approval by the Board of Public Works and the Common Council for the restoration of the public right of way including any changes requested by developer. The City Engineer shall complete the final plans for the restoration with input from the developer. The curb location, grades, tree locations, tree species, lighting modifications and other items required to facilitate the development or restore the right of way shall be reviewed by the City Engineer, City Traffic Engineer, and City Forester (MGO 16.23(9)(d)(6)).
26. The Applicant shall provide the City Engineer with a survey indicating the grade of the existing sidewalk and street. The Applicant shall hire a Professional Engineer to set the grade of the building entrances adjacent to the public right of way. The Applicant shall provide the City Engineer the proposed grade of the building entrances. The City Engineer shall approve the grade of the entrances prior to signing off on this development (POLICY).
27. The Applicant shall replace all sidewalk and curb and gutter which abuts the property which is damaged by the construction or any sidewalk and curb and gutter which the City Engineer determines needs to be replaced because it is not at a desirable grade regardless of whether the condition existed prior to beginning construction (POLICY).
28. The Applicant shall obtain a privilege in streets agreement for any encroachments inside the public right of way. The approval of this development does not constitute or guarantee approval of the encroachments (INFORMATIONAL).
29. The Applicant shall provide the City Engineer with the proposed earth retention system to accommodate the restoration. The earth retention system must be stamped by a Professional Engineer. The City Engineer may reject or require modifications to the retention system (POLICY).
30. All work in the public right-of-way shall be performed by a City licensed contractor (MGO 16.23(9)(c)5) and MGO 23.01).
31. All street tree locations and tree species within the right of way shall be reviewed and approved by City Forestry. Please submit a tree planting plan (in PDF format) to Dean Kahl, of the City Parks Department - dkahl@cityofmadison.com or 266-4816. Approval and permitting of any tree removal or replacement shall be obtained from the City Forester and/or the Board of Public Works prior to the approval of the site plan (POLICY).
32. All damage to the pavement on Blount Street and Williamson Street, adjacent to this development shall be restored in accordance with the City of Madison's Pavement Patching Criteria. For additional information please see the following link: <http://www.cityofmadison.com/engineering/patchingCriteria.cfm> (POLICY).
33. This project falls in the area subject to increased erosion control enforcement as authorized by the fact that it is in the ROCK RIVER TMDL ZONE and by Resolution 14-00043 passed by the City of Madison Common Council on 1/21/2014. You will be expected to meet a higher standard of erosion control than the minimum standards set by the WDNR.
34. For Commercial sites < 1 acre in disturbance the City of Madison is an approved agent of the Department of Commerce and WDNR. As this project is on a site with disturbance area less than one (1) acres, and contains a commercial building, the City of Madison is authorized to review infiltration, stormwater management, and erosion control on behalf of the Department of Commerce. No separate submittal to Commerce or the WDNR is required (NOTIFICATION).
35. Prior to approval, this project shall comply with MGO Chapter 37 regarding stormwater management. Specifically, this development is required to reduce TSS off of the proposed development by 80% when compared with the existing site, and complete an erosion control plan and complete weekly self-inspection

of the erosion control practices and post these inspections to the City of Madison website – as required by MGO Chapter 37.

Stormwater management plans shall be submitted and approved by City Engineering prior to signoff.

36. The plan set shall be revised to show more information on proposed drainage for the site. This shall be accomplished by using spot elevations and drainage arrows or through the use of proposed contours. It is necessary to show the location of drainage leaving the site to the public right-of-way. It may be necessary to provide information off the site to fully meet this requirement (POLICY).
37. The applicant shall submit, prior to plan sign-off, digital PDF files to the Engineering Division (Jeff Benedict or Tim Troester). The digital copies shall be to scale, and shall have a scale bar on the plan set (POLICY and MGO 37.09(2)).

PDF submittals shall contain the following information:

- a) Building footprints
- b) Internal walkway areas
- c) Internal site parking areas
- d) Lot lines and right-of-way lines
- e) Street names
- f) Stormwater Management Facilities
- g) Detail drawings associated with Stormwater Management Facilities (including if applicable planting plans)

38. The Applicant shall submit prior to plan sign-off, electronic copies of any Stormwater Management Files including:

- a) SLAMM DAT files
- b) RECARGA files
- c) TR-55/HYDROCAD/Etc
- d) Sediment loading calculations

If calculations are done by hand or are not available electronically the hand copies or printed output shall be scanned to a PDF file and provided (POLICY and MGO 37.09(2)).

39. The area adjacent to this proposed development has a known flooding risk. All entrances shall be 2-feet above the adjacent sidewalk elevation or 1-foot above the 100-year regional flood elevation (whichever is greater). This includes garage entrances (POLICY).
40. Prior to approval, the owner or owner's representative shall obtain a permit to plug each existing sanitary sewer lateral that serves a building which is proposed for demolition. For each lateral to be plugged the owner shall complete a sewer lateral plugging application and pay the applicable permit fees. NOTE: As of January 1, 2013 new plugging procedures and permit fees go into effect. The new procedures and revised fee schedule is available on line at <http://www.cityofmadison.com/engineering/permits.cfm> (MGO CH 35.02(14)).
41. All outstanding Madison Metropolitan Sewerage District (MMSD) are due and payable prior Engineering sign-off, unless otherwise collected with a Developer's / Subdivision Contract. Contact Janet Schmidt (608-261-9688) 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)).
42. The site plan shall be revised to show all existing public sanitary sewer facilities in the project area as well as the size, invert elevation, and alignment of the proposed service (POLICY).

Zoning Administrator (Contact Matt Tucker, 266-4569)

43. Lot coverage information has not been provided for the development. Section 28.211 defines lot coverage: provide design detail of proposed permeable paving to determine qualification as part of lot coverage requirement. Provide final lot coverage calculations with final plan set. NOTE: maximum lot coverage is 85%.
44. The submitted plans show changes to adjacent properties that appear to have cross-access with the subject properties, and elements such as bike parking and outdoor seating on the adjacent property to the east (714 Williamson Street). Each adjacent site that is to be affected must have any revisions to these sites approved through site plan review prior to the issuance of any new construction permit for the subject site. NOTE: Bike parking located on the adjacent property does not count toward on-site bike parking requirement.
45. The submitted plans show landscaping elements placed on adjacent properties, which does not count toward the landscaping requirement for this development. Revise the landscaping plan to omit landscaping on adjacent properties.
46. Signage approvals are not granted by the Plan Commission. Signage must be reviewed for compliance with MGO Chapter 31 Sign Codes prior to sign installations.
47. Sec. 28.185 (7)(a)5. requires approval of a reuse and recycling plan by the Recycling Coordinator, Mr. George Dreckmann(608-267-2626), prior to the issuance of the demolition permit.
48. Sec. 28.185 (10) Every person who is required to submit a reuse and recycling plan pursuant to Sec. 28.185(7)(a)5. shall submit documents showing compliance with the plan within sixty (60) days of completion of demolition.
49. Sec. 28.185(9)(a) A demolition or removal permit is valid for one (1) year from the date of the Plan Commission.
50. Detailed information regarding the provision of required bike parking has not been included with the submittal. Provide the minimum bicycle parking stalls for the development including guest stalls. Bicycle parking shall be located in a safe and convenient location on an impervious surface subject to section 28.141(11) to be shown on the final plans. A minimum of 90% of the required bicycle parking stalls for the residential use shall be designed as long term stalls, with the remaining 10% as short-term bicycle parking. Guest stalls for the residential use and 90% of the bike parking required for commercial uses shall be short term. A bicycle stall is 2' x 6' with a 5' clear access aisle. Provide a detail of the bike rack to be installed. NOTE: bike parking within residential units does not count toward the required bike parking amount for the development.
51. The submitted plans show bicycle parking to be placed within the public right-of-way, to meet the short-term bike parking requirement per Sec. 28.141(11)(b). Bicycle parking proposed for placement in the public right-of-way will require approval from the Traffic Engineer and City Real Estate section.
52. As the commercial tenant spaces are leased, the entire development must reflect compliance in the required amount, type and number of auto and bike parking spaces, to be reviewed prior to obtaining zoning approval for each use. Parking reductions maybe required pursuant Section 28.141(5).
53. On the final site plan, show setbacks to all portions of the building, including upper-level cantilevered portions of the building and any balconies.
54. Pursuant to Sec. 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.
55. Provide detailed floor plans of all floors including the roof top level.

- 56. Any future outdoor seating associated with a food and beverage establishment will require Conditional Use approval.
- 57. No rooftop or ground-level mechanical equipment is shown on the submitted plans. If such equipment is proposed, it must be screened per Sec. 28.060(2) (e) & (f).

Traffic Engineering (Contact Eric Halvorson, 266-6527)

- 58. The applicant does not provide an off-street loading zone at this location for either the residential properties or the commercial properties. Parking is not currently allowed at any time adjacent to the proposed building along Williamson Street and is not likely in the future. This will place a heavy load on Blount Street for loading and unloading purposes and may result in vehicles loading and unloading from travel lanes on Williamson Street and Blount Street.
- 59. Slope for speed ramp not noted on the plan. Slope shall not exceed 12% for public parking or 17% for private or valet parking unless deemed functional by Traffic Engineering.
- 60. Parking layout dimensions not provided prior to review. If dimensions do not meet MGO standards this has the potential to require a major redesign of the support structure for this site.
- 61. Applicant shall provide a 10' vision clearance triangle along the sidewalk for vehicles exiting the garage entrance on Blount Street. The vision triangle shall be at a location prior to the vehicle entering the pedestrian way.
- 62. All pedestrian walk ways shall have a 5' clear path free for all obstructions including but not limited to benches, tree, signs and doors. Any obstructions will be removed before final sign off.
- 63. The applicant does not provide sufficient off-street parking to accommodate the parking needs of the residential units proposed. In addition, there is very little on-street parking available in the near vicinity. Residents of this development shall not be eligible for participation in the Residential Permit Parking Program. The landlord shall inform potential tenants of this restriction prior to signing of a lease.
- 64. Items in the Right of Way are not approved by the plan commission. Applicant shall note on the site plan that racks shown within the Right of Way will require additional approvals.
- 65. The applicant shall submit one contiguous plan showing proposed conditions and one contiguous plan showing existing conditions for approval. The plan drawings shall be scaled to 1" = 20' and include the following, when applicable: existing and proposed property lines; parcel addresses; all easements; pavement markings; signing; building placement; items in the terrace such as signs, street light poles, hydrants; surface types such as asphalt, concrete, grass, sidewalk; driveway approaches, including those adjacent to and across street from the project lot location; parking stall dimensions, including two (2) feet of vehicle overhang; drive aisle dimensions; semitrailer movement and vehicle routes; dimensions of radii; and percent of slope.
- 66. 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.
- 67. 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.
- 68. All parking facility design shall conform to MGO standards, as set in section 10.08(6).
- 69. City of Madison radio systems are microwave directional line of sight to remote towers citywide. The building elevation will need to be reviewed by Traffic Engineering to accommodate the microwave sight and

building. The applicant shall submit grade and elevations plans if the building exceeds four stories prior to sign-off to be reviewed and approved by Dave Nachreiner, (266-4899) 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.

- 70. All new or modified entrances shall conform to City driveway standards and be a commercial type entrance unless deemed necessary by Traffic Engineering.
- 71. Provide plan for operation of stacked parking, including turning templates, to be reviewed by Traffic Engineering prior to final sign off.

Parks Division (Contact Kay Rutlege, 266-4714)

- 72. Park impact fees (comprised of the Park Development Impact Fee per MGO Sec. 20.08(2) and the Parkland Impact Fee in lieu of land dedication per MGO Sec. 16.23(8)(f) and 20.08(6)) will be required for all new residential development associated with this project. The developer must select a method for payment of park fees before project signoff. This development is within the Tenney – Law – James Madison park impact fee district (S126). Please reference ID# 14135 when contacting Parks about this project.

Fees for New Development:

Fees in lieu of dedication = (55 MF @ \$1,799.00) =	\$98,945.00
Park development fees = (55 MF @ \$662.95) =	\$36,462.25
Total fees =	\$135,407.25

- 73. All proposed street tree removals within the right of way shall be reviewed by City Forestry. Please submit an existing inventory of trees (location, species, & DBH) and a tree removal plan (in PDF format) to Dean Kahl – dkahl@cityofmadison.com or 266-4816. Approval and permitting of street tree removals shall be obtained from the City Forester and/or the Board of Public Works prior to the approval of the site plan.
- 74. Additional street trees may be needed for this project. All street tree planting locations and trees species within the right of way shall be reviewed by City Forestry. Please submit a ROW site plan (in PDF format) to Dean Kahl – dkahl@cityofmadison.com or 266-4816. Approval and permitting of tree planting shall be obtained from the City Forester and/or the Board of Public Works prior to the approval of the site plan. Tree planting specifications can be found in section 209 of City of Madison Standard Specifications for Public Works Construction - <http://www.cityofmadison.com/business/pw/documents/StdSpecs/2013/Part2.pdf>.
- 75. Existing street trees shall be protected. Please include the following note on the site plan: Contractor shall install tree protection fencing in the area between the curb and sidewalk and extend it at least 5 feet from both sides of the tree along the length of the terrace. No excavation is permitted within 5 feet of the outside edge of a tree trunk. If excavation within 5 feet of any tree is necessary, contractor shall contact City Forestry (266-4816) prior to excavation to assess the impact to the tree and root system. Tree pruning shall be coordinated with City Forestry. Tree protection specifications can be found in section 107.13 of City of Madison Standard Specifications for Public Works Construction - <http://www.cityofmadison.com/business/pw/documents/StdSpecs/2013/Part1.pdf>.

Water Utility (Contact Dennis Cawley, 266-4651)

76. The Madison Water Utility shall be notified to remove the water meter prior to demolition.
77. All wells located on this property shall be abandoned if no valid well operation permit has been obtained from the Madison Water Utility.

Fire Department (Contact Bill Sullivan, 261-9658)

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