



Department of Planning & Community & Economic Development
Planning Division

Website: www.cityofmadison.com

Madison Municipal Building
215 Martin Luther King, Jr. Boulevard
P.O. Box 2985
Madison, Wisconsin 53701-2985
TDD 608 266-4747
FAX 608 266-8739
PH 608 266-4635

March 12, 2008

George E. Austin
Wisconsin Alumni Research Foundation
614 Walnut Street Room 1265 C
Madison, WI 53726

RE: **Revised Approval Letter to Clarify Conditions:** Approval of a request to rezone 1301 University Avenue from Planned Unit Development-General Development Plan (PUD-GDP) to Planned Unit Development-Specific Implementation Plan (PUD-SIP) to allow development of two interconnected University research facilities.

Dear Mr. Austin:

This letter clarifies the conditions of approval from the letter dated March 5, 2008. **Please note that none of the conditions of approval have changed.** This correspondence distinguishes between the original conditions provided by City Traffic Engineering versus the three amendments to those conditions recommend by the Plan Commission. As you are aware, the Common Council approved the amended conditions.

At its March 5, 2008 meeting, the Common Council **conditionally approved** your application to rezone property located at 1301 University Avenue from PUD-GDP (Planned Unit Development-General Development Plan) to PUD-SIP (Planned Unit Development-Specific Implementation Plan) to allow development of two interconnected University research facilities. The following conditions of approval shall be satisfied prior to final approval and recording of the specific implementation plan:

Please contact Janet Dailey, City Engineering, at 261-9688 if you have questions regarding the following twenty-six (26) items:

1. Revise Drawing No. C101 Boundary and Topographic Survey and other plan sheets to include the surveyed exterior parcel boundary and right-of-way lines. Include location and reference to all interior platted lot lines.
2. The Applicant shall dedicate a 17 feet wide strip of right of way along North Randall Street as shown on the Applicants drawings and as agreed to by City staff and UW staff.
3. The Applicant shall be required to widen the existing concrete pavement on North Randall Avenue to provide space for the addition of bike lanes and shall reconstruct the terrace. The Applicant shall reconstruct North Orchard Street including the terraces. The Applicant shall reconstruct any damaged pavement and curb and gutter on Campus Drive and shall reconstruct the terrace adjacent to the Applicants Project.
4. The Applicant shall reconstruct the terrace on University Avenue. The City has a project planned for the replacement of the pavement on University Avenue except for the bus and bike lane on the north side. The City shall replace any pavement that is considered part of the planned City Project. This will consist of the 3 vehicular lanes, the median divider, and the bike lane on the south side. The Applicant shall be required to complete temporary pavement patching on University Avenue until such time as the City is able to reconstruct the pavement. The applicant shall reconstruct the curb and gutter on University Avenue with pavement ties unless other arrangements are made with the City Engineer.

5. Applicant shall enter into a maintenance agreement with the City of Madison for all amenities and/or landscape features located in the right-of-way.
6. Applicant shall provide a detail section showing location of proposed tunnel and its impact on the existing utilities.
7. Storm connections to public main shall be made with structures not taps and collars.
8. The applicant shall coordinate and cooperate with the City as we remove and replace the 18-inch clay storm pipe along the west side of North Orchard Street in advance of the project and the existing sanitary in Orchard.
9. Proposed 10-inch sanitary lateral onto Orchard Street will require a manhole on the City sewer main.
10. Proposed direct connection to MMSD sewer on Randall Avenue will require a connection permit from MMSD and shall follow all MMSD permit criteria including contacting Don Lythjohn 3 days prior to connection to arrange for inspection.
11. Plans require being reused to include RIM/invert information on all manholes including sampling manholes.
12. Plumbing code requires manholes or cleanouts where 2 pipes 8-inches in diameter or larger intersect.
13. 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.
14. The Applicant shall close all abandoned driveways by replacing the curb in front of the driveways and restoring the terrace with grass.
15. The approval of this zoning map amendment 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.
16. 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.
17. 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.

18. All work in the public right-of-way shall be performed by a City licensed contractor.
19. 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.
20. The applicant shall demonstrate compliance with Section 37.07 and 37.08 of the Madison General Ordinances regarding permissible soil loss rates. The erosion control plan shall include Universal Soil Loss Equation (USLE) computations for the construction period. Measures shall be implemented in order to maintain a soil loss rate below 7.5-tons per acre per year.
21. The City of Madison is an approved agent of the Department of Commerce. This proposal contains a commercial building and as such, 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.
22. Prior to approval, this project shall comply with Chapter 37 of the Madison General Ordinances regarding stormwater management. Specifically, this development is required to complete an erosion control plan and complete weekly self-inspection of the erosion control practices and post these inspections to the City of Madison website – as required by Chapter 37 of the Madison General Ordinances.
23. The applicant shall submit, prior to plan sign-off, digital CAD files to the Land Records Coordinator in the Engineering Division (Lori Zenchenko). The digital copies shall be drawn to scale and represent final construction, including: building footprints, internal walkway areas, internal site parking areas, lot lines/ numbers/ dimensions, street names, other miscellaneous impervious areas.
24. The Applicant shall obtain a Street Excavation permit for the installation of utilities required to serve this project. The Applicant shall pay the permit fee, inspection fee and street degradation fee as applicable and shall comply with all the conditions of the permit. This permit application is available on line at <http://www.cityofmadison.com/engineering/permits.cfm>
25. The applicant's utility contractor shall obtain a connection permit and excavation permit prior to commencing the storm sewer construction. This permit application is available on line at: <http://www.cityofmadison.com/engineering/permits.cfm>.
26. Prior to approval of the conditional use application, the owner shall obtain a permit to plug each existing sanitary sewer lateral that serves a building that is proposed for demolition. For each lateral to be plugged the owner shall deposit \$1,000 with the City Engineer in two separate checks in the following amounts: (1). \$100 non-refundable deposit for the cost of inspection of the plugging by City staff; and (2). \$900 for the cost of City crews to perform the plugging. If the owner elects to complete the plugging of a lateral by private contractor and the plugging is inspected and approved by the City Engineer, the \$900 fee shall be refunded to the owner. This permit application is available on line at <http://www.cityofmadison.com/engineering/permits.cfm>

Please contact John Leach, Traffic Engineering, at 267-8755 if you have questions about the following fifteen (15) items:

Please note that Condition 29, parts a, e, and k, were revised by the Plan Commission at its meeting of February 25, 2008. These conditions are marked with an asterisk. The Common Council approved amendments to these conditions with the revised conditions noted at the end of this letter.

27. Business / Coordinating Meeting on Conditions of Approval Recommended: Staff recommend a business meeting with the applicant and TE staff as soon as practicable to expedite final sign-off on conditions of approval from the Plan Commission and Common Council.
28. City Review and Approval Required for Applicant's Proposed Special Treatments / Changes to Public Right of Way: The applicant has proposed changing and using parts of the public rights of way for special treatments, specifically changes to University Avenue, N. Orchard Street, Campus Drive, and N. Randall Avenue. The final design and/or improvements to these streets, rights of way shall be reviewed and approved by the City Engineer and City Traffic Engineer. The applicant shall need to obtain separate approval by the Board of Public Works and Common Council for the restoration, special use, and/or reconstruction of the public right-of-way including any changes requested by the developer. The applicant shall note on the site plan, "All work proposed in the right-of-way is not being approved as part of the PUD (GDP/SIP). All work in the right-of-way is approved separately by the Board of Public Works, City of Madison."
29. Subdivision Contract for Public Infrastructure Required: The applicant shall enter into a subdivision contract or developer's agreement for the special uses and treatments proposed and the reconstruction of the streets and sidewalk adjacent to the development. The reconstruction of the streets and sidewalk shall be subject to the plans and specifications of the City Traffic Engineer and City Engineer. Unless otherwise modified by an alternative financing plan or exception noted, the applicant is expected to finance 100% of the streets / rights of way reconstruction and traffic signal costs for the changes proposed in the GDP/SIP for City streets/rights of way. Among other things, the applicant shall be required to construct the following:
 - a) Contra-flow bike lane and sidewalk and terrace treatment on University Ave shall be maintained as existing unless an acceptable alternative is provided. This includes maintaining a 4-6 ft wide concrete, contra-flow divisional island; 8 ft wide bike lane; 3-4 ft wide terrace buffer for snow storage, signage and street lights; 4-6 ft wide planter / pedestrian barrier fence treatment; 8-10 ft wide free and clear concrete sidewalk / pedestrian corridor; and 1-2 ft setback from building face/property line/special features. * **(Replaced by Condition 46)**
 - b) As discussed previously with the applicant, dedication of right of way on Randall Ave shall be 17 ft.
 - c) Randall Ave shall be reconstructed to add marked bike lanes in the street and new sidewalk and terrace, specifically a 4-8 ft wide terrace buffer for street trees, snow storage, signage and street lights; and a minimum 8-10 ft wide free and clear concrete sidewalk / pedestrian corridor and 1-2 ft setback from building face/property line/special features. (A 6 ft wide terrace and 9 ft wide free and clear sidewalk may be acceptable.)
 - d) Campus Drive shall be reconstructed with a new sidewalk and terrace specifically a 4-8 ft wide terrace buffer for street trees, snow storage, signage and street lights; and a minimum 8-10 ft wide free and clear concrete sidewalk / pedestrian corridor and 1-2 ft setback from building face/property line/special features.

- e) Orchard Street may be reconstructed as proposed except that it shall be reconstructed with a new sidewalk and terrace specifically a 4-8 ft wide terrace buffer for street trees, snow storage, signage and street lights; and a minimum 8-10 ft wide free and clear concrete sidewalk / pedestrian corridor and 1-2 ft setback from building face/property line/special features. * **(Replaced by Condition 47)**
- f) The Orchard Street intersections with University Ave and Campus Drive shall be City standard driveway Type III entrances according to ordinance.
- g) The south side of the Randall Ave intersection with University Ave, and the south side of the Orchard St intersection with University Ave shall be reconstructed to include new appurtenances for peds and bikes including a blue bike lane treatment of the contra-flow bike lane conflict zone across Randall Ave.
- h) Lighting: City street lighting, traffic signal interconnections, conduit and fiber optic is required to be maintained on the streets and terraces surrounding the development and are not available to be relocated as proposed by the applicant. Only City street light facilities shall be located in the City right of way on University Avenue, Randall Avenue and Campus Drive/W. Johnson Street. Private, non-City lighting (conduit, etc.) may be allowed on private property along these rights of way after coordination with the City Traffic Engineer. City street light facilities, conduit, fiber optic and signal interconnect facilities shall be maintained in the City right of way on University Avenue, Randall Avenue and Campus Drive/W. Johnson Street. Non-City, private lighting is permissible on N. Orchard Street at the owner's expense of installation and operation and maintenance.
- i) Traffic Signals: The applicant has requested traffic signals at N. Orchard and University Ave and N. Orchard and Campus Drive. A City Council resolution is required to approve any traffic signals. As a result the applicant will need to file a request to the City Council and Pedestrian Bicycle Motor Vehicle Commission for their review and approval. If and when signals are approved by the City, the University shall be responsible for 100% of the costs of installation according to the City's plans and specifications and responsible for executing an agreement with the City for 100% of the traffic signal operation and maintenance costs of the traffic signals installed for the benefit of the University at the intersections of University Avenue and N. Orchard and Campus Drive/W. Johnson Street and N. Orchard Street (similar to existing agreement for the traffic signals at Highland Avenue and Observatory Drive).
- j) If traffic signals are approved for the intersections of Orchard St and University Ave and Orchard St and Campus Drive, then these intersections shall be reconstructed to provide a special, mid-block intersection re-marking treatment of double crosswalks 60 feet apart for intersection recognition (similar to treatment of East Campus Mall at Johnson St).
- k) Public Parking Proposed to be Removed by Applicant. The applicant's proposal for special treatment of N. Orchard St. requires the removal of the existing thirteen (13) metered public parking stalls, one loading zone and one taxi stand. A City Council ordinance change is required to remove these public parking facilities, as a result the applicant will need to file a request to the City Council and Transit and Parking Commission for their review and approval. The City Council will need to determine how to resolve this loss in public parking and whether to require the University compensate the City for this loss or provide replacement parking nearby in a manner acceptable to the City Parking Utility. The present value of these metered stalls could be as much as \$33,921 per stall, with a total present value for this block of \$440,973. One alternative to replacing at least some of these high demand stalls may be to widen the 1300 block of W. Dayton St which would allow for several new on-street stalls. Another alternative may be to coordinate with the Union South reconstruction the addition of parking on Orchard Street between Dayton St and W. Johnson St. * **(Replaced by Condition 48)**

- l) Deposits Required: The applicant shall post a deposit or letter of credit and reimburse the City for all costs associated with any modifications to the transportation facilities, traffic signals, street lighting, signing and pavement marking, and conduit and hand holes, including labor, engineering and materials for both temporary and permanent installations. This will include the costs for installation, operation, and maintenance of any new traffic signals.

30. Maintenance Agreement Required for Applicant's Proposed Uses, Special Treatment: As the applicant has proposed using parts of the public rights of way for special treatments, the applicant shall need to execute a maintenance agreement for those such specially treated portions of the public right of way adjacent to the subject SIP bounded by University Avenue, N. Orchard Street, Campus Drive, and N. Randall Avenue. Among other items, the maintenance agreement shall include the following:

- a) Initial Construction of Improvements within the Maintenance Area: Initial construction of certain improvements within the Maintenance Area are not covered by the Maintenance Agreement and are covered by a separate agreement or City contract and are to be completed in accordance with plans and specifications for reviewed and approved by the City Engineer and City Traffic, and ultimately the City's Board of Public Works and Common Council.
- b) Maintenance of Improvements in the Maintenance Area: Upon completion of the initial construction of improvements within the Maintenance Area, the Property Owner agrees to complete the following maintenance as needed, or as may be reasonably required by the City, within the Maintenance Area such things as 1) Snow and ice removal; 2) Non-City Street and Pedestrian Lighting Maintenance; 3) Non-City Street and Pedestrian Lighting Electric Utility Bills; 4) Bicycle Racks and Moped Corrals; 5) Repair and replacement of sidewalks and other pavements or paving materials.
- c) Public Pedestrian and Bicycle Access: The public shall be allowed continuous pedestrian and bicycle access through the maintenance area unless maintenance required by the University or the City requires the maintenance area to be closed. Any closure of the contra-flow bike lane and/or sidewalk along University Avenue needs to be approved by the City Traffic Engineer. Any work or closing of the contra-flow bike lane and/or sidewalk along University Avenue that lasts longer than two days shall have a signed detour, approved by the City Traffic Engineer, in place before such closure occurs.
- d) Revisions by the Property Owner: The Property Owner may request the City allow changes to improvements within the Maintenance Area following completion of the initial construction and shall be permitted to make such changes if the changes are approved in writing by the City Engineer and City Traffic Engineer. The Property owner shall obtain all necessary permits and approvals prior to constructing or reconstructing any improvement within the Maintenance Area.
- e) Revisions by the City: The City has the right to construct or reconstruct any improvement in the Maintenance Area and to construct in such a way that differs from the initial construction. In such event, the City has the right to levy special assessments on the Property for any improvement inside the Maintenance Area to the extent not covered (and paid for by the Property Owner) under this Agreement and all improvements maintained by the City in accordance with City Policy and State Statutes.
- f) Public Safety: The City shall have the right to require the Property Owner to promptly construct, reconstruct, or remove any improvements in the Maintenance Area that are or become a safety problem, as reasonably determined by the City Engineer, when ordered in writing by the City Engineer to do so. Following receipt of the City Engineer's written order, the Property Owner shall effect the construction, reconstruction, or removal at the Property Owner's expense even if the change results in modification of an improvement previously approved by the City.

31. Construction Staging and Traffic Control Plan: The applicant shall submit an updated construction staging and traffic control plan prior to approval of the SIP. A condition of these plans is that the development construction cannot impact the University Ave sidewalk and contra flow bike lane, as well as pedestrian access and mobility. The site has limited areas on and off site for construction-related use. In addition, there shall be no or very limited impact to Johnson St. On-site security/police to secure the operations and proper use by pedestrians, bicycles, and motor vehicles may be required at the developer's cost.
32. Madison Radio / Communications Systems. City of Madison radio systems are microwave directional line of sight to remote towers citywide. The building elevation will need to be review by Traffic Engineer 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 Keith Lippert, (266-4767) 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.
33. The final locations, type of bike rack and number of bicycle parking shall be reviewed and approved by the Traffic Engineer prior to submitting for approval.
34. The site and GDP shall clearly denote a minimum of ten (10) feet wide direct and unobstructed public pedestrian sidewalk (concrete) on Orchard Street, Campus Drive, Johnson St. and University Ave. The applicant shall modify the sidewalk scoring to 5 ft pad on center with the 10 ft public pedestrian sidewalk clear/unobstructed from tree grades, tables, planters, bike racks, steps, etc.
35. The applicant shall provide a barrier fence or planter for Outdoor Seating area along the 10 ft sidewalk the length of the service area separating the public sidewalk from the tables and seating to prevent encroachment onto the sidewalk. All information shall be shown or noted on the plan.
36. The applicant shall remove the proposed new University Avenue driveway crossing the bike lane and median opening from all plans. The applicant shall note on the site plans, "No vehicle access granted to University Ave. except by a public street."
37. When the applicant submits final plans for approval, the applicant shall show the following: items in the terrace as existing (e.g., signs and street light poles), type of surfaces, existing property lines, addresses, one contiguous plan (showing all easements, all pavement markings, building placement, and stalls), adjacent driveway approaches to lots on either side and across the street, signage, percent of slope, vehicle routes, dimensions of radii, aisles, driveways, stalls including the two (2) feet overhang, and a scaled drawing at 1" = 20'.
38. All signs at the approaches shall be installed behind the property line. All directional/regulatory signage and pavement markings on the site shall be shown and noted on the plan.
39. The intersection shall be so designed so as not to violate the City's sight triangle preservation requirement which states that on a corner lot no structure, screening, or embankment of any kind shall be erected, placed, maintained or grown between the heights of 30 inches and 10 feet above the curb level or its equivalent within the triangle space formed by the two intersecting street lines or their projections and a line joining points on such street lines located a minimum of 25 feet from the street intersection in order to provide adequate vehicular vision clearance.
40. The applicant shall design the surface parking areas for stalls and backing up according to Figures II of the ordinance using the 9' or wider stall. The applicant will need to show the dimensions for proposed degree parking stalls' items A, B, C, E, F, H and degree angle parking width and backing up, according to Figures II "Medium and Large Vehicles" parking design standards in Section 10.08(6)(b) 2. This is a State of

Wisconsin project, the applicant could note on the plan sheet or submit a letter to Traffic Engineering, City Of Madison “The parking stalls design is according to State of Wisconsin parking design standards and approved by the State of Wisconsin.”

41. Public signing and marking related to the development may be required by the City Traffic Engineer for which the developer shall be financially responsible.

Please contact Scott Strassburg, Madison Fire Department, at 261-9843 if you have questions about the following two (2) items:

42. Provide fire apparatus access as required by Comm 62.0509 and MGO 34.19, as follows:

- a) The site plans shall clearly identify the location of all fire lanes.
- b) Provide a completed MFD “Fire Apparatus Access and Fire Hydrant Worksheet” with the site plan submittal.

43. All portions of the exterior walls of newly constructed one- and two-family dwellings shall be within 500-feet of at least one fire hydrant. Distances are measured along the path traveled by the fire truck as the hose lays off the truck. See MGO 34.20 for additional information.

Please contact Matt Tucker, Zoning Administrator, at 266-4551 if you have questions about the following two (2) items:

44. Please modify the Zoning Text, Subsection “L. Construction Signage” as follows: During construction, project graphics may be placed in compliance with MGO 31, unless otherwise approved by the UDC as part of a comprehensive signage package.
45. The provision of all bicycle and scooter parking facilities appears to be satisfied using portions of both the private property and public right-of-way. The coordination of these facilities must be reviewed and approved by the City Traffic Engineering Division, and all agreements for use of the public right-of-way for bicycle/scooter parking must be satisfied by City staff before the SIP may be recorded or a building/construction permit issued for the project.

The Plan Commission recommended the following amendments to Traffic Engineering’s conditions. These amendments were approved by the Common Council:

46. Contra-flow bike lane and sidewalk and terrace treatment on University Ave shall be maintained as existing unless an acceptable alternative is provided. This includes maintaining a 4-6 ft wide concrete, contra-flow divisional island; 8 ft wide bike lane, signage and street lights; 4-6 ft wide planter / pedestrian barrier fence treatment; 8-10 ft wide free and clear concrete sidewalk / pedestrian corridor; and 1-2 ft setback from building face/property line/special features. * **(Replaces Condition 29 a)**
47. Orchard Street may be reconstructed as proposed except that it shall be reconstructed with a new sidewalk and terrace specifically a 4-8 ft wide terrace buffer for street trees, snow storage, signage and street lights; and a minimum 8-10 ft wide free and clear sidewalk / pedestrian corridor and 1-2 ft setback from building face/property line/special features. * **(Replaces Condition 29 e)**

48. Public Parking Proposed to be Removed by Applicant: The applicant's proposal for special treatment of N. Orchard St. requires the removal of the existing thirteen (13) metered public parking stalls, one loading zone and one taxi stand. A City Council ordinance change is required to remove these public parking facilities, and as a result the applicant will need to file a request to the City Council and Transit and Parking Commission for their review and approval. The City Council will need to determine how to resolve this loss in public parking and whether to require the University compensate the City for this loss or provide replacement parking nearby in a manner acceptable to the City Parking Utility. The present value of these metered stalls could be as much as \$33,921 per stall, with a total present value for this block of \$440,973. One alternative to replacing at least some of these high demand stalls may be to widen the 1300 block of W. Dayton St which would allow for several new on-street stalls. Another alternative may be to coordinate with the Union South reconstruction the addition of parking on Orchard Street between Dayton St and W. Johnson St. This requirement will be addressed between the City and the University of Wisconsin in the future as part of the approval of other projects. * **(Replaces Condition 29 k)**

After the plans have been changed as per the above conditions, please file **eight (8) sets** of the revised, complete site plans, building elevations, floor plans and any other documentation requested herein with the Zoning Administrator, Room LL-100, Madison Municipal Building, 215 Martin Luther King, Jr. Boulevard. The sets of final revised plans or documents will be circulated by the Zoning staff to the City department staff listed above for their signature of final approval.

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

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

Within thirty-six (36) months of Common Council approval of the general development plan, the basic right of use for the areas, when in conformity with the approved specific implementation plan, shall lapse and be null and void unless 1) the project, as approved, is commenced by the issuance of a building permit, or 2) if an application for an extension is filed at least thirty (30) days prior to the expiration of the thirty-six (36) month period and the Plan Commission, after a public hearing pursuant to Sec. 28.12(10)(e), determines that no changes in the surrounding area or neighborhood since approval of the general development plan render the project incompatible with current conditions and grants an extension of up to twenty-four (24) months in which to obtain a building permit. In no case shall an extension allow a building permit to be issued more than sixty (60) months after approval of the general development plan by the Common Council. If a new building permit is required pursuant to sec. 29.06(4), Madison General Ordinances, a new petition and approval process shall be required to obtain general development plan approval and specific implementation plan approval.

If you have any questions regarding recording this plan or obtaining permits, please call Matt Tucker, Zoning Administrator, at 266-4551. If I may be of any further assistance, please do not hesitate to contact me at 267-1150.

Sincerely,

Kevin Firchow, AICP
Planner

cc: Matt Tucker, Zoning Administrator
Janet Dailey, City Engineering
John Leach, Traffic Engineering
Dan McCormick, Traffic Engineering
Scott Strassburg, Madison Fire Department

For Official Use Only, Re: Final Plan Routing			
<input checked="" type="checkbox"/>	Planning Division (Firchow)	<input type="checkbox"/>	CDBG Office (IZ-related)
<input checked="" type="checkbox"/>	Zoning Administrator	<input type="checkbox"/>	Parks Division (Park fees)
<input checked="" type="checkbox"/>	City Engineering	<input checked="" type="checkbox"/>	Urban Design Commission
<input checked="" type="checkbox"/>	Traffic Engineering	<input type="checkbox"/>	Recycling Coordinator (R&R)
<input checked="" type="checkbox"/>	Fire Department	<input type="checkbox"/>	Other: Madison Metro