



Department of Planning & Community & Economic Development
Planning Division

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March 21, 2007

Union Corners, LLC
Lance T. McGrath, McGrath Associates
103 N. Hamilton Street
Madison, Wisconsin 53703

RE: Approval of a request to rezone 2340, 2416, 2504 & 2507 Winnebago Street from Planned Unit Development-General Development Plan (PUD-GDP) to Amended PUD-GDP and Planned Unit Development-Specific Implementation Plan (PUD-SIP) to allow construction of five buildings at Union Corners containing 140 condominium units, 63 rental apartment units and approximately 101,000 square feet of commercial space.

Dear Mr. McGrath:

At its March 20, 2007 meeting, the Common Council **conditionally approved** your application for rezoning property located at 2340, 2416, 2504 & 2507 Winnebago Street from PUD-GDP to PUD-SIP. The following conditions of approval shall be satisfied prior to final approval and recording of the planned unit development:

Please contact Janet Dailey, City Engineering, at 261-9688 if you have questions regarding the following twenty-one (21) items:

1. The developer shall coordinate the project phasing with the reconstruction of E. Washington Avenue as a portion of the project lies on the right-of-way to be vacated after completion of the E. Washington Avenue reconstruction.
2. The developer shall coordinate the project phasing with the City's project to reconstruct Winnebago Street and construct Sixth Street.
3. The developer shall enter into a development agreement for sidewalk along Winnebago Street if required by the City after consulting with the developer. This comment may not apply if the City constructs the sidewalk.
4. Private connections are being made to the storm sewer. The applicant shall show that when the storm sewer is at capacity the resulting backwater will not cause structural problems or flood underground parking. This shall include designing the lowest entrance (or flood proofing) to an elevation one (1) foot above the regional 100-year flood elevation or two (2) feet above the top of adjacent curb, whichever is greater.
5. All existing utility information must match the City plan. All proposed utility connections must be in conformance with the City plans.
6. The sanitary lateral for Building B does not match the City plan.
7. The plan needs to be revised showing the RIM and invert elevations of existing and proposed sanitary sewer facilities.

8. The 8-inch lateral main on Union is not a legal connection. The pipe needs to be no larger than 6-inch diameter. Utility plans need to be revised to match City street reconstruction plans.
9. 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. An addressing plan shall be submitted for building and individual unit addresses. Plan shall include the first, second, third and fourth story floor plans. Private street names need to be approved. Union Green East and Union Green West are not acceptable names. East and West cannot be used as a suffix. The suggestion of Union Green Boulevard is acceptable for both sections of roadway. The street name Union Main needs a suffix.
10. The site plan shall identify lot and block numbers of recorded Certified Survey Map or Plat.
11. The applicant shall close all abandoned driveways by replacing the curb in front of the driveways and restoring the terrace with grass.
12. A City licensed contractor shall perform all work in the public right of way.
13. 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.
14. 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 Wisconsin Department of Natural Resources is required.
15. Prior to approval, this project shall comply with Chapter 37 of the Madison General Ordinances regarding stormwater management. Specifically, this development is required to control 40% TSS (20 micron particle) and provide oil and grease control from the first 1/2" of runoff from parking areas.
16. 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.
17. 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, shall have a scale bar on the plan set, and shall contain the following items: building footprints; internal walkway areas; internal site parking areas; lot lines and right-of-way lines; street names, stormwater management facilities and; detail drawings associated with stormwater management facilities (including if applicable planting plans).
18. The Applicant shall submit prior to plan sign-off, electronic copies of any Stormwater Management File including: SLAMM DAT files; RECARGA files; TR-55/HYDROCAD/etc., and; 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.
19. The applicant's utility contractor shall obtain a connection permit and excavation permit prior to commencing the storm sewer construction.

20. All outstanding Madison Metropolitan Sewerage District (MMSD) and City of Madison sanitary sewer connection charges are due and payable prior to connection to the public sewerage system.
21. The site plan shall be revised to show all existing public sanitary sewer facilities in the project area as well as the size and alignment of the proposed service.

Please contact John Leach, Traffic Engineering, at 267-8755 if you have questions about the following twenty-three (23) items:

22. Due to new issues and new constraints on the right of way available with the roundabout design at Winnebago and Sixth streets, the site plan shall be modified to provide more space at Building C and Sixth Street in order to get an adequate design for the roundabout. The attached sketch shows the rough idea of the space needed. Final review and approval required by the Traffic Engineer.
23. The City of Madison radio systems are microwave directional line of sight to remote towers citywide. The building elevation will need to be reviewed by the 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.
24. The approval of this facility does not include the approval of the as proposed improvements in the street right of way. The applicant should remove all proposed improvements or conditions in the right of way on the site plan sheets or note: "All right of way improvements require separate approval by the Board of Public Works and Common Council for the public right of way changes to be requested by the developer."
25. The applicant provides Building "A" loading/unloading docks on site. The Building "A" has proposed semi-trailer deliveries from Winnebago Street or E. Washington Avenue. The applicant will need to accommodate all semi-trailer deliveries from public street to loading dock behind the building. The applicant shall show semi-trailer movement ingressing and egressing from the street to the loading dock areas. The applicant may need to modify the parking lot to accommodate truck ingressing and egress the truck route to the public street system.
26. A special design "Street Type Entrances" proposed for Winnebago Avenue intersections at Union Main, Union Green West and Union Green East. These "Street-Type Entrances" ingress and/or egress shall note the following: A six (6) inch white lines for the six (6) wide crosswalk and twenty-four (24) inch white stop bar four (4) feet behind the crosswalk shall be epoxy at the intersections of the street entrances. The applicant shall provide a detail drawing of the "Street Type Entrance" with plan sheets showing these details signage and pavement markings. In addition, a note shall be shown on the plan, "ALL EPOXY PAVEMENT MARKING AND SIGNAGE AS APPROVED BY TRAFFIC ENGINEERING SHALL BE INSTALLED AND MAINTIAN BY THE PROPERTY OWNER."
27. The ramp down to the underground parking and its percent of slope shall be designed to accommodate low-clearance vehicles for a transition. The ramp break over angle (limited by vehicle wheel-base and ground clearance) and angles of approach (affected by front overhang of vehicles) and departure (affected by rear overhang) are critical vehicle clearance points. Standards established by the Society of Automotive Engineers limit the ramp breakover angle to no less than 10 degrees; angle of departure, no less than 10 degrees; and angle of approach, no less than 15 degrees. The applicant shall provide a profile of the ramp showing the slopes critical clearance, when plans are submitted. The applicant should explore ramp slopes (grades) less than 10% that can be blended satisfactorily with an 8-foot transition length.

28. A continuous sidewalk around Buildings G shall be provided, with further review and approval of this sidewalk and the interface to the planned bike path along the rail corridor.
29. Sidewalks shall be installed across the Union Green connecting the sidewalks along both sides of Union Main to the sidewalks along the driveway between Buildings A and B.
30. Sidewalk running east/west across the north end of the larger Union Green median shall connect across Union Green East and Union Green West with curb ramps and crosswalks.
31. Curb ramps connecting parking spaces for people with disabilities with the sidewalks shall have a minimum five-foot flat area at the top of the ramp. This is an issue at several locations including Building A and Building C. All curb ramp locations should be reviewed.
32. All bicycle parking locations shall be reviewed for visibility and accessibility from the street and proximity to building entrances.
33. Bicycle parking near the southeast entrance to Building A conflicts with the curb ramp and sidewalk and should be relocated.
34. Please provide detail drawings of bicycle racks to be used to ensure they comply with City of Madison bicycle rack design specifications.
35. All sidewalks/walkways adjacent to the curb in areas with angle parking, including 90-degree parking, shall be at least seven feet wide to account for bumper overhang.
36. 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), 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'.
37. The applicant shall install private street name and other signs that comply with Madison General ordinances 10.34(3). The applicant shall show detail drawing of signs and installation that comply with MGO.
38. All directional/regulatory signage and pavement markings on the site shall be shown and noted on the plan. The applicant shall remove the "Right Turn Only" sign on Union Green West ingressing Winnebago St. two-way traffic.
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 show the dimensions for proposed parking stalls' items A, B, C, D, E, F, H, and degree of angle parking width and backing up, according to Figures II "Medium and Large Vehicles" parking design standards in Section 10.08(6)(b)2. Signs and planting areas are to be excluded from the rectangular stall areas including the two (2) feet of vehicle overhang. The two (2) feet of vehicle overhang shall be shown on the plan and dimensioned. The applicant shall revise E. Washington Avenue parking lot for the Sales Office according to MGO dimensions and encroachment onto the East Washington Ave. public sidewalk with a

barrier and noted on the site plans. The applicant may need to modify angle parking on Union Main as H and A distances from the Winnebago Street at the traffic round about right-of-way eliminating a parking space as not to back into the right of way.

41. Per ordinance, the small car stalls shall not exceed 25% of the total number of Medium and Large Vehicles and Small Vehicles stalls for the facility. The site plan shall show small car parking spaces identified and properly controlled with a sign "Small Cars Only" per each space, when plans are submitted for approval.
42. The applicant shall design the underground parking areas for stalls and backing up according to Figures II of the ordinance using the 9-foot or wider stall for the commercial/retail area. The "One Size Fits All" stall shall be used for the residential parking area only, which is a stall 8'-9" in width by 17'-0" in length with a 23'-0" backup. Aisles, ramps, columns, offices or work areas are to be excluded from these rectangular areas, when designing underground parking areas.
43. The developer shall post a deposit and reimburse the City for all costs associated with any modifications to traffic signals, street lighting, signing and pavement marking, and conduit and handholes, including labor, engineering and materials for both temporary and permanent installations.
44. 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 item:

45. 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.
 - c.) Provide an aerial apparatus access fire lane that is at least 26 feet wide, with the near edge of the fire lane within 30 feet of the structure, and parallel to one entire side of the structure.

Please contact Kathy Voeck, the Assistant Zoning Administrator, at 266-4551 if you have questions regarding the following eight items:

46. Section 28.04(24) provides that Inclusionary Zoning requirements shall be complied with as part of the approval process. Submit to CDBG, a copy of the approved plan for recording prior to zoning sign off of the PUD-SIP.
47. Provide one 10'x35' loading area with 14 feet of vertical clearance to be shown on the plan for Building B, 5,216 square-foot commercial bldg. The loading area shall be exclusive of drive aisle and maneuvering space.

Provide three 10'x50' loading areas with 14 feet of vertical clearance to be shown on the plan for Building A, 65,450 square-foot. commercial bldg. The loading area shall be exclusive of drive aisle and maneuvering space.

Provide two 10'x35' loading areas with 14 feet of vertical clearance to be shown on the plan for Building C, 20,260 square-foot commercial, 202,600 square-foot residential. The loading areas shall be exclusive of drive aisle and maneuvering space.

Provide one 10'x35' loading area with 14 feet of vertical clearance to be shown on the plan for building the French Battery Building for 9,763 square-foot commercial use. The loading area shall be exclusive of drive aisle and maneuvering space. (Residential 22,946 square-foot loading provided in drive aisle).

Provide **three** 10'x35' loading areas with 14 feet of vertical clearance to be shown on the plan for building G residential building 209,125 square-foot. The loading areas shall be exclusive of drive aisle and maneuvering space.

Loading areas shall be provided as shown above, unless the Plan Commission specifically reduces a specific loading requirement.

48. Put building addresses, number of residential units, sq. footage of residential portion of building, and gross square footage of commercial on each building on the site plans. Contact Lori Zenchenko of City Engineering to get addresses (266-5952). On the floor plans of each building list number of parking stalls and bike parking stalls provided.
49. In the Zoning Text, for each of the zoning texts, revise permitted use and/or accessory use to list additional permitted uses that will be allowed. (Do not refer to the letter of intent). These additional lists shall be added to the zoning texts and reviewed by Zoning and Planning staff prior to final submittal of plans. Label the zoning texts with the building letter and the building address.
50. Meet all applicable State accessible requirements. If parking is designated for commercial or residential uses, designate on the plans. Residential parking requires 2% of the stalls be accessible. If it is a mixed use (residential and commercial) commercial requirements will apply. Where surface and garage parking is provided, the accessible parking shall be provided in each.
 - a.) **Buildings A & B:** 203 stalls total, (87 garage and 116 surface stalls), (commercial use). Provide a minimum of **seven** accessible stalls striped per State requirements. A minimum of one of the stalls shall be a van accessible stall 8' wide with an 8' striped out area adjacent.
 - b.) **Building C:** 64 garage stalls, (commercial and residential). Provide a minimum of **three** accessible stalls striped per State requirements. A minimum of one of the stalls shall be a van accessible stall 8' wide with an 8' striped out area adjacent.
 - c.) **French Battery Building:** 30 garage stalls and 2 surface stalls (commercial and residential)/ Provide a minimum of **one** accessible stall striped per State requirements. A min. of one of the stalls shall be a van accessible stall 8' wide with an 8' striped out area adjacent.
 - d.) **Building G:** 136 garage stalls and 17 surface stalls (residential). Provide **four** accessible stalls striped per State requirements. A minimum of one of the stalls shall be a van accessible stall 8' wide with an 8' striped out area. Divide the required accessible stalls between the surface and garage parking.
 - e.) Show signage at the head of the stalls. Accessible signs shall be a minimum of 60" between the bottom of the sign and the ground.
 - f.) Show the accessible path from the stalls to the building or elevator. The stalls shall be as near the accessible entrance/elevator as possible. Show ramps, curbs, or wheel stops where required.
51. Provide bike parking stalls in safe and convenient locations on an impervious surface to be shown on the final plan. The lockable enclosed lockers or racks or equivalent structures in or upon which the bicycle may be locked by the user shall be securely anchored to the ground or building to prevent the lockers or racks from being removed from the location. NOTE: A bike-parking stall is two feet by six feet with a five-foot access area. Structures that require a user-supplied locking device shall be designed to accommodate U-shaped locking devices. Note: Many of the bike parking stalls shown do not meet the access requirements, including but not limited to most of the garage bike stalls. Provide one stall for each unit in a residential building up to 50 stalls and half a stall for the number of stalls over 50. Provide one bike parking stall for each 10 car stalls

that would be required for any commercial or office spaces. (Note: Car parking requirements would be one stall per each 300 square feet of gross floor area. Even though car parking is not required, bike parking is required per the amount that would be required if it were.) **Provide the following: Building A–22 bike stalls, Building B–2 bike stalls, Building C–60 bike stalls, French Battery Building–19 bike stalls, and Building G – 87 bike stalls that meet the above criteria.**

52. Parking lot plans with greater than twenty (20) stalls, landscape plans must be stamped by a registered landscape architect. Provide a landscape worksheet with the final plans that shows that the landscaping provided meets the point and required tree ordinances. In order to count toward required points, the landscaping shall be within 15' and 20' of the parking lot depending on the type of landscape element. (Note: The required trees do not count toward the landscape point total.) Planting islands shall consist of at least 75% vegetative cover, including trees, shrubs, ground cover, and/or grass. Up to 25% of the island surface may be brick pavers, mulch or other non-vegetative cover. All plant materials in islands shall be protected from vehicles by concrete curbs.

53. Submit lighting plans for each building that meet 10.085 per the Madison General Ordinances.

Please contact Tim Sobota, Metro Transit, at 261-4289 if you have questions about the following ten items:

54. The applicant shall install and maintain a concrete passenger boarding pad on the west side of S. Sixth Street, approximately 80 feet south of the sidewalk and curb ramp on E. Washington Avenue. The concrete pad shall occupy the full distance of the terrace, measure a minimum of six feet in width parallel to the street, and lie flush between the sidewalk and the top of curb.

55. The applicant shall install and maintain a passenger waiting shelter with bench seating and a trash receptacle on top of a concrete pad or other suitable surface on the west side of South Sixth Street south of East Washington Avenue, in an area adjacent the concrete passenger boarding pad described above.

56. The applicant shall install and maintain a passenger waiting shelter with bench seating and a trash receptacle on top of a concrete pad or other suitable surface on the south side of Milwaukee Street east of E. Washington Avenue, in an area adjacent the concrete passenger boarding pad indicated on the submitted plans as being installed by others.

57. The applicant shall provide turning radius diagrams for the intersection of Sixth Street and Winnebago Street—confirming that the street dimensions, traffic circle and associated corner radii will permit two-way traffic by City buses between Winnebago Street and E. Washington Avenue via S. Sixth Street.

58. The applicant shall include the concrete passenger boarding pads, shelters with benches and trash receptacles listed in items 1-3 on the final documents filed with their permit application so that Metro Transit may review and approve the design.

59. Winnebago Street between Sixth Street and Milwaukee Street shall be designed and constructed such that it would be able to support two-way bus traffic should road detours or construction require such deviation.

60. The developer shall include these concrete passenger boarding pads, shelters with benches, and trash receptacles on the final documents filed with their permit application so that Metro Transit may review and approve the design.

61. The applicant is encouraged to install passenger amenity items 54 & 55 on private property behind the sidewalk. Placement of privately installed and maintained property on public right-of-way will require the

review and approval of additional City agencies, including City Real Estate and City Engineering, prior to Metro Transit giving final approval to the plans. If installed on City right-of-way between the curb and sidewalk, the amenities may not obstruct a six-foot zone of concrete pad between the curb and sidewalk on the south end, furthest from the crosswalk.

62. Metro Transit currently operates transit along S. Fifth Street between E. Washington Avenue and Winnebago Street. Buses traveling in the opposite direction use Winnebago Street all the way east to its present intersection at East Washington Avenue. The proposed reconstruction of E. Washington Avenue and redevelopment project will require the relocation of transit service to the new S. Sixth Street in both directions.

63. Metro Transit anticipates maintaining the current bus stops on either side of Winnebago Street west of Fifth Street adjacent the railroad crossing. Heading east, the next stop after the railroad crossing is anticipated to be on eastbound E. Washington Avenue, east of Sixth Street. Coming from the North Street intersection, buses are anticipated to stop on the west side of Sixth Street, south of E. Washington Avenue, then continue to the present stop on the north side of Winnebago Street adjacent the railroad crossing west of Fifth Street.

Please contact Hickory Hurie or Barb Constans, Community Development Block Grant Office, at 267-0740 if you have questions about the following item:

64. The developer shall provide a total of 19 inclusionary dwelling units on the Building G site and 1 inclusionary dwelling unit in the French Battery Building and pay \$30,000 as a payment in lieu of the two units waived.

An Inclusionary Dwelling Unit Plan and Land Use Restriction Agreement (LURA) shall be recorded with this planned unit development as required by the CDBG Office.

Please contact Si Widstrand, Parks Division, at 266-4711 if you have questions about the following item:

65. **The applicant shall contact Si Widstrand to determine the park fees due as part of this first SIP.** Park fee payment checks shall be payable to the City of Madison Treasurer, and all questions, payments and deliveries shall be made to the office of the Madison Parks Division. Prior to City signoff on this project, the developer shall select one of the following options for paying these fees:

- Payment of all fees in a lump sum prior to City signoff on the project, or;
- The fee payment may be paid within fourteen days of issuance of any zoning, conditional use or building permit. No certificate of occupancy may be issued for buildings on any parcel for which there are unpaid impact fees. Under this option, the fees shall be calculated and prorated to each lot on the development, and the developer shall record a notice of the outstanding impact fees for each lot prior to receiving City signoff for the project. All fees shall be paid at the rate in effect at the time of payment.

Please contact my office at 261-9632 if you have questions about the following six items:

66. That the specific implementation plan set be revised per Planning Division approval as follows:

- a.) that a second tot lot area provided in the northern/ northeastern portion of the development adjacent to the denser residentially developed Building G site, and;
- b.) that a pass-through along the first floor between Winnebago Street and Union Main be incorporated into Building C to reduce the physical and aesthetic length of the building along the street; the pass-through should include a strong visual connection from Winnebago Street to Union Main through the building and be open to the public for use generally from the hours of 7 AM to 10 PM daily.

67. That the zoning text be revised per Planning Division approval as follows:
- a.) that the off-street parking and loading sections of each of the component sections of the zoning text be revised to read "As shown on the approved plans;" the breakdown of vehicular and bike parking spaces should be clearly spelled out in the letter of intent for each component of the SIP;
 - b.) that the permitted use sections of the zoning text as they pertain to the residential components of the French Battery Building and Buildings C and G be revised to state: "Multi-family residences;" the unit breakdown of each component should be provided in the sections of the letter of intent devoted to each;
 - c.) all accessory uses proposed shall be listed in the zoning text and not in the letter of intent;
 - d.) that the signage sections of each component shall be limited to the maximum permitted in the R6 zoning district for residential uses and as per C2 for buildings containing commercial uses and as approved by the Urban Design Commission and Zoning Administrator.
68. That the applicant submit a colored rendering of the proposed screening fence (3-LC 604) for consideration by the Planning Division. It may be more appropriate to use a more traditional fencing material adjacent to the existing Farwell Street and Anzinger Court residences than the fence proposed based on this staff review.
69. That, following approval of the specific implementation plan, the applicant submit building elevations and any other relevant materials to the Planning Division for approval of the exterior finishes of individual tenant spaces for all retail spaces within the project.
70. That a general development site plan showing future phases of development in the Union Corners project be included with the final set of materials to be recorded with the specific implementation plan.
71. That the developer receive final approval from the Urban Design Commission prior to final approval of this specific implementation plan and recording.

After the plans have been changed as per the above conditions, please file **eleven (11) 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.

Approval of this project does not include any approval to prune, remove or plant trees in the public right of way. Permission for such activities must be obtained from the City Forester, 266-4816.

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 261-9632.

Sincerely,

Timothy M. Parks
Planner

cc: Kathy Voeck, Assistant Zoning Administrator
Janet Dailey, City Engineering
John Leach, Traffic Engineering
Scott Strassburg, Madison Fire Department
Si Widstrand, Parks Division
Barb Constans, CDBG Office
Tim Sobota, Metro Transit

For Official Use Only, Re: Final Plan Routing			
<input checked="" type="checkbox"/>	Planning Division (T. Parks)	<input type="checkbox"/>	Madison Water Utility
<input checked="" type="checkbox"/>	Zoning Administrator	<input checked="" type="checkbox"/>	Parks Division (Park fees only)
<input checked="" type="checkbox"/>	City Engineering	<input checked="" type="checkbox"/>	Urban Design Commission
<input checked="" type="checkbox"/>	Traffic Engineering	<input type="checkbox"/>	Recycling Coordinator
<input checked="" type="checkbox"/>	Fire Department	<input checked="" type="checkbox"/>	Metro Transit
<input checked="" type="checkbox"/>	CDBG Office	<input type="checkbox"/>	Other: