



Report to the Plan Commission

May 16, 2011

Legistar I.D. #22432

3550 Anderson Street and 1849 Wright Street

Conditional Use Alteration Request

Report Prepared By:
Heather Stouder, AICP
Planning Division Staff

Requested Action: Approval of an alteration to an existing conditional use for the construction of building additions and the integration of an additional surface parking area in the M1 (Limited Manufacturing) District.

NOTE: This project is related to two other conditional use requests on this agenda:

1702 Wright Street; Proposed Health Education (Allied Health) Building;
(Agenda Item #15, Legistar #22431)

3201 Anderson Street; Expanded parking lot;
(Agenda Item #17, Legistar #22433)

Applicable Regulations & Standards: Section 28.12(11) provides the guidelines and regulations for the approval of conditional uses.

Summary Recommendation: The Planning Division recommends that the Plan Commission finds that the conditional use standards can be met and **approve** the request for the alteration to the conditional use.

Background Information

Applicant/Property Owner: Mike Stark; Madison (Area Technical) College; 3550 Anderson St.; Madison

Project Contact: John Feller; J.H. Findorff and Son; 300 South Bedford; Madison

Proposal: The applicant is requesting an alteration to an existing conditional use in the M1 District for construction of two major additions to the Madison College Main Building at 3550 Anderson Street, as well as a restriping of a large surface parking lot immediately to the north at 1849 Wright Street, to accommodate additional parking for the Madison College Truax Campus.

Parcel Location: 3550 Anderson Street and 1835 Wright Street are contiguous parcels located on the northeast corner of Wright Street and Anderson Street; Aldermanic District 17 (Clausius); Madison Metropolitan School District.

Existing Conditions: 3550 Anderson Street is a 29-acre parcel developed with the main building within the Madison College Truax Campus, which has a footprint of over 400,000 square feet. The property also includes approximately 280 surface parking stalls scattered within six small lots.

Immediately north of the main Madison College Building, the college recently acquired three parcels totaling 16 acres. 1849 Wright Street is the largest of these parcels at just over 11 acres. It is currently developed with a two-story, 101,500 square foot warehouse building. The surface parking lot on of these parcels, 1849 Wright Street, is proposed for restriping and inclusion into the campus with this submittal.

Surrounding Land Use and Zoning:

North: Warehousing and manufacturing uses in the M1 (Limited Manufacturing) District.

South: Across Anderson Street, Truax Park Apartments, owned and managed by the City of Madison Community Development Authority, in the R5 (General Residence) District. .

East: Across Stoughton Road, warehousing, office, and auto-repair uses in the C3L (Commercial Service and Distribution) District. .

West: Across Wright Street, an existing 1,300 stall surface parking lot in the M1 (Limited Manufacturing) District. The new Health Education Building, 1702 Wright Street, is proposed in the southeast corner of this property.

Adopted Land Use Plan: The Comprehensive Plan (2006) recommends Special Institutional (SI) uses for 3550 Anderson Street and Employment (E) for 1835 Wright Street.

Environmental Corridor Status: A narrow strip classified as Environmental Corridor runs horizontally between the two parcels, 3550 Anderson Street and 1849 Wright Street.

Public Utilities and Services: This property is served by a full range of urban services, including Metro Transit Route 20.

Zoning Summary: The property is in the M1 (Limited Manufacturing) District. Zoning analysis was unavailable when this report was completed. Please see the zoning comments in the back of the Plan Commission packet.

Project Description

Madison College is proposing two major additions totaling 163,000 gross square feet to the main building located on the northeast corner of Anderson Street and Wright Street, and the integration of an existing surface parking lot north of the building with the rest of the property. The major additions to the building are proposed on the west side of the building, between the existing building and Wright Street.

The surface parking lot at 1849 Wright Street is on an 11.3-acre parcel recently acquired by Madison College along with another 5-acre parcel just north of the main building. Madison College hopes to utilize 1849 Wright Street for surface parking and potential future redevelopment with additional buildings. The existing 101,000 square foot building on the site will remain with an existing tenant for the time being, but the applicant proposes a restriping of the parking lot to serve automobiles rather than semi-trailers, and a new pedestrian bridge connecting the two sites.

Site and Building Plans

Building Additions – The “Gateway” proposed in front of the existing main entrance on the west side of the building is a three-story, 89,600 square foot addition, which will include a new main entrance to the Truax Campus, a library, a student achievement center, a small café, and other student services. This portion of the building has a capacity for nearly 900 people and is expected to employ 12 full-time and 4 part-time staff. Major programmatic components include a first floor career center, a small café and 12,000 square-foot student achievement center on the second floor, and a 15,000 square-foot library on the third floor. The western exterior of the building is curved with a slightly concave shape at and around the main entrance. With stone veneer paneling, substantial use of glass on the western and southern facades, and an elevated rooftop element supported by structural columns, the addition provides a very impressive new façade for what will remain the main building on the Truax Campus. (Submitted elevations for this addition were unlabeled, but in looking at the colored renderings submitted to the UDC and the materials proposed for the northern addition, staff has assumed the intent to use these materials. Labeled elevations should be submitted with final plans for staff review and approval).

Adjacent to the north is the 63,300 square foot “Ingenuity Center” addition on the northwest corner of the building, a new peninsula providing classroom and shop space for advanced manufacturing training programs. It will replace an existing 7,000 square foot accessory building proposed for demolition. Exterior materials for the Wright Street facade of this addition complement the “Gateway” addition, with stone veneer paneling and transparent glass, but also incorporate a greater proportion of metal panels and spandrel glass. This palette of materials continues around the northwest corner of the building. The rear of the addition, which is relatively hidden, is primarily concrete paneling with two overhead doors and upper story windows.

The small 3,400 square foot “Drivability” and 6,600 square foot “Welding/Cabinetry” wings are proposed as one-story additions on the northern portion of the building, completely hidden from view from Wright

Street. Brick exterior is proposed to match the existing building for both of these small additions. Finally, a small temporary trailer is proposed to be located in the southeast corner of the building to serve as temporary clinic space prior to the completion of the Health Education Building across Wright Street.

New Entrances– The main entrance to the “Gateway” building and the Truax Campus as a whole is a set of eight doors leading into a three-story atrium space. This entrance is located in line with the terminus of the main pedestrian path crossing Wright Street from the Health Education Building and the student quad. A secondary entrance into the atrium, a set of six doors, is proposed on the south end of the addition, next to a new small parking lot and drop-off point. The main entrance to the “Ingenuity Center” is at the northwest corner of the building, connected to the public sidewalk by a short sidewalk with steps and a ramp.

Parking, Access, and Circulation – As mentioned in the Staff Report for 1702 Wright Street, Madison College is proposing a narrowing of Wright Street at the heart of the campus, reconfiguring it with one lane in each direction, bicycle lanes, bus pullouts for Metro Transit, and a median. As such, the intent moving forward is to minimize automobile traffic along Wright Street and orient it instead to Hoffman Street. On this particular property, however, access to all surface parking lots will be from Wright Street, with the exception of two small existing lots accessed from Anderson Street.

Five existing small parking lots located on the eastern half of the site would remain. The proposal includes two new small parking lots directly serving the new additions to the building. A 21-stall lot is proposed along with a drop-off point at the south end of the Gateway addition. The lot includes 16 ADA stalls, four 30-minute stalls, and 1 carpool stall. A 16-stall diagonal parking lot is proposed in front of the “Ingenuity Center”, with small areas identified for “moped parking” on either end. The lot includes seven 30-minute stalls, five carpool stalls, and four stalls for fuel-efficient vehicles. 110 bicycle stalls are distributed along the western edge of the property.

The newly acquired property north of the main building is an existing 101,500 square foot cold storage facility surrounded by a large asphalt lot used for automobile and semi-truck parking and loading. Madison College proposes to restripe a large portion of the parking lot for automobile use, resulting in a total of 418 parking stalls, which can help to offset the campus parking areas being replaced with the new Health Education Building and parking lot changes across Wright Street to the west.

Pedestrian circulation to the building from the northern lot proposed for restriping is limited to a proposed accessible bridge leading to an existing entrance in the north central portion of the building. Those walking from parking lots to the west will utilize the new “tabletop” raised crosswalk, which leads to a point between the main and secondary entrances to the “Gateway” addition.

Landscaping – Similar to the landscape plan for the Health Education Building across Wright Street, this proposal includes an impressive landscape plan with native grasses and other perennials along the building foundation, numerous canopy and ornamental trees within the area between the building and the street, and raingarden plantings proposed in the southwest corner of the property. Outside the main entrances in the southwest corner of the building, a total of 16 benches surrounded by planters and canopy trees are proposed. Finally, 10 canopy trees and understory perennials are proposed within the public right-of-way along Wright Street to the west. The application materials submitted did not include new landscaping associated with the surface lot at 1849 Wright Street, which will need to be provided in final plans submitted for staff review and approval to meet minimum zoning requirements.

Related Approvals

On April 27, the Urban Design Commission granted **initial approval** for the design, with the following recommendations:

- Study of the composition of the end of the curved element and provide floor plans for that area.
- Provide a final landscape plan.
- Look at landscaping on west side of Wright Street (just north of walkway), if desired.

- Revise landscape plan to remove invasive Japanese Fire Grass.
- The materials presented are acceptable and do not need to be presented again.

On May 11, the UDC granted **final approval** for the design, with a suggestion that the applicant may consider slight revisions to the glass connection between the two new portions of the building.

Public Input

Madison College has broad support for implementation of their master plan for new facilities within the Truax Campus, and staff is unaware of any opposition to this specific proposal.

Evaluation and Conclusion

Land Use – The proposed additions to the main building are consistent with the Comprehensive Plan land use recommendation for Special Institutional Uses at the Madison College Truax Campus. The newly acquired properties to the north, for which the Comprehensive Plan recommends Employment uses, will likely be combined with the rest of the Truax Campus into the Campus-Institutional zoning district when the new zoning code is effective. It is anticipated that these properties will be redeveloped with expanded facilities for Transportation and Manufacturing programs during future phases of implementation. Staff believes that their proposed interim use as surface parking for the Truax Campus is acceptable.

As a whole, the proposal is consistent with the Truax Campus Master Plan, which has been presented to the Plan Commission at previous meetings. While the current zoning ordinance does not provide for formal adoption of the Master Plan by the City, it is anticipated that the Master Plan will be formally submitted for review shortly after the new zoning code is enacted.

Building Design – The new three-story “Gateway” and two-story “Ingenuity Center” additions constitute a tremendous improvement to the main building and its relationship to Wright Street to the west. The new additions will frame this portion of Wright Street as the center of campus, along with the new Health Education Building proposed to the west.

Parking, Access, and Circulation- Currently, a single pedestrian bridge proposed over the ditch between the 418-stall parking lot and the main building leads to an existing entrance in the north central portion of the building. A cross-access easement between the properties will need to be prepared and reflected on final plans for this pedestrian crossing and the adjacent crossing for maintenance vehicles.

Depending on how broadly this parking lot will be used, those parking in the lot will likely be heading to destinations that would utilize different entrances to the building, including the new entrance to the “Ingenuity Center” addition. In order to get to these entrances, pedestrians would currently need to walk along the access driveway running parallel to the north side of the building. Staff recommends formalizing a pedestrian connection to the new “Ingenuity Center” entrance by incorporating a sidewalk or other acceptable pedestrian pathway along the southern edge of the access driveway. While one bridge may be adequate for this proposal additional pedestrian bridges over the ditch between the properties are encouraged in the future.

The 110 bicycle stalls proposed are well-distributed around the main entrances to the building, but may not sufficiently meet the zoning requirements for this facility. Additional stalls may be required, based on zoning review.

Landscaping - So long as it can be well-maintained over time, the landscape plan is excellent, offering a generous mix of canopy trees, shrubs, and perennial groundcover. Detailed quantities by species should be provided in the final plan set for staff review and approval. The final landscape plan should also show that the parking lot landscaping requirements for all surface parking lots can be met, including the lot at 1849 Wright Street proposed for restriping.

Conditional Use Standards

Planning Division staff believes that the conditional use standards can be met with this proposal, when taking into account the conditions of approval recommended by reviewing agencies. Conditional use standards 1 through 6 are most relevant to this review. A brief analysis of each follows:

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

With the new stormwater management and multimodal transportation infrastructure associated with the project, staff believes that this condition is met.

2. That the City be able to provide municipal services to the property where the conditional use is proposed, given due consideration of the cost of providing such services.

Staff believes that the conditions of approval recommended by City Engineering, particularly No. 14, the requirement to enter into a formal City / Developer agreement, sufficiently ensure that this standard can be met.

3. That the uses, values, and enjoyment of other property in the neighborhood for purposes already established shall be in no foreseeable manner substantially impaired or diminished by the establishment, maintenance, or operation of the conditional use.

The existing building is over 300 feet north of the nearest residential property, Truax Park Apartments, and the proposed additions are on the north side of the building away from the apartments. With its intended function and expected hours of operation, it should not present negative impacts for this or other properties in the area.

4. That the establishment of the conditional use will not impede the normal and orderly development and improvement of the surrounding property for uses permitted within the district.

The proposed additions will improve the look and function of the existing building, and will not impede development and redevelopment of surrounding property in the M1 (Limited Manufacturing) District. With careful scheduling with the existing tenant, the restriping of the parking lot at 1849 Wright Street should not impede improvement of the property for permitted uses currently, or for an expansion of the Truax Campus with new buildings in the future.

5. That 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.

The draft parking study submitted by the applicant demonstrates a need for replacement parking stalls in the short term to offset those being lost due to development of portions of existing lots with new buildings, as well as the additional demand due to the new programs offered at the Truax Campus. It appears that parking needs will be met for the main building through the restriping of the newly acquired surface parking lot at 1849 Wright Street. With regard to utilities, access, drainage and internal circulation, staff believes that the conditions of approval recommended by City Engineering, Traffic Engineering, and Metro Transit sufficiently ensure that this standard can be met.

6. That 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.

The applicant prepared a TDM Plan demonstrating current and proposed strategies for maximizing use alternative transportation (the TDM is included the Plan Commission packet and summarized in the staff report for Agenda Item #17, Legistar #22433, 3201 Anderson Street). Substantial off-site improvements within the Wright Street right-of-way are proposed, and improvements to the Anderson

Street right-of-way to improve bicycle and pedestrian circulation are recommended as conditions of approval by Traffic Engineering.

Planning Division staff recommends that the Plan Commission finds that the conditional use standards can be met, and **approve** the request subject to input at the public hearing and conditions from reviewing agencies.

Recommendations and Proposed Conditions of Approval

Major/Non-Standard Conditions are shaded

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

The Planning Division recommends that the Plan Commission find that the conditional use standards can be met and **approve** the request subject to input at the public hearing and the following conditions:

Planning Division (Contact Heather Stouder, 266-5874)

1. Final plans submitted for staff review and sign-off shall include elevations with all proposed materials labeled.
2. Prior to final sign-off, the applicant shall submit records of a cross access easement between the main building and the surface parking lot at 1849 Wright Street.
3. Final plans submitted for staff review and sign-off shall include a pedestrian pathway from the entrance to the "Ingenuity Center" to the bridge crossing the ditch between the two properties.
4. Within final plans submitted for staff review and approval, a landscape plan and schedule shall be included with quantities and planting sizes for each species.
5. The final landscape plan shall include point totals demonstrating that parking lot landscaping requirements for all surface parking lots associated with this proposal can be met.

The following conditions have been submitted by reviewing agencies:

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

6. Developer and City Engineering shall schedule a meeting to review the project scope, public infrastructure impacts, wetland or environmental corridor impacts, and coordination of the infrastructure improvements.
7. Wetland boundaries shall be shown on the plan.
8. Documentation shall be provided to City Engineering showing the calculations completed to show the new buildings are outside the practical flood zone.
9. A WDNR Permit shall be obtained for the modification to the drainage channel on Hoffman Street.
10. If greater than 20,000 sq ft of additional impervious is added, detention shall be required.
11. City sanitary sewer will need to be relocated prior to construction of 3550 Anderson Street.
12. Note on plans the following: "All work in the public rights of way or within public easements shall be constructed in accordance with the plans issued by the City Engineer City Traffic Engineer, per Engineering Project No. 53B2279."
13. Non-standard improvements within the right of way may require either a maintenance agreement or encroachment agreement.
14. 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).

15. The approval of this Conditional Use 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)).
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 (POLICY).
17. 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).
18. 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).
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. 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).
20. All damage to the pavement on Wright 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).
21. The plan set shall be revised to show a proposed private internal drainage system on the site. This information shall include the depths and locations of structures and the type of pipe to be used POLICY and MGO 10.29.
22. The applicant shall demonstrate compliance with MGO Section 37.07 and 37.08 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.
23. Effective January 1, 2010, The Department of Commerce's authority to permit commercial sites, with over one (1) acre of disturbance, for stormwater management and erosion control has been transferred to the Department of Natural Resources (WDNR). The WDNR does not have an authorized local program transferring this authority to the City of Madison. The City of Madison has been required by the WDNR to continue to review projects for compliance with NR216 and NR-151 but a separate permit submittal is now required to the WDNR for this work as well. The City of Madison cannot issue our permit until concurrence is obtained from the WDNR via their NOI or WRAPP permit process.

As this site is greater than one (1) acre, the applicant is required by State Statute to obtain a Water Resources Application for Project Permits (WRAPP) from the Wisconsin Department of Natural Resources, prior to beginning construction. This permit was previously known as a Notice of Intent Permit (NOI). Contact Eric Rortvedt at 273-5612 of the WDNR to discuss this requirement.

Information on this permit application is available on line

<http://dnr.wi.gov/Runoff/stormwater/constrformsinfo.htm> (NOTIFICATION)

24. Prior to approval, this project shall comply with MGO Chapter 37 regarding stormwater management. Specifically, this development is required to:

- a) Control 40% TSS (20 micron particle) off of new paved surfaces.
- b) Provide oil & grease control from the first 1/2" of runoff from parking areas.
- c) 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.

25. The Applicant shall submit, prior to plan sign-off, a digital CAD file (single file) to the Engineering Program Specialist in the Engineering Division (Lori Zenchenko). The digital CAD file shall be to scale and represent final construction. The single CAD file submittal can be either AutoCAD (dwg) Version 2001 or older, MicroStation (dgn) Version J or older, or Universal (dxf) format and contain only the following data, each on a separate layer name/level number:

- a) Building Footprints
- b) Internal Walkway Areas
- c) Internal Site Parking Areas
- d) Other Misc. Impervious Areas (i.e. gravel, crushed stone, bituminous/asphalt, concrete, etc.)
- e) Right-of-Way lines (public and private)
- f) All Underlying Lot lines or parcel lines if unplatted
- g) Lot numbers or the words "unplatted"
- h) Lot/Plat dimensions
- i) Street names

All other levels (contours, elevations, etc) are not to be included with this file submittal.

NOTE: Email file transmissions preferred addressing@cityofmadison.com . Include the site address in the subject line of this transmittal. Any changes or additions to the location of the building, sidewalks, parking/pavement during construction will require a new CAD file (POLICY and MGO 37.09(2) & 37.05(4))

26. 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)

27. 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))

28. The applicant's utility contractor shall obtain a connection permit and excavation permit prior to commencing the storm sewer construction MGO 37.05(7). This permit application is available on line at <http://www.cityofmadison.com/engineering/permits.cfm>.

29. All outstanding Madison Metropolitan Sewerage District (MMSD) and City of Madison sanitary sewer connection charges are due and payable prior Engineering sign-off, unless otherwise collected with a Developer's / Subdivision Contract. Contact Janet Dailey (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)).

30. 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).

Traffic Engineering Division (Contact John Leach, 267-8755)

31. The applicant will be required to comply with an outstanding condition of approval related to the City's installation of a traffic signal at the intersection of Anderson and Hoffman St., i.e., the applicant will need to submit the Madison College Master Plan to be reviewed and approved by the City Traffic Engineer. This includes ensuring that an all-way access is provided from the main parking area to Wright St, as approved previously by the City's Ped-Bike-Motor Vehicle Commission and Common Council.

32. The applicant will need to enter into a private developer's contract for a number of transportation projects required to serve the new buildings and campus re-organization.

33. The applicant will may need to make changes to building entrances and driveways along Wright St to support the proposed redesign of Wright St. This will be determined after a street design by the Traffic Engineer.

34. The applicant shall provide 8-10 ft wide sidewalks along Anderson St and Wright St to distances determined by the Traffic Engineer to provide adequate facilities for pedestrians and bicycles.

35. The applicant shall provide special new crosswalks at the intersection of Anderson and Wright St for both pedestrians and bicyclists, as determined by the Traffic Engineer. Portions of this intersection may need to be reconstructed for the new crosswalks and added capacity for pedestrians and bicyclists.

36. The applicant shall widen the existing bike path along Anderson St to 10-12 ft wide from Hoffman St to Wright St. to provide adequate facilities for pedestrians and bicycles.

37. The applicant may be required to install special pedestrian traffic signals at the midblock pedestrian crossing on Wright St. Underground facilities will need to be installed in any event.

38. The applicant shall widen Anderson Street from Hoffman Street to and through Pearson Street to provide added lanes and a left turn lane on Anderson Street into Pearson Street.

39. The applicant may want to strongly consider widening and adding capacity to Hoffman St at Anderson St, including offsetting the reconstructed drive from the Health Education facility as it

intersects with Hoffman St., and including two lanes out for a separate left turn lane and right turn lane.

40. The applicant shall provide a ped-bike master plan for review and approval by the Traffic Engineer showing all bike facilities, bike parking, and street design plans. Please contact Bob Arseneau, Traffic Engineer, at 266-4761 with questions about this item.
41. When the applicant submits final plans of one contiguous plan 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, 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'.
42. "Stop" signs shall be installed at a height of seven (7) feet at driveway approaches. 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.
43. "One Way" and "Do Not Enter" signs shall be installed to secure one way operation of the northerly parking area.
44. The site plan shall show car pool parking spaces identified and properly controlled with a sign "Car Pool Parking Only", and fuel efficient vehicle parking spaces identified and properly controlled with a sign "Fuel Efficient Vehicle Parking Only", when plans are submitted for approval.
45. 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.
46. Public signing and marking related to the development may be required by the City Traffic Engineer for which the developer shall be financially responsible.
47. All plantings and signs shall be so designed at all intersections so as not to violate the City's intersection sight-triangle preservation requirement.

Fire Department (Contact Bill Sullivan, 266-4420)

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| 48. Coordinate with City Engineering to establish an appropriate address for the Gateway Building to assist in framing an easily identifiable front door. |
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49. The Madison Fire Department does not object to this proposal provided the project complies with all applicable fire codes and ordinances.
 50. Madison Fire Department will continue to work the design team to provide feedback as construction documents are further developed.

Water Utility (Contact Dennis Cawley, 261-9243)

51. This property is not in a Wellhead Protection District. All wells located on this property shall be abandoned if no valid well operation permit has been obtained from the Madison Water Utility.

Metro Transit (Contact Tim Sobota, 261-4289)

52. The applicant shall complete the planned improvements in the public right-of-way of Wright Street, including the creation of a bus pullout lane along the east side of Wright Street, placement of an accessible boarding surface adjacent the bus pullout lane in the terrace between the curb and sidewalk, and installation and maintenance of a new passenger waiting shelter.

53. The applicant shall include the location of these right-of-way improvements and passenger amenities on the final documents filed with their permit application so that Metro Transit may review and approve the design.
54. Metro Transit operates daily transit service along Anderson Street through the Wright Street intersection. Additional weekday service operates along Wright Street through the Anderson Street intersection. Bus stop ID #9101 is adjacent the proposed project site, with the signed bus stop zone encompassing the area generally north of the mid-block pedestrian crosswalks, north of the Anderson Street intersection.
55. Metro Transit had met with project consultant staff from SAA to develop the transit-related infrastructure on both sides of Wright Street – related to this project and the project across Wright Street to the west.
56. The applicant should consider inclusion of a display case within the passenger shelter, where map and schedule information could be posted.

Parks Division (Contact Kay Rutledge, 266-4714)

This agency did not submit a response for this request.

Zoning Administrator (Contact Pat Anderson, 266-5978)

Zoning Comments were unavailable when this report was completed. Please see the zoning comments in the back of the Plan Commission packet.