

PLANNING DIVISION STAFF REPORT

February 23, 2015

PREPARED FOR THE PLAN COMMISSION



Project Address: 2583 University Avenue (5th Aldermanic District, Alder Bidar-Sielaff)
Application Type: Conditional Use
Legistar File ID #: [36814](#)
Prepared By: Heather Stouder, AICP, Planning Division
Report Includes Comments from other City Agencies, as noted

Summary

Applicant/Owner: Ron Fedler; Goldleaf Development; 2379 University Avenue; Madison, WI 53726

Project Contact: J. Randy Bruce; Knothe & Bruce Architects; 7601 University Ave., Ste. 201, Middleton, WI 53562

Requested Action: Approval of a conditional use for construction of a 27-unit multi-family residential building over 10,000 square feet in size and over 40 feet in height in the Traditional Shopping Street (TSS) District.

Proposal Summary: The applicant proposes to demolish a one-story, 2,675 square foot automobile repair building to construct a three-story residential building with 27 dwelling units and 25 underground parking stalls.

Applicable Regulations & Standards: This proposal is subject to the standards for conditional uses (MGO Section 28.183).

Review Required By: Plan Commission (PC)

Summary Recommendation: The Planning Division recommends that the Plan Commission find that the conditional use standards can be met and **approve** the request at 2583 University Avenue. This recommendation is subject to input at the public hearing and the conditions recommended by the Planning Division and other reviewing agencies.

Background Information

Parcel Location: The property is on the southeast corner of University Avenue and Grand Avenue; Aldermanic District 5 (Bidar-Sielaff); Madison Metropolitan School District.

Existing Conditions and Land Use: The one-story, 2,675 square foot commercial building on the property has most recently been utilized as an automobile repair facility. The building is surrounded by asphalt for circulation and surface parking, and has two access driveways to University Avenue.

Surrounding Land Use and Zoning:

North: Across University Avenue to the north, a small parking area in the public right-of-way, then Campus Drive and railroad right-of-way. North of the railroad is the Middleton Memorial Veteran's Hospital in the Village of Shorewood Hills.

East: Offices and a total of nineteen residential units in three buildings in the TSS District.

South: Two-unit residential building in the Traditional Residential – Consistent 4 (TR-C4) District

West: Across Grand Avenue to the west, a single-family home in the TR-C4 District and a nine-unit apartment building in the TSS District.

Adopted Land Use Plan: The Comprehensive Plan (2006) recommends Community Mixed-Use for this area, and designates it as an area for Transit-Oriented Development (TOD). The University Avenue Corridor Neighborhood Plan (2014) recommends mixed-use at a maximum height of three stories for this property.

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

Requirements	Required	Proposed
Front Yard Setback	0	4.9'
Side Yard Setback	6'	9.5' RS 6.5' LS
Rear Yard Setback	20'	21'
Usable Open Space	40 sq. ft./ unit (1,080 sq. ft.)	2,804 sq. ft.
Lot Area	500 sq. ft per DU (13,500 sq. ft.)	13,892 sq. ft.
Maximum Lot Coverage	85%	80%
Maximum Building Height	3 stories / 40'	3 stories / 43.125'

Site Design	Required	Proposed
Number Parking Stalls	27	25
Accessible Stalls	Yes	Yes
Loading	No	No
Number Bike Parking Stalls	30 Total (1 per unit up to 2-bedrooms, ½ space per add'l bedroom = 27 1 guest space per 10 units = 3)	6 – surface 24 - underground
Landscaping	Yes	Yes
Lighting	Yes	Yes
Building Forms	Yes	Yes, large multi-family

Other Critical Zoning Items: Barrier Free (ILHR 69); Utility Easements

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

Public Utilities and Services: This property is served by a full range of urban services, including over a dozen Metro Transit Routes running along University Avenue (inbound) and Campus Drive (outbound).

Project Description

The applicant proposes to demolish a one-story, 2,675 square foot commercial building, most recently used for an automobile repair business. In its place, a three-story residential building with 27 dwelling units and 25 underground parking spaces would be constructed.

Land Use – The proposal requires conditional use review in the Traditional Shopping Street District for three reasons: it is a purely residential building with over 8 units, it is a single-use building over 10,000 square feet, and it is slightly taller than 40 feet, which is the maximum height in this district allowable as a permitted use. Dominated by 1-bedroom units, the building would include one efficiency unit and six 2-bedroom units, with units ranging in size from 616 to 1,138 square feet. On the one-third acre site, the proposed density is 84 units per acre (103 bedrooms per acre).

Each unit has a small inset porch or balcony, which will serve as the most functional usable open space for the residents. A narrow shared yard on the south side of the property provides additional usable open space. Laundry facilities are provided within each unit, and a small storage area on each floor may provide out-of-unit storage for residents, although this is not clear in submitted floor plans.

Building Placement and Massing – The building is set back approximately five feet from Grand Avenue and over six feet from University Avenue, providing space for stairs and landscaped areas in front of the ground floor units. The building is placed approximately ten feet from the property line shared with the duplex to the south, and approximately twenty feet from the eastern property line, providing space for the access driveway. The building is irregularly shaped to match the property lines, spanning approximately 115 feet wide along University Avenue and 120 feet deep along Grand Avenue.

The site involves a significant decrease in grade from south to north, so the building height varies along the building depth. As measured based on zoning code standards, which involves averaging measurements on all four sides, the building is 43 feet tall. As required in the TSS zoning district, the third floor of the building is stepped back from the floors below on the south side, allowing for additional spacing between the highest level of the proposed building and the duplex immediately to the south.

Access, Parking, and Circulation – The proposal involves the removal of one of the existing driveways, resulting in a single driveway from University Avenue on the east side of the property leading down to the underground parking area, which is accessed on the east side of the building. 25 automobile stalls, including one accessible stall, are provided in the underground parking area. This area also includes 24 bicycle parking stalls, which can be accessed through the elevator or through the overhead door.

The main pedestrian entrance is at-grade from University Avenue, with a secondary common entrance from Grand Avenue. In addition the five ground floor units facing the streets have individual entrances with stairs leading up to porches in most cases. On the southwest corner, which is the highest point on the site, the ground floor unit is not separated from grade, and can be directly accessed from the sidewalk.

Building Exterior – The building has a stone base varying from less than one-foot to several feet, depending on the grade. Primary exterior materials reaching from this base all the way to the top are king-sized brick and horizontal composite siding. The brick is utilized on the west and north sides of the building facing the streets, with small amounts of siding in the interior portion of upper level balconies. East and south sides of the building are clad with horizontal siding, but on both sides, brick returns are incorporated for the first several feet of the facade close to the street. Windows throughout the building have cast stone bases and sills. The building has a gabled roof with asphalt shingles, similar to other nearby properties.

Landscape Plan – Landscaping on the site consists mainly of shrubs and low perennials in the five to six foot area between the ground floor units and the street. In this area, eight small deciduous trees (four oaks along University Avenue and four hornbeams along Grand Avenue) are also proposed. Lilacs and arbor vitae are proposed along the southern property line, just inside a six to eight foot fence, for which detail is still needed.

Project Analysis and Conclusion

Land Use and Plan Consistency – The University Avenue Corridor Plan (2014) recommends mixed-use buildings at a maximum height of three stories and 40-feet for the south side of this block of University Avenue. The Plan also recommends that new buildings maintain a five-foot setback from University Avenue, and that pedestrian scale lighting be installed along University Avenue in conjunction with redevelopment projects.

While the purely residential proposal is not entirely consistent with the Plan, staff believes that at this location, ground floor commercial uses are not necessary in order for this block to be an overall success. In this area, commercial spaces have been difficult to lease in recent years, and with the combination of existing and proposed commercial spaces on the center and eastern end of this block, staff believes that this is the best location on the block for a purely residential use. Those living in the 27 proposed units can help to support local businesses, and the less active ground floor of this building on the western edge of the block should not detract at all from a successful mixed-use node centered on the intersection of University and Highland just to the east.

The height of the gabled-roof building would measure slightly over the 40-foot recommended height limit. However, staff notes that a significant three to five-foot grade increase just south of this site will mitigate this issue, bringing the impacts of the proposed building on properties to the south more in line with those of a slightly shorter building. Minimal shadow impacts are anticipated to surrounding properties due to the fact that the proposed building will be located to the north of the closest buildings.

Access, Parking, and Circulation – Staff believes that the single vehicle access point from University Avenue will sufficiently serve building residents, although most will need to turn right (east) out of the driveway and left on Highland in order to reach ultimate destinations to the west. In an area so well served by transit, and within walking distance of many educational and employment opportunities, the 25 parking stalls (0.9 stalls per unit) should prove to be adequate, as at least some of the residents are unlikely to have cars. As noted in the conditions of approval, residents will not be able to obtain street-parking permits, and this will need to be noted in the leases.

Staff notes that the nearest “Community Car” locations are at Hilldale Mall and near the UW Campus on Regent Street, neither of which are within easy walking distance of this site. The applicant, who owns additional property on this same block, is encouraged to coordinate with a local car-sharing entity and nearby property owners to try to locate a parking space for car-sharing within or near this development as a potential amenity for tenants without cars. The mix of bicycle parking – 24 stalls within the underground parking area and 6 outside of the building – meets zoning requirements, and should adequately serve the development.

Building Design and Site Details– Staff believes that the building placement on the site is optimal, noting again that the proposed setbacks meet all recommendations in the University Avenue Corridor Plan (2014). Staff generally supports the architectural design of the building, but has noted that the inclusion of additional brick on the north and west sides of the building would likely result in an improved four-sided building. Window proportions and architectural detailing shown on the elevations is well thought-out. On the whole, the building will be a high-quality replacement for the existing one-story commercial building, and will complement the existing and evolving surroundings.

Within final plan sets, staff would like to see additional detail associated with the landscape plan, to ensure that the mature heights of the trees, shrubs, and perennials proposed along University and Grand Avenues are optimal in relation to the varied height of the stone base of the building. Also, final plans submitted for staff review and sign-off will need to include details on the proposed fence along the southern edge of the property.

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

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

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

Staff believes that this standard is met.

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

Staff believes that this standard is met, noting that this is in an optimal location for access to transit and nearby employment and educational opportunities.

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

Staff believes that this standard is met.

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

Staff believes that this standard is met.

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

Staff believes that this standard can be met, noting that none of the residents will be able to obtain street-parking permits.

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

Staff believes that this standard can be met, and does not believe that there is a need for a TDM in this case.

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

Staff believes that this standard is met.

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

Statement of Purpose for Traditional Shopping Street (TSS) District

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

- a) Encourage pedestrian, bicycle and transit use as a means of accessing and moving through these corridors.*
- b) Encourage diversification of uses, including residential, commercial, and civic uses, in order to enhance the vitality and appeal of these areas.*
- c) Maintain the viability of existing residential buildings located within or adjacent to these corridors.*
- d) Encourage appropriate transitions between higher-intensity uses within TSS districts and adjacent lower-density residential districts.*
- e) Facilitate preservation, development or redevelopment consistent with the adopted goals, objectives, policies, and recommendations of the Comprehensive Plan and of adopted neighborhood, corridor, or special area plans.*

Staff believes that this standard can be met for this purely residential building, when taking into account this specific site as part of a larger Traditional Shopping Street (TSS) area. In an area where neighborhood serving commercial uses are desired, and yet existing commercial spaces have remained vacant for some time, staff believes that this is an excellent location for more residents to support nearby commercial businesses, and that the building need not include commercial space.

12. *When applying the above standards to an application for height in excess of that allowed in the district, the Plan Commission shall consider recommendations in adopted plans; the impact on surrounding properties, including height, mass, orientation, shadows, and view; architectural quality and amenities; the relationship of the proposed building(s) with adjoining streets, alleys, and public rights of ways; and the public interest in exceeding the district height limits.*

Staff believes that this standard is met. While the 43-foot tall building is slightly higher than the 40-foot limit for permitted uses in the TSS District, this excess height is mitigated by the grade change on the property immediately south of the subject site.

[Standards 8, 9-11, and 13-15 do not apply to this request]

Conclusion- Staff believes that the proposed residential building will be an excellent addition to the Regent Neighborhood in this location, which is ripe for redevelopment, and was identified as a Transit-Oriented Development site in the Comprehensive Plan. Future residents living in the building will have access to an evolving mix of neighborhood serving businesses, be within walking distance of UW-Hospital and other campus destinations, and have excellent transit service. Staff believes that the conditional use standards can be met, and supports the proposal.

Recommendation

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 at 2583 University Avenue. This recommendation is subject to input at the public hearing and the conditions recommended by the Planning Division and other reviewing agencies.

Recommended Conditions of Approval

Major/Non-Standard Conditions are Shaded
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Planning Division (Contact Heather Stouder, 266-5974)

1. Final elevations submitted for staff review and approval shall include a detailed materials schedule with color and specifications of each material.
2. Final landscape plans submitted for staff review and approval shall include supplementary drawings showing examples along both University Avenue and Grand Avenue with proposed plantings at their mature heights.
3. Final plans submitted for staff review and approval shall include details on the proposed fence along the southern property line, and assurances that the proposed landscaping is optimally placed inside this fence line.
4. The applicant is encouraged to explore possibilities for locating a shared car on or near the site for use by area residents.

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

5. The pending Certified Survey Map application for this property shall be completed and recorded with the Dane County Register of Deeds (ROD) prior to issuance of any building permits for new construction. When the recorded CSM image is available from the ROD, the Assessor's Office can then create the new Address-Parcel-Owner (APO) data in GEO so that the Accela system can upload this data and permit issuance made available for this new land record.
6. Applicant shall be responsible obtain any easements/agreements from adjacent property owners that will be necessary for the construction and maintenance of the retaining walls along the southerly and easterly sides of the proposed development.
7. The address of 2583 University Ave shall be retired with the demolition of the building. The base address for the new apartments is 2585 University Ave.
8. There is an existing 6" diameter PVC sanitary sewer lateral on University Avenue constructed in 2011, that was provided to this property in approximately the same location as the new 6" lateral shown on the plans. It is suggested that the Applicant review the existing lateral to see if it can be utilized instead of constructing a new lateral in a similar location. The Applicant shall obtain the appropriate permitting from Madison Metropolitan Sewerage District (Curt Sauser at 222-1201x269) for any new lateral installation and / or connection to the existing lateral. A new lateral installation that taps the existing 18" clay sanitary sewer main on University Avenue may be problematic, however, and it may be determined that any new lateral would have to come off of Grand Avenue.

9. Detailed information demonstrating how the ramp to the underground parking structure will be drained shall be provided to the City Engineer for review and approval.
10. Per the WDNR closure letter, the property was closed with residual groundwater and soil contamination (reference BRRS #03-13-170394) and requires a barrier cap. Written approval from WDNR is required prior to removing the existing cap. Proof of coordination with WDNR shall be submitted to Brynn Bemis at bbemis@cityofmadison.com prior to sign off. If you have questions regarding this issue please contact Brynn at 608-267-1986.
11. Show details of the proposed drainage for the property directly to the south. It appears the property to the south is presently reliant upon the subject property for drainage. Construction of the proposed retaining wall shall not be allowed to create an adverse drainage impact on the neighboring property.
12. 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).
13. 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.
14. Submit a PDF of all floor plans to lzenchenko@cityofmadison.com so that a preliminary interior addressing plan can be developed. If there are any changes pertaining to the location of a unit, the deletion or addition of a unit, or to the location of the entrance into any unit, (before, during, or after construction) the addresses may need to be changed. The interior address plan is subject to the review and approval of the Fire Marshal.
15. The Applicant shall close all abandoned driveways by replacing the curb in front of the driveways and restoring the terrace with grass (POLICY).
16. The approval of this Conditional Use or PUD does not include the approval of the changes to roadways, sidewalks or utilities. The applicant shall obtain separate approval by the Board of Public Works and the Common Council for the restoration of the public right of way including any changes requested by developer. The City Engineer shall complete the final plans for the restoration with input from the developer. The curb location, grades, tree locations, tree species, lighting modifications and other items required to facilitate the development or restore the right of way shall be reviewed by the City Engineer, City Traffic Engineer, and City Forester (MGO 16.23(9)(d)(6)).
17. 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).
18. 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).

19. The Applicant shall provide the City Engineer with the proposed earth retention system to accommodate the restoration. The earth retention system must be stamped by a Professional Engineer. The City Engineer may reject or require modifications to the retention system (POLICY).
20. 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).
21. All damage to the pavement on University Avenue and Grand Avenue, 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).
22. This project falls in the area subject to increased erosion control enforcement as authorized by the fact that it is in the ROCK RIVER TMDL ZONE and by Resolution 14-00043 passed by the City of Madison Common Council on 1/21/2014. You will be expected to meet a higher standard of erosion control than the minimum standards set by the WDNR.
23. 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).
24. The applicant shall show storm water "overflow" paths that will safely route runoff when the storm sewer is at capacity (POLICY).
25. 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.
26. For Commercial sites < 1 acre in disturbance the City of Madison is an approved agent of the Department of Commerce and WDNR. As this project is on a site with disturbance area less than one (1) acres, and contains a commercial building, the City of Madison is authorized to review infiltration, stormwater management, and erosion control on behalf of the Department of Commerce. No separate submittal to Commerce or the WDNR is required (NOTIFICATION).
27. This project will require a concrete management plan as part of the erosion control plan to be reviewed and approved by the City Engineer's Office (POLICY).
28. 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.

Stormwater management plans shall be submitted and approved by City Engineering prior to signoff.
29. 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 Mgmt Facilities (including if applicable planting plans)

30. This project appears to require construction dewatering and/or possibly permanent dewatering and is in an area with potential groundwater contamination. The applicant shall be required obtain the approval of Public Health – Madison & Dane County for this discharge. It can be anticipated that this will required completion of a boring on site and testing of water encountered for possible contaminates. Approval shall be granted before plans are approved for building permit release.

Contact Kirsti Sorsa for more information at 608-243-0356 or ksorsa@publichealthmdc.com

31. Prior to approval, the owner or owner's representative shall obtain a permit to plug each existing sanitary sewer lateral that serves a building which is proposed for demolition. For each lateral to be plugged the owner shall complete a sewer lateral plugging application and pay the applicable permit fees. NOTE: As of January 1, 2013 new plugging procedures and permit fees go into effect. The new procedures and revised fee schedule is available on line at <http://www.cityofmadison.com/engineering/permits.cfm>. (MGO CH 35.02(14)).

32. City of Madison Environmental Projects Staff have reviewed the subject site and determined that a Phase I ESA **will** be required of the applicant. The applicant shall provide one (1) digital and one (1) hard copy of an ASTM Phase I ESA prepared by an environmental professional. Staff review of this Phase I ESA will determine if a further investigative Phase II ESA is also required. Please submit any relevant Phase I and Phase II ESAs to Brynn Bemis (608-267-1986, bbemis@cityofmadison.com) for further review (MGO 16.23(5)(g)(2)).

Traffic Engineering (Contact Eric Halvorson, 266-6527)

33. The Developer shall install Bassett District standard pedestrian lights along University Avenue frontage of the proposed development site.
34. This site presents difficult constructability issues; access to neighboring sites must be maintained at all times, covered sidewalks will be constructed and maintained as soon as possible and little to no access to the Public Right-of-Way on University Ave will be granted for construction purposes.
35. The developer shall work with the City to resolve any construction-related issues. A detailed construction plan shall be provided showing all access and staging areas.
36. Twenty-five off-street auto parking spaces are provided for the development, which has 27 residential units. A condition of approval shall be that no residential parking permits shall be issued for 2583 University Avenue. The applicant shall inform all tenants of this restriction in their apartment leases. In addition, the applicant shall submit for 2583 University Avenue a copy of the lease noting the above condition.

37. The applicant shall submit one contiguous plan showing proposed conditions and one contiguous plan showing existing conditions for approval. The plan drawings shall be scaled to 1" = 20' and include the following, when applicable: existing and proposed property lines; parcel addresses; all easements; pavement markings; signing; building placement; items in the terrace such as signs, street light poles, hydrants; surface types such as asphalt, concrete, grass, sidewalk; driveway approaches, including those adjacent to and across street from the project lot location; parking stall dimensions, including two (2) feet of vehicle overhang; drive aisle dimensions; semitrailer movement and vehicle routes; dimensions of radii; and percent of slope.

38. The Developer shall post a security deposit prior to the start of development. In the event that modifications need to be made to any City owned and/or maintained traffic signals, street lighting, signing, pavement marking and conduit/handholes, the Developer shall reimburse the City for all associated costs including engineering, labor and materials for both temporary and permanent installations.
39. The City Traffic Engineer may require public signing and marking related to the development; the Developer shall be financially responsible for such signing and marking.
40. All parking facility design shall conform to MGO standards, as set in section 10.08(6).

Fire Department (Contact Bill Sullivan, 261-9658)

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

Parks Division (Contact Kay Rutledge, 266-4714)

43. Park impact fees (comprised of the Park Development Impact Fee per MGO Sec. 20.08(2) and the Parkland Impact Fee in lieu of land dedication per MGO Sec. 16.23(8)(f) and 20.08(6)) will be required for all new residential development. This development is within the Vilas-Brittingham park impact fee district (SI27). Please reference ID#15108 when contacting Parks about this project.
44. Approval of plans for 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.

Metro Transit (Contact Tim Sobota, 261-4289)

45. In coordination with public works improvements, the applicant shall replace the concrete passenger boarding pad at the existing Metro bus stop on the south side of University Avenue, east of Grand Avenue (#2433). The concrete pad shall occupy the full distance of the terrace, measure a minimum of 10 feet in width parallel to the street, and lie flush between the sidewalk and the top of curb. The replacement concrete pad shall be oriented to span from ten feet to twenty feet west of the new (narrowed) driveway apron.
46. The applicant shall include the location of these transit amenities on the final documents filed with their permit application so that Metro Transit may review and approve the design.
47. Metro Transit operates daily transit service along University Avenue through the Grand Avenue intersection adjacent the project site. Bus stop ID #2443 is adjacent the proposed project site, with the signed bus stop zone encompassing the area from the concrete boarding pad west to the Grand Avenue intersection.
48. Metro Transit uses this stop zone as a layover location during weekdays, meaning buses may idle at this stop location for extended periods of time before they are scheduled to depart on a new trip.
49. The applicant might consider additional transit amenities on the property adjacent this bus stop zone, such as a trash receptacle or a seating amenity, in finalizing their landscape plan.

Water Utility (Contact Dennis Cawley, 266-4651)

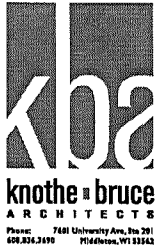
50. This property is not in a wellhead protection district. All wells located on this property shall be abandoned if no valid well operation permit has been obtained from the Madison Water Utility.

Zoning Administrator (Contact Pat Anderson, 266-5978)

- 51. Provide a reuse/recycling plan, to be reviewed and approved by The City's Recycling Coordinator, Mr. George Dreckmann, prior to a demolition permit being issued.
- 52. Sec 28.12(12)(e) of the Madison Zoning Ordinance requires the submittal of documentation demonstrating compliance with the approved reuse and recycling plan. Please note, the owner must submit documentation of recycling and reuse within 60 days of completion of demolition.
- 53. Sec. 28.185(9) (a) A demolition or removal permit is valid for one (1) year from the date of the Plan Commission.
- 54. Final plans shall include calculations of the percentage of window openings on the facades of the building reflecting compliance with Sec. 28.060(2)(d).
- 55. Pursuant to Sec. 28.142(3) Landscape Plan and Design Standards: Landscape plans for zoning lots greater than ten thousand (10,000) square feet in size must be prepared by a registered landscape architect.
- 56. Sec. 28.142(8): requires that screening along district boundaries shall be a solid wall, solid fence or hedge with year-round foliage, between six (6) and eight (8) feet in height on the south boundary. This requirement may be modified by the Plan Commission as part of the Conditional Use review. Provide detail on final plans meeting this requirement.
- 57. Provide a minimum of 30 bicycle parking spaces distributed as both *Short Term* and *Long Term* bicycle parking and shall be located in a safe and convenient location on an impervious surface , as required per sec. 28.141(4) and 28.141(11). Provide a detail of the bicycle rack design. Required guest stalls shall be short term. Call out and dimension required stalls on the final plans.
- 58. Sec. 28.141 requires one off street parking stall per dwelling unit subject to Table 28I-2. With this submittal the applicant is requesting a reduction of 2 stalls as part of this approval, which is within allowances for an administrative parking stall reduction.

Madison Metro Display

8



ISSUED
Conditional Use Submittal - January 2, 2015

PROJECT TITLE
2583 University Avenue

Madison, Wisconsin
SHEET TITLE
Site Plan

SHEET NUMBER

C-1.1

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