Report to the Plan Commission

August 23, 2010

Legistar I.D. #19201
1552 University Avenue
PUD Rezoning & Demolition Permit

Report Prepared By:
Timothy M. Parks, Planner
& Other Planning Division Staff

Requested Action: Approval of a request to rezone 1552 University Avenue from OR (Office Residence District) to Planned Unit Development-General Development Plan-Specific Implementation Plan (PUD-GDP-SIP) to allow demolition of the former University Health Services Building to allow construction of the first phase of the Wisconsin Energy Institute.

Applicable Regulations & Standards: Section 28.07(6) of the Zoning Ordinance provides the requirements and framework for Planned Unit Developments; Section 28.12(9) provides the process for zoning map amendments; Section 28.12(12) provides the guidelines and regulations for the approval of demolition permits.

Summary Recommendation: The Planning Division recommends that the Plan Commission recommends **approval** of a substitute Zoning Map Amendment rezoning only the Phase 1 portion of the subject property from OR (Office-Residence District) to PUD-GDP-SIP, subject to input at the public hearing, the following Planning Division conditions, and the conditions from reviewing agencies:

Background Information

Applicant & Property Owner: University of Wisconsin–Madison, c/o Gary Brown, University Facility Planning & Management; 614 Walnut Street; Madison.

Proposal: The University is requesting approval of a demolition permit to allow the former University Health Services Building to be razed, General Development Plan and Specific Implementation Plan approval to allow construction of the first phase of the Wisconsin Energy Institute, and General Development Plan approval for a second phase of the Institute. Construction of the 107,000 gross square-foot first phase building is scheduled to commence in October 2010, with completion scheduled for August 2012. A construction schedule for the second phase has not been determined.

Parcel Location: The proposed planned unit development will comprise an approximately 1.6-acre site located on the north side of University Avenue opposite the northern end of Breese Terrace; Aldermanic District 5 (Bidar-Sielaff); Madison Metropolitan School District.

Existing Conditions: The subject site is developed with the former University Health Services Building and the Navy ROTC Building, zoned OR (Office Residence District).

Surrounding Land Use and Zoning:

North: Campus Drive and Wisconsin Southern Railroad right of way;

South: UW Engineering Centers Building, zoned PUD-SIP; First Congregational Church, zoned R5 (General Residence District);

West: UW Institute for Enzyme Research, zoned OR (Office Residence District); Campus Drive pedestrian overpass to Linden Drive;

East: Campus Drive-University Avenue intersection.

Adopted Land Use Plan: The Comprehensive Plan generally identifies the subject site and surrounding properties to the north, west and east as part of the University of Wisconsin Campus. The Campus designation is primarily intended to apply to the University of Wisconsin–Madison and Madison College campuses. The designation recognizes the "wide diversity of uses associated with the primary education mission" of those campuses. Properties south of the site along the west side of Breese Terrace, including First Congregational Church, are recommended for medium-density residential uses.

Environmental Corridor Status: This property is not located within a mapped environmental corridor.

Public Utilities and Services: This property is served by a full range of urban services. Metro Transit operates daily transit service along University Avenue through the Breese Terrace intersection. Metro Transit operates additional weekday only service along Campus Drive through the University Avenue intersection.

Zoning Summary: The site will be zoned PUD-GDP and PUD-SIP. The project will be reviewed in the following sections.

Other Critical Zoning Items	
Yes:	Utility Easements, Barrier Free
No:	Urban Design, Landmarks, Floodplain, Wellhead Protection, Waterfront Development
	Prepared by: Pat Anderson, Asst. Zoning Administrator

Project Review

The University of Wisconsin–Madison is requesting approval of a request to rezone approximately 1.6 acres of land located on the north side of University Avenue generally opposite Breese Terrace from OR (Office-Residence District) to PUD-GDP and PUD-GDP-SIP to allow the construction of the Wisconsin Energy Institute in two phases. The University describes the Wisconsin Energy Institute (WEI) as a facility to "develop novel technologies to meet the pressing national need of creating renewable energy in a sustainable and economically viable manner." Tenants of the building will include the Great Lakes Bioenergy Research Center and Wisconsin Bioenergy Initiative.

Construction of the first phase of the project calls for a 107,000 gross square-foot office and research facility to be built beginning this fall on the site of the former University Health Services building at 1552 University Avenue, with completion scheduled for August 2012. The second phase of the project will feature a westward expansion of the facility onto the site of the Navy ROTC facility at 1610 University Avenue. A schedule for construction of the second phase has not been identified and is dependent upon future funding for the project.

Three approvals will be required in order for the WEI project to proceed: a rezoning of the entire 1.6-acre site to Planned Unit Development–General Development Plan zoning for both phases of the project; rezoning of the first phase property to Planned Unit Development–Specific Implementation Plan zoning, and; approval of a demolition permit to allow the former University Health Services building to be razed for the first phase of new construction.

The former University Health Services (UHS) building is a four-story structure that faces south along University Avenue, with its main entrance located opposite Breese Terrace and across University

Avenue from the First Congregational Church. The building was constructed in 1952 according to University records and reflects post-World War II modern architecture that features hard corners and a general lack of ornamentation. The building is characterized by alternating horizontal bands of light and dark-colored brick bands along the northern and southern elevations and by a predominance of window air-conditioning units throughout. The building was occupied by University Health Services from 1968 to 2008 until those services were moved to new University facilities in the University Square development in the East Campus area. Since the relocation of UHS, the building has housed a variety of uses, including temporary quarters for some Union South services while that new facility is constructed, office space for the College of Letters and Sciences, and construction offices for the Wisconsin Institute for Discovery project two blocks to the east.

The second phase of the WEI project will require the demolition of the one-story brick Navy ROTC building at 1610 University Avenue, which was constructed circa 1942. However, demolition permit approval for that building is not being requested at this time. The remainder of the site is occupied by a portion of the University's Lot 41 parking lot, which has approximately 175 parking spaces that extend along the Campus Drive frontage from the intersection of University Avenue and Campus Drive west behind the two buildings on the subject site as well as the UW Institute for Enzyme Research, UW Survey Center and UW Foundation buildings located west of the site along the north side of University Avenue.

The site is characterized by approximately 20 feet of grade change from the southwestern corner of the site adjacent to University Avenue to the north and the east, with a retaining wall along most of the northern property line adjacent to Campus Drive to transition the grade of the site to the roadway, which sits 3-9 feet below the grade of most of the subject site. The 20 feet of grade change from west to east is more gradual along University Avenue, though a pronounced hill extends upward beginning at the University-Campus intersection west to Lathrop Street before beginning to soften. Campus Drive forms the northern and eastern edges of the subject site, with the Wisconsin Southern Railroad mainline located further to the north. In addition to the aforementioned First Congregational Church, which occupies all of the land directly opposite the proposed PUD west of Breese Terrace, the land opposite the site east of Breese is developed with the University's Engineering campus, including the modern Engineering Centers Building, which was completed in 2002. The church is not a local landmark but is located in the University Heights Historic District, which extends south from University Avenue west of Breese Terrace.

The first phase of WEI calls for a 107,000 square-foot office and research facility to be housed in a five-story building with a sixth, unoccupied story proposed to house significant mechanical systems to serve the project. The project will include over 26,000 square feet of laboratory space and 21,000 square feet of supporting office space, as well as conference and seminar space and a ground floor coffee shop that will be open to the public. Spaces on the five occupied floors of the building will be organized around a central corridor running west to east through the building. The plans indicate that remaining gross square-footage will be devoted to mechanical and support spaces within the building. No onsite automobile parking is proposed as part of the WEI; bike and moped parking will be provided along the southern and western walls of the first phase. Loading for the facility will occur in two west-facing bays located at the northwestern corner of the proposed building.

The first phase of WEI will feature a very modern architectural aesthetic intended to reflect the mission of the research institute. The majority of the building will feature a lighter color brick exterior above a contrasting dark-colored brick base at the first floor, with a heavy reliance of matte zinc metal panels to accent all four facades as well as prominent glass curtain walls on significant portions of the northern, southern and eastern facades. A unique design characteristic of the proposed building will be the

eastern façade, which includes a prominent prow at the northeastern corner of the building and a lesser prow at the southeastern corner, which results in a heavily modulated façade that also includes the glass-enclosed easterly end of the central corridor running through the facility. The five occupied floors of the first phase building will stand approximately 82 feet above the grade of University Avenue. The southern wall will be stepped back so as to appear as a four story building from the University Avenue sidewalk in response to neighborhood concerns about the mass of the proposed building along University and opposite First Congregational Church as shown on earlier designs (the stepped massing is best depicted on Sheet A 204). A prominent, approximately 30-foot tall mechanical penthouse will extend above the fifth floor on the northern half of the building. Similar to the existing University Health Services building it will replace, the first phase building will be oriented to the south with its main entrance located along the southern façade opposite Breese Terrace. A second entrance to the building is proposed along the easterly façade adjacent to the coffee shop.

The letter of intent indicates that the second phase of WEI will be an approximately 100,000 square-foot addition to be constructed west of the first phase building. A very generalized massing diagram submitted with the rezoning materials suggests that the mass of the second phase building will be very similar to the mass of the first phase building, including the stepping of the mass from north to south towards University Avenue and the prominent penthouse along the Campus Drive elevation. Specific programming for the second phase will not commence until funding for that phase has been identified and the final details for that phase may change. At a minimum, commencement of the second phase will require approval of a specific implementation plan for the new building and a demolition permit to allow the Navy ROTC building at 1610 University Avenue to be razed.

Analysis

The WEI project cannot be developed as proposed within the existing OR zoning as it will not comply with the required yards in the OR district, and if the second phase is constructed as generally proposed, will also exceed the 2.0 FAR limit in the OR district (207,000 square feet of gross floor area on the 1.6-acre site would result in an FAR of approximately 3.0). Therefore Planned Unit Development zoning is requested to facilitate development of the new research facility.

The Planning Division supports the mission of the proposed research facility and believes that the land use is appropriate for the subject site. The subject site is identified under the Campus designation in the Comprehensive Plan, which also is recommended for surrounding University properties to the north, west and east of the site. The Comprehensive Plan states that the Campus designation is primarily intended to recognize a “wide diversity of uses associated with the primary education mission [of the University of Wisconsin–Madison campus]”. Staff believes that the proposed research facility is consistent with the Campus designation.

While the land use is appropriate for the subject site, Planning staff has some concerns about the proposed design of the 107,000 square-foot first phase building as well as the potential future expansion of that design in the form of a 100,000 square-foot second phase building which is essentially a doubling of the scale and massing of the building. In making its recommendation to the Common Council on the proposed planned unit development, the Plan Commission must find that the proposed PUD “is consistent with the spirit and intent of this ordinance and has the potential for producing significant community benefits in terms of environmental and aesthetic design” and that criteria for approval for PUDs can be met. In particular, the Plan Commission shall consider whether Criteria 1a and 1b are met, which state:

Criteria 1: Character and intensity of land use: In a planned unit development district the uses and their intensity, appearance and arrangement shall be of a visual and operational character which:

a. *Are compatible with the physical nature of the site or area.*
b. *Would produce an attractive environment of sustained aesthetic desirability, economic stability and functional practicality compatible with the general development plan.*

Concerns about the mass of the building along University Avenue expressed by staff, Ald. Shiva Bidar-Sielaff and the Regent Neighborhood Association have resulted in stepping back of the fifth floor's façade to allow the building read more like a four-story building from the corner of University and Breese Terrace, which staff believes is a positive step for the architecture of the building. Façade changes have also been made to better highlight the ground floor entrance that generally aligns with Breese Terrace. The building has been shifted 10 feet to the east, lowering the building height by roughly one foot. Finally, the east elevation facing the intersection of Campus Drive and University Avenue has been somewhat simplified.

Another issue that that has been recently addressed is the height, mass, and proposed treatment of the northern portion of the building façade facing Campus Drive. The original design submittal called for an approximately 30-foot tall unadorned wall along the northern wall to enclose the significant mechanical penthouse proposed to serve the new building. While staff acknowledges that the visibility of the building from eastbound Campus Drive will be limited due to the grade of the roadway being below and adjacent to a prominent retaining wall along the south side, the building will stand prominently in this portion of campus approximately 90 feet above Campus Drive. These elevations have since been revised with a series of relief elements creating horizontal shadow lines, improving the articulation of these facades. Updated drawings showing this change were approved by the UDC and included in the Plan Commission packet.

There are still design challenges that the proposed building must address as it proceeds through the construction of both phases. The stepping back of a portion of the building mass back from University Avenue and the treatment of the mechanical penthouse will also need to be closely considered in light of the proposed second phase building, which conceptually calls for the massing of the first phase to be carried west in the form of a 100,000 square-foot addition. General massing diagrams included with the general development plan suggest that the rhythm of the first phase will be extended west, which would suggest that the basic design of the northern and southern walls of the first phase will be extended west. Planning staff question if this is an appropriate design solution for a potentially approximately 350-foot long building wall along University Avenue and Campus Drive.

The WEI project was reviewed by the Joint West Campus Area Committee (JWCAC) on June 9, 2010. Officials from the University have indicated that these comments are based on the earlier plans and they will be returning to this body with the revised plans, though this will not occur before the August 23 Plan Commission meeting. At that meeting, the JWCAC moved to convey concerns about the WEI project to the necessary City review bodies, including the Urban Design Commission, Plan Commission and Common Council. Specific concerns included the overall height of the building compared to the height of First Congregational Church across University Avenue, the building materials proposed (especially the large glass curtain wall on south façade of office block), the overall mass of the facility including the future Phase II building, and potential noise impacts on the surrounding neighborhood, including a desire for the new building to not produce any additional noise above existing ambient noise. The minutes of the June 9, 2010 JWCAC meeting are attached.

In response to the concerns expressed in the neighboring area about noise from the WEI project, staff believes that the University should provide a noise study that models existing ambient noise in the area and projects how the mechanical equipment to serve the proposed research facility will affect the existing baseline noise present in this area. It may be necessary for noise attenuation measures above what is currently being proposed to be added in order to lessen the concerns about noise generation from the new facility.

Project Updates

Staff received the following updates just prior to finalizing this report. The Urban Design Commission recommended final approval with conditions of this project at its August 18, 2010 meeting. Additionally, revised elevation drawings and renderings are also included in the Plan Commission packet.

The district alderperson and the Regent Neighborhood Association have provided additional comments via email recommending the approval of only the first phase GDP and SIP. They are recommending no entitlements be granted for the second phase. (This email is also attached.) The University has indicated this is agreeable and staff support this approach.

Conclusion

The University of Wisconsin–Madison is requesting approval of a request to rezone approximately 1.6 acres of land located on the north side of University Avenue generally opposite Breese Terrace from OR (Office-Residence District) to PUD-GDP and PUD-GDP-SIP to allow the construction of the Wisconsin Energy Institute in two phases. Construction of the first phase of the project calls for a 107,000 gross square-foot office and research facility to be built beginning this fall on the site of the former University Health Services building at 1552 University Avenue, with completion scheduled for August 2012. The second phase of the project, which will require approval of a separate SIP in the future, will feature a westward expansion of the facility onto the site of the Navy ROTC facility at 1610 University Avenue. A schedule for construction of the second phase has not been identified and is dependent upon future funding for the project

Staff believe that the land use is appropriate for the subject site. The revised plans in the Plan Commission packet better match the scale of the adjoining neighborhood compared to the original submittal and adequately respond to many of the first phase design concerns noted in this report. Staff believe that given the UDC's recommendation for final approval (with conditions), staff can support the approval of the first phase. However, the Planning Division remains concerned about the design and mass of the second phase expansion that would roughly double the size of the facility.

The district alderperson and the Regent Neighborhood Association have provided recent comments recommending only approval of the first phase GDP and SIP. Under this recommendation, no entitlements would be granted for the second phase. The University has indicated this is agreeable and staff would also support this approach. This will require the approval of a substitute zoning ordinance and the other technical modifications noted as conditions, below.

Staff Recommendations, Conditions of Approval & General Ordinance Requirements

Major/Non-Standard Conditions are shaded

Planning Division Recommendation (Contact Timothy M. Parks, 261-9632)

The Planning Division recommends that the Plan Commission recommends **approval** of a substitute Zoning Map Amendment rezoning only the Phase 1 portion of the subject property from OR (Office-Residence District) to PUD-GDP-SIP, subject to input at the public hearing, the following Planning Division conditions, and the conditions from reviewing agencies:

1. That the applicant revises the zoning text, for approval by staff, to make that text consistent with the rezoning approval limited only to Phase I.

2. That the sign-off plans be revised to clearly denote the limits of the Phase I project, for approval by Staff.

3. That the applicant provides the required recycling and reuse plan for the Heath Services Building prior to final sign-off and recording of this Planned Unit Development.

4. That the University provides a noise study that models existing ambient noise in the area and projects how the mechanical equipment to serve the proposed research facility will affect the existing baseline noise present in this area, for approval by staff.

The following conditions have been submitted by reviewing agencies:

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

5. The proposed property line as shown on this plan set shall be accomplished by applicant submittal to, and approval by the City a Certified Survey Map and recording of the same with the Dane County Register of Deeds.

6. Any damage to the newly paved roadway shall require restoration in accordance with the City's Pavement Patching Criteria.

7. On Sheet C501, driveway curb and concrete curb (sections 5 & 6) shall be changed to conform to the City's standard Type 'A' concrete curb and gutter.

8. Coordinate final layout of curb, sidewalk and bus pullout with City Engineering Project 53W0609 (University Avenue-Highland Avenue to Breese Terrace).

9. The City has discussed the project with the UW and reached the following understanding: That the UW shall install sidewalk, curb and gutter, and asphalt lower courses adjacent to the development. The City shall install the final asphalt surface course.

10. Provide additional detail for the storm sewer plan.

11. All proposed sanitary sewer improvements on top of the City sanitary sewer system shall be constructed in conformance to the City of Madison Standard Specification for Public Works

Construction. See Standard Detail Drawings SDD 5.7.2, 5.7.15, and 5.7.16. The proposed manhole will become part of the City's sewer system.

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.

13. The approval of this planned unit development 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.

14. 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.

15. The applicant shall replace all sidewalk and curb and gutter that abuts the property, which is damaged by the construction or any sidewalk and curb and gutter that 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.

16. All work in the public right of way shall be performed by a City-licensed contractor.

17. 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.

18. 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.

19. 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.

20. For commercial sites less than 1 acre in disturbance, the City of Madison is an approved agent for the Department of Commerce and Department of Natural Resources. As this project is on a site with disturbance area less than one acre 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.

21. 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) off of new paved surfaces, and; complete an erosion control plan and complete weekly self-inspection of the erosion control practices and post these inspections to the City of Madison website as required by Chapter 37 of the Madison General Ordinances.

22. The applicant shall submit, prior to plan signoff, 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: building footprints; internal walkway areas; internal site parking areas; other miscellaneous impervious areas lot lines; lot/ plat lines, dimensions and labels; right-of-way lines; street names, stormwater management facilities and; detail drawings associated with stormwater management facilities (including if applicable planting plans).

23. The applicant shall submit, prior to plan sign-off, digital PDF files to the City Engineering Division. 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).

24. 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.

25. The applicant shall obtain all necessary sewer connection permits and sewer plugging permits prior to any utility work.

26. The applicant's utility contractor shall obtain a connection permit and excavation permit prior to commencing the storm sewer construction.

27. Prior to approval of the issuance of a demolition permit, the owner shall obtain a permit to plug each existing sanitary sewer lateral that serves a building that is proposed for demolition. For each lateral to be plugged, the owner shall deposit $1,000 with the City Engineer in two separate checks in the following amounts: (1) $100 non-refundable deposit for the cost of inspection of the plugging by City staff; and (2) $900 for the cost of City crews to perform the plugging. If the owner elects to complete the plugging of a lateral by private contractor and the plugging is inspected and approved by the City Engineer, the $900 fee shall be refunded to the owner.

28. All outstanding Madison Metropolitan Sewerage District (MMSD) and City of Madison sanitary sewer connection charges are due and payable prior City Engineering Division sign-off, unless otherwise collected with a Developer's / Subdivision Contract. Contact Janet Dailey (261-9688) to obtain the final MMSD billing a minimum of 2 working days prior to requesting City Engineering Division signoff.

29. 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.

Traffic Engineering Division (Contact Bryan Walker, 267-8754)

30. The final layout and right of way along University Avenue will need to be reviewed and approved by the City Traffic Engineer. There may be a need for more terrace/greenspace between the street and sidewalk, as well as a need for a wider sidewalk along the bus pullout area and continuing west along the frontage in order to provide adequate space for pedestrians, street trees, and bike elements.

31. When the applicant submits final plans for approval, the applicant shall show the following: items in the terrace as existing (e.g., signs and street light poles), type of surfaces, existing property lines, addresses, one contiguous plan (showing all easements, all pavement markings, building placement, and stalls), adjacent driveway approaches to lots on either side and across the street, signage, percent of slope, vehicle routes, dimensions of radii, aisles, driveways, stalls including the 2-foot overhang, and a scaled drawing at 1" = 20'.

32. A "Stop" sign shall be installed at a height of 7 feet at all driveway approaches behind the property line and noted on the plan. All directional/regulatory signage and pavement markings on the site shall be shown and noted on the plan.

33. The University 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.

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

Zoning Administrator (Contact Pat Anderson, 266-5978)

35. The University shall work with Planning and Zoning staff to revise zoning text to better define the uses permitted within this planned unit development.

36. If bike parking is provided it should comply with MGO Section 28.11. There is no predetermined requirement for bike parking, though University Transportation assessments have revealed a need for 70 stalls. Note: A bike-parking stall is 2 feet by 6 feet with a 5-foot access area. Structures that require a user-supplied locking device shall be designed to accommodate U-shaped locking devices.

37. Parking requirements for persons with disabilities must comply with MGO Section 28.11 (3)6.(m) which includes all applicable State accessible requirements, including but not limited to:
    a.) Provide minimum of 5 accessible stalls striped per State requirements. A minimum of 1 of the stalls shall be a van accessible stall 8’ wide with an 8’ striped out area adjacent.
    b.) 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.
    c.) Highlight the accessible path from the stalls to the building. The stalls shall be as near the accessible entrance or elevator as possible. Show ramps, curbs, or wheel stops where required.

38. Provide a reuse/recycling plan, to be reviewed and approved by the City Recycling Coordinator prior to a demolition permit being issued. Sec 28.12(12)(e) of the 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.

39. Parking and loading shall comply with MGO Section 28.11 (4): Provide (2) 10 x 35-foot loading areas with 14 feet of vertical clearance on the plan. The loading area shall be exclusive of drive aisle and maneuvering space.

Parks Division (Contact Kay Rutledge, 266-4714)
This agency did not submit comments for this request.

Fire Department (Contact Bill Sullivan, 261-9658)

40. The Madison Fire Department does not object to this proposal provided the project complies with all applicable fire codes and ordinances.

41. Provide fire apparatus access as required by IFC 503 2009 edition, MGO 34.03(17) and 34.19, as follows:
    a.) The site plans shall clearly identify the location of all fire lanes;
    b.) IFC 503 Appendix D105, 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 and not closer than 15 feet from the structure, and parallel to one entire side of the structure, if any part of the building is over 30 feet in height;
    c.) Provide a fire lane that extends to within 150 feet of all exterior portions of the structure, or it can be extended to within 250 feet if the building is fully sprinklered;
    d.) A dead-end fire lane that is longer than 150-feet shall terminate in a turnaround. Provide an approved turnaround (cul-de-sac, 45 degree wye, 90 degree tee) at the end of a fire lane that is more than 150-feet in length;
    e.) Provide a minimum unobstructed width of 26 feet for at least 20 feet on each side of the fire hydrant;
    f.) Fire lanes shall be unobstructed; there are obstructions shown on the fire lane, remove all obstructions. Examples of obstructions: including but not limited to; parking stalls, loading zones, changes in elevation, power poles, trees, bushes, fences or posts;
    g.) Fire lanes shall be constructed of concrete or asphalt only, and designed to support a minimum load of 85,000 lbs;
    h.) Where there is a change in the direction of a fire lane, the minimum inside turning radius shall be at least 28 feet;
    i.) Provide a fire lane with the minimum clear unobstructed width of 20 feet;
    j.) Provide a completed MFD “Fire Apparatus Access and Fire Hydrant Worksheet” with the site plan submittal.

City Assessor’s Office (Contact Maureen Richards, 266-4845)
This agency did not submit comments for this request.

Water Utility (Contact Dennis Cawley, 261-9243)

42. All water main and lateral work in the public right of way shall comply with the City of Madison Standard Specifications for Public Works Construction.

Metro Transit (Contact Tim Sobota, 261-4289)

43. The applicant shall install the bus cutout lane as shown on plans submitted for approval. The design submitted is substandard design of the exit taper and desirable length, and will need to be reconstructed and expanded upon construction of the future phase(s) of this project. The proposed design for future development (as shown in plans submitted) would not appear to permit straightening of the exit taper and expansion of this cutout further to the west, meaning the proposed footprint of this future building expansion will require modification in coordination with City Engineering Division and Metro Transit staff and cannot be approved as a general concept as shown.

44. The applicant shall install and maintain the passenger waiting shelter with bench and the trash receptacle as shown on plans submitted for approval (Sheet L101, Detail 2).

45. Such passenger amenity requests are typically fulfilled with the applicant installing the items on private property behind the sidewalk. It is Metro Transit's recommendation that the applicant review the potential of placing the amenities outlined above on private property (if not already). Placement of privately installed and maintained property on public right-of-way will require the review and approval of additional City agencies, including the Office of Real Estate Services and City Engineering Division, prior to Metro Transit giving final approval to the plans.

46. The applicant shall install a sidewalk extension and concrete boarding surface on the west side of Campus Drive, north of the University Avenue intersection for use as an accessible bus stop location. This sidewalk should connect north off the curb ramps shown at this corner, and extend approximately twenty feet back along Campus Drive. The back of the sidewalk and concrete boarding surface should be eight feet from the face of curb. The developer shall include the design and locations of the proposed transit elements on the final documents filed with their permit application so that Metro Transit may approve the plans.