



Report to the Plan Commission

August 29, 2011

Legistar I.D. #21732

677 S. Segoe Road

Demolition Permit & PUD Rezoning

Report Prepared By:

Timothy M. Parks, Planner

Planning Division

Requested Action: Approval of a request to rezone 677 S. Segoe Road from C2 (General Commercial District) to Planned Unit Development-General Development Plan-Specific Implementation Plan (PUD-GDP-SIP) to allow demolition of an office building and construction of 60 multi-family residential units in two buildings.

[Note: This item is listed as a Substitute Ordinance. The Substitute reflects a revised project proposal submitted on July 13, 2011, which supersedes the original version of the project submitted on March 2, 2011. The original proposal called for the construction of 64 apartment units in two four-story buildings. Some references to the earlier proposal are alluded to in the neighborhood and alder comments on the project contained in the August 29 Plan Commission materials.]

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 recommend **approval** to the Common Council of Zoning Map Amendment ID 3528 & 3529, rezoning 677 S. Segoe Road from C2 to PUD-GDP-SIP, subject to input at the public hearing and the conditions from reviewing agencies beginning on page 7 of this report.

Background Information

Applicant & Property Owner: John Walsh, TJS Ventures, LLC; 5201 East Terrace Drive, Suite 375; Madison.

Agent: John Bieno, TJK Design Build; 634 W. Main Street; Madison.

Proposal: The applicant is requesting approval to construct a 60-unit apartment complex in 2 buildings following demolition of a one-story office building. The project will commence as soon as all regulatory approvals have been granted, with completion scheduled for the summer of 2012.

Parcel Location: An approximately 1.64-acre parcel located at the northeasterly corner of Odana Road and S. Segoe Road; Aldermanic District 20 (Phair); Madison Metropolitan School District.

Existing Conditions: The site is developed with a one-story office building with partially exposed lower level and surface parking in C2 (General Commercial District) zoning.

Surrounding Land Use and Zoning:

North: Odana School Park, zoned PUD-GDP;

South: Single-family residences, zoned R1 (Single-Family Residence District);

West: Westgate Mall, zoned C2 (General Commercial District);

East: Single- and two-family residences along Odana Road, zoned R1 and R3 (Single- and Two-Family Residence District); multi-family residences along the south side of S. Segoe Road, zoned R4 (General Residence District); Westwood Christian Church, zoned R1.

Adopted Land Use Plan: The Comprehensive Plan identifies the subject site for Community Mixed-Use development. Nearby Westgate Mall is also identified as a Transit-Oriented Development node.

The Midvale Heights-Westmoreland Neighborhood Plan identifies the subject site as a redevelopment site and recommends the site for medium-density residential development with a density of 8-16 units an acre. Buildings proposed on redevelopment sites should not exceed three stories in height.

Environmental Corridor Status: The subject site is not located within a mapped environmental corridor. Odana School Park north of the subject site across S. Segoe Road is shown as public land on the corridor map.

Public Utilities and Services: The property is served by a full range of urban services, including Metro Transit, which operates daily transit service along Odana Road through the S. Segoe Road intersection. Bus stop #2946 is adjacent the subject site, with a signed bus stop zone encompassing the area from intersection east approximately 100 feet.

Zoning Summary: The property will be zoned 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 applicant is requesting approval to rezone a 1.64-acre parcel located at the northeasterly corner of S. Segoe and Odana roads from C2 General Commercial zoning to PUD-GDP-SIP to allow 60 apartment units to be constructed in two buildings following the demolition of an existing office building.

The subject site is a right triangle with approximately 440 feet of frontage along S. Segoe Road and 300 feet of frontage along Odana Road, with a sweeping 50-foot radius at the western corner of the property. The building to be demolished is a concrete panel and stone structure that stands one story in height parallel to S. Segoe Road, with a partially exposed lower level along the rear, southeasterly façade visible from Odana Road. City records indicate the building was constructed in 1962. Parking for approximately 30 vehicles is provided in the rear of the building with a single driveway into the site from Odana Road. The site is characterized by approximately 20 feet of grade change from the northerly tip of the site to the southern property line and Odana Road. Existing landscaping includes approximately 10-12 mature trees scattered around the site and a line of 2- to 3-foot tall deciduous shrubs located along the street-facing edges of the parking lot.

The proposed apartment complex is located in a transitional zone that features a wide variety of land uses surrounding the site. The site is located across S. Segoe Road from the rear of Westgate Mall,

which fronts onto S. Whitney Way but includes a prominent eastern-facing rear wall that is highly visible from the corner of S. Segoe and Odana. The portion of the mall closest to the site south of the TJ Maxx department was approved in 2009 for redevelopment as an 80,476 square-foot Hy-Vee grocery store that included a store entrance facing to the south and Odana Road. However, construction of the new grocery store has not commenced, and the land use approval for the store is scheduled to expire in February 2012. Odana School Park is located north of the site across S. Segoe Road and east of Westgate Mall, with a multi-story office building located further to the north along Tokay Boulevard.

East and south of the site, the land use pattern transitions to low-density residential uses, with single-family homes located across Odana Road from the site. The northeastern corner of the subject property abuts a group of three apartment buildings containing 15 dwelling units located at 649-657 S. Segoe Road in R4 General Residence zoning, while the southeastern corner of the site abuts a single-family property, with a two-family residence located next east. Westwood Christian Church occupies a through lot further to the east between S. Segoe to Odana roads. East of the church, the land use pattern becomes almost exclusively single-family residential in character.

The proposed apartment complex will consist of two 30-unit buildings to be located above an under-building parking level with 51 automobile spaces. The project will include 7 efficiency units, 29 one-bedroom units and 24 two-bedroom units, with a total of 95 bedrooms proposed. The buildings will stand three stories in height when viewed from S. Segoe Road. Loft spaces for 12 of the units are proposed above the third floor near the center of the buildings, with a minimum setback of 6 feet proposed between the façades of the loft levels and parapet of the main building walls below. Due to the change in the grade of the site from north to south, a series of terrace walls are proposed to wrap the southwestern facade of the westernmost building facing the S. Segoe and Odana intersection. A community room and exercise room for the complex are proposed at the same level as the under-building parking level, which will open onto a courtyard formed by the terrace walls and building facade. Surface parking for 36 vehicles is proposed between Odana Road and the proposed buildings, with a single driveway into the site from Odana. Access to the under-building parking level will be provided from the surface parking lot by ramps located along the southerly facades of both buildings.

The buildings will parallel S. Segoe Road, with a setback of approximately 10 to 11 feet proposed. The southwestern corner of the westernmost building will be set back approximately 12 feet from Odana Road, though the setback will increase significantly the further the building extends from that edge of the site due to the proposed layout. A setback of just over 11 feet is proposed between the easternmost corner of the northeasterly building and the eastern property line, with a solid wood fence proposed to extend along the southern property line. The applicant has submitted a substantial landscaping for the project that features extensively planted raised beds and planters around the base of the apartment buildings and terrace walls, and the planting of a mix of shrubs and shade and coniferous trees along the southern edge of the site to screen the surface parking from Odana Road. The area between the two proposed buildings will be constructed as a green courtyard above the under-building parking garage, with a walkway extending through the site between the buildings from S. Segoe Road through the parking area to Odana Road.

The proposed buildings will feature a modern architectural style with a diverse palette of building materials that will include light-colored concrete masonry units, two-toned wood composite panels and prominent bronze-colored metal accents. A recessed patio or balcony will be provided for each dwelling unit, with the first floor units facing S. Segoe Road proposed to include entrances off of the public sidewalk. The project materials include renderings of how the buildings will appear from the two street frontages.

Analysis & Evaluation

The developer is requesting approval of Planned Unit Development zoning to facilitate construction of two three-story apartment buildings containing a total of 60 units and 95 bedrooms to replace a one-story office building with a partially exposed lower level. The letter of intent indicates that the existing building is in “beyond the capacity of any reasonable rehabilitation.” Interior and exterior photos of the building are included with the Plan Commission materials. The Planning Division has not toured the inside of the building, but is familiar with the site and believes that the demolition permit standards can be met with this request.

As with any rezoning, the Plan Commission shall not recommend the adoption of a proposed zoning map amendment unless it finds that the proposed rezoning is “in the public interest and is not solely for the interest of the applicant, and shall not recommend a proposed amendment without due recognition of the master plan of the City.” In addition, Chapter 66.1001(3) of Wisconsin Statutes requires that zoning ordinances (of which the zoning map is part) enacted or amended after January 1, 2010 be *consistent with* the City’s comprehensive plan. 2010 Wisconsin Act 372 clarified “Consistent with” as “furtheres or does not contradict the objectives, goals and policies contained in the comprehensive plan.”

Furthermore, the Zoning Ordinance requires that specific criteria be met to determine if a proposed planned unit development “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.” The criteria for approval of a planned unit development requires that the Plan Commission consider the character and intensity of the proposed development and its compatibility with the surrounding area as well as the preservation and maintenance of open space and the impacts on traffic, parking and demand for municipal services resulting from the project.

The Comprehensive Plan identifies the subject site and Westgate Mall and Whitney Square properties to the west along S. Whitney Way for Community Mixed-Use development, as shown on Map 2-2h. The same area, including the subject site, is recommended as a Potential Redevelopment and Infill Area as designated on Map 2-5. A Transit-Oriented Development node is also generally identified for the Westgate Mall area on both of these land use maps.

Community Mixed-Use (CMU) districts are recommended locations for a high-density mix of residential, retail, office and civic uses in a compact urban setting that may encompass many blocks of land. CMU developments are recommended to either be located adjacent to medium- or high-density residential areas or be large enough to accommodate high-density residential uses when adjacent to lower-density areas, and may also be located near employment centers. CMU areas are recommended to have a focal point developed at high densities and focused on a commercial core, a plaza or square, a civic use or dense residential development. Buildings with these zones should be well designed and located close to the sidewalk with parking located at the rear of the buildings or underground, and pedestrian-level amenities should be provided.

The intensity of development in CMU districts will vary throughout the City, with more specific standards for height, FAR and urban design to be determined through a neighborhood or special area planning process. Buildings in CMU districts should be at least 2 stories in height, and residential density should generally not exceed 60 units an acre, although more intensive development may be recommended in a neighborhood or special area plan.

Transit-Oriented Development (TOD) is described in the Comprehensive Plan as a “compact, mixed-use development pattern that focuses the highest development densities and intensities in very close

proximity to high-capacity transit stops.” TOD areas are recommended to include a mix of residential, retail, office and public uses in a compact, walkable environment that makes it convenient for residents, customers, and employees to travel by transit, bicycle, foot, or auto. Like in community mixed-use areas, TOD areas should include mixed-use buildings with ground floor retail, office, and commercial space, and upper floor office and/or residential dwelling units that are located to create a sense of spatial enclosure along the street. Transit-oriented developments should also include high-quality urban open spaces such as plazas or squares and be designed to create a unique sense of place.

The Comprehensive Plan places a significant emphasis on new or infill development being complementary to and compatible with the existing and planned characteristics of the surrounding neighborhood, and infill development or redevelopment being designed to incorporate or improve upon existing positive qualities such as building proportion and shape; pattern of buildings and yards; building orientation to the street, and; building materials and styles. Although infill development is strongly encouraged as a key theme of the overall plan, it is always only one among many objectives, and other factors such as architectural character and scale (including building height, size, placement and spacing), block and street patterns, landscaping and traffic generation are also important.

In September 2009, the Common Council adopted the Midvale Heights-Westmoreland Neighborhood Plan as a “comprehensive guide to preserve the vitality and high quality of life” for the two neighborhoods that span the area bounded by S. Whitney Way on the west, Mineral Point Road on the north, the Beltline Highway on the south, and the Southwest Bike Path on the east. While the vast majority of the planning area is comprised of single-family housing, the plan was developed in part to develop strategies to guide redevelopment activities where opportunities for redevelopment may exist, such as was the case when the former Midvale Plaza at S. Midvale and Tokay boulevards was redeveloped within the last five years into the Sequoia Commons mixed-use development.

While the Midvale Heights-Westmoreland Neighborhood Plan focuses primarily on potential future redevelopment of the Westgate Mall property on the western edge of the planning area and the properties surrounding the intersection of Mineral Point Road, Speedway Road and Glenway Street on the eastern edge, the plan also identifies a number of other potential redevelopment sites throughout the two neighborhoods, including the subject site. Recommendations in the plan for these other redevelopment sites are more general in character and include a recommendation that most of the sites be redeveloped with residential uses at densities to be determined on a site by site basis, with site constraints, neighborhood housing needs and market demands. Buildings proposed on redevelopment sites should not exceed three stories in height, with setbacks consistent with adjacent development. More specifically, the plan recommends the subject site for medium-density residential development with a density of 8-16 units an acre. The plan notes that the various recommendations for redevelopment sites are intended to provide a basis for the Urban Design Commission and Plan Commission to evaluate redevelopment proposals against.

The Planning Division believes the Plan Commission can find the proposed apartment project largely consistent with the general bulk and mass recommendations for Community Mixed-Use and Transit-Oriented development in the Comprehensive Plan and the somewhat more specific recommendations in the Midvale Heights-Westmoreland Neighborhood Plan.

The proposed buildings generally conform to the maximum three-story building height recommended in the Midvale Heights-Westmoreland Neighborhood Plan. Staff believes that the development will also provide appropriate framing for the southeasterly side of S. Segoe Road and the S. Segoe-Odana intersection. The orientation of Westgate Mall to the west towards S. Whitney Way leaves the rear of that center facing towards the subject site and neighborhood, which in combination with the width of the S. Segoe Road right of way, and the diminutive character of the existing office building on the subject

site creates in staff's opinion a somewhat vast and unwelcoming environment at the intersection. Further, while the proposed building is oriented to S. Segoe, the developer has made a genuine effort to create a strong corner element oriented toward the intersection, which in combination with the landscaped terrace walls, should bring stature and visual interest to the corner and provide something of a gateway feature for the neighborhood.

However, recommended density is one area of potentially significant divergence between the two plans. The proposed 60-unit apartment project will have a net density of 36.6 units an acre based on the 1.64-acre site, which is well within the maximum density of 60 dwelling units an acre generally recommended for Community Mixed-Use sites in the Comprehensive Plan, but is more than twice the maximum 16 units an acre recommended for the subject site in the Midvale Heights-Westmoreland Neighborhood Plan.

Because the bulk and mass of the buildings proposed generally conform to the recommendations for the same in the adopted plans, staff believes that the higher density of dwelling units can be found to be acceptable. Further, staff feels that the some of the unique characteristics of the subject site may also justify a higher density than recommended by the neighborhood plan. Unlike the other sites recommended for redevelopment in the neighborhood plan, which are primarily small collections of multi-family residential buildings in residential zoning such as the three-building complex adjacent to the site, the subject property is commercially zoned and developed and could already be more intensively developed with regard to uses and density.

As noted earlier in this report, the site is also uniquely situated between the predominantly low density single-family housing that comprises most of the Midvale Heights neighborhood and planning area, and the community and regional commercial and employment corridor that exists along and west of S. Whitney Way. Staff believes that this transitional location may also support a greater density of development, as does the site's adjacency to a Transit-Oriented Development node that is currently served by seven-day Metro bus service and within a 10-minute walk of the West Transfer Point.

It should also be noted that the high density as measured in units per acre is in part due to the number of efficiency and one-bedroom apartments included in the project, which comprise 36 of the 60 units proposed. If the project consisted of larger units containing a higher number of bedrooms per unit in the same building masses, statistically, the density of the project would be lower.

Conclusion

Staff is aware of concerns expressed by some in the Midvale Heights neighborhood regarding the mass and density of the proposed development. However, the Planning Division believes that the proposed 60-unit apartment development can meet the standards for approval for demolition permits, zoning map amendments and planned unit developments and that the project represents an appropriate, high-quality infill redevelopment for a unique site located between a large, low-density residential neighborhood and a more intensively developed regional commercial and employment area. While the density of the project will be more than double the density recommendations for the site in the Midvale Heights-Westmoreland Neighborhood Plan, Planning staff feels that the project's general conformance with the design guidelines in the neighborhood plan and the overall quality of the project, combined with the transitional nature of the site, justify the higher density proposed.

Staff also believes that the proposed alternative use of the property will also be more economically productive than the existing building, which staff believes is in average to below average condition and

in likely need of substantial renovation to extend its useful life. The existing building was informally presented to the Landmarks Commission, who noted that it was not of any historical or architectural value.

The Urban Design Commission reviewed the proposed planned unit development on August 3, 2011 and recommended initial approval of the project (see attached report). Final approval of the project by the Commission will be required as a condition of approval prior to final recording of the PUD and the issuance of building and demolition permits.

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 forward Zoning Map Amendment ID 3528 & 3529, rezoning 677 S. Segoe Road from C2 (General Commercial District) to PUD-GDP-SIP, to the Common Council with a recommendation of **approval** subject to input at the public hearing, the following Planning Division conditions and the conditions from reviewing agencies:

1. That the specific implementation plan be revised per Planning Division approval prior to final approval of the PUD for recording and the issuance of demolition or building permits as follows:
 - 1a. dimension the setbacks of the loft level from the parapet of the building on Sheet A-1.3;
 - 1b. dimension the setback of the southwesterly corner of the western building from Odana Road on Sheet C-1.1;
 - 1c. label the building sections directionally on Sheets A-3.1 and A-3.2;
 - 1d. provide an elevation of the two buildings from the courtyard;
 - 1e. provide a section and elevation of the proposed cedar fence, which shall be a minimum of 6 feet in height along the eastern property line;
 - 1f. provide four-sided elevations of the loft level;
 - 1g. revise Sheet C-1.2 to note the gross floor area of the building and the number of parking stalls (for historical purposes).
2. That the applicant revise the zoning text per Planning Division approval prior to final approval of the PUD for recording and the issuance of demolition or building permits as follows:
 - 2a. the list of permitted uses shall be revised to specify:
 - multi-family residential uses as shown on the approved plans;
 - professional offices in the home;
 - home occupations, as permitted under Section 28.04(26) of the Zoning Ordinance, Home Occupations, except that the requirement related to employees outside the immediate family shall not require a conditional use approval for one employee and the restriction to 25% of floor area of one story in 28.04(26)(b)8 shall not apply to this project;
 - accessory uses directly associated with those permitted uses;
 - 2b. the list of permitted uses shall be revised to state that the home occupation and professional office live-work units shall be limited only to first floor units (the units on the second and third floors would be residential only);
 - 2c. the zoning text shall be amended to add the following definition of professional office in a home:
"A professional office in a home shall mean the office or studio in the residence of a person engaged in a recognized professional specialty and including the fields of religion, architecture, engineering, law, medicine, personal health services, and practice and instruction in the liberal

- or fine arts, provided that such use shall comply with all the conditions of a home occupation in MGO Section 28.04(26) except as otherwise noted herein. Mechanical equipment customarily appurtenant to said profession may be used provided no external manifestations thereof are apparent at the property line.”
- 2d. signage shall be limited to the maximum permitted in the R4 zoning district, as approved by the Urban Design Commission and Zoning Administrator;
- 2e. the “Snow Removal” and “Trash Removal” sections shall be removed and placed in a revised letter of intent for the project;
- 2f. re-title the “Parking Management” section as “Accessory Off-Street Parking & Loading”;
- 2g. a family definition shall be included as follows: “Family Definition: The family definition of this PUD shall coincide with the definition in Chapter 28 of the Madison General Ordinances for the R4 zoning district (or in the future, the SR-V1 zoning district).”
3. That the project receive final approval from the Urban Design Commission prior to final approval of the PUD for recording and the issuance of demolition or building permits.

The following conditions have been submitted by reviewing agencies:

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

4. A new drive apron and sidewalk directly adjacent to the drive apron shall be constructed of 7-inch thick concrete.
5. The prior 677 S. Segoe Road address will be inactivated and no longer used for this site due to this proposed redevelopment plan. The base address for the west building is now 5314 Odana Road and the base address for the east building is now 5302 Odana Road.
6. The applicant shall close all abandoned driveways by replacing the curb in front of the driveways and restoring the terrace with grass.
7. 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, 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.
8. All work in the public right of way shall be performed by a City-licensed contractor.
9. All damage to the pavement on S. Segoe Road and Odana Road adjacent to this development shall be restored in accordance with the City’s Pavement Patching Criteria.
10. 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.
11. 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.
12. Effective January 1, 2010, the Department of Commerce’s authority to permit commercial sites, with over one acre of disturbance for stormwater management and erosion control has been transferred

to the Wisconsin 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 NR-216 and NR-151, but a separate permit submittal is now required from the WDNR for this work as well.

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

13. Prior to approval, this project shall comply with Chapter 37 of the Madison General Ordinances regarding stormwater management. Specifically, this development is required to: Detain the 2 & 10-year storm events; control 40% TSS (20 micron particle) off of new paved surfaces; provide infiltration in accordance with Chapter 37 of the Madison General Ordinances; provide oil & grease control from the first 1/2" of runoff from parking areas, 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.
14. 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).
15. 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).
16. 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.
17. The area adjacent to this proposed development has a known flooding risk. All entrances shall be 2 feet above the adjacent sidewalk elevation or 1 foot above the 100-year regional flood elevation (whichever is greater); this includes garage entrances.
18. The applicant's utility contractor shall obtain a connection permit and excavation permit prior to commencing the storm sewer construction.
19. 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.

20. All outstanding Madison Metropolitan Sewerage District (MMSD) and City of Madison sanitary sewer connection charges are due and payable prior City Engineering signoff, unless otherwise collected with a Developer's/ Subdivision Contract. Contact Janet Dailey (608-261-9688) to obtain the final MMSD billing a minimum of 2 working days prior to requesting City Engineering signoff.
21. 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)

22. All existing driveway approaches on which are to be abandoned shall be removed and replaced with curb and gutter and noted on the plan.
23. The applicant shall modify the driveway approach according to the design criteria for a "Class 3" driveway in accordance to MGO Section 10.08(4).
24. 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'.
25. "Stop" signs shall be installed at a height of 7 feet at all 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.
26. The intersection shall be so designed so as not to violate the City's sight-triangle preservation requirement, which states that on a corner lot no structure, screening, or embankment of any kind shall be erected, placed, maintained or grown between the heights of 30 inches and 10 feet above curb level or its equivalent within the triangle space formed by the two intersecting street lines or their projections and a line joining points on such street lines located a minimum of 25 feet from the street intersection in order to provide adequate vehicular vision clearance.
27. The applicant shall design the surface or underground parking areas for stalls and backing up according to Figures II of the ordinance using the 9-foot or wider stall for the commercial/retail area. The "One Size Fits All" stall shall be used for the residential parking area only, which is a stall 8'-9" in width by 17'-0" in length with a 23'-0" backup. Aisles, ramps, columns, offices or work areas are to be excluded from these rectangular areas, when designing underground parking areas.
28. The applicant 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.
29. 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)
This agency did not submit comments for this request.

Parks Division (Contact Kay Rutledge, 266-4714)

30. The developer shall pay \$130,069.80 in park development fees for the 60 multi-family units proposed. Fees in lieu of dedication=(60 units@\$1,554)=\$93,240.00; Park development fees=(60 units@ \$613.83)=\$36,829.80, for a total park impact fee of \$130,069.80. The developer must select a method for payment of park fees before signoff on the rezoning. This development is within the Garver Park impact fee district (SI29).

Fire Department (Contact Bill Sullivan, 261-9658)

31. Ensure fire separation distances and/or fire ratings are addressed for each building as they relate to property lines, real and imaginary.

32. Provide fire apparatus access as required by IFC 503 2009 edition, MGO 34.503.

Water Utility (Contact Dennis Cawley, 261-9243)

33. The Madison Water Utility shall be notified to remove the water meter prior to demolition. 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)

34. The applicant proposes to construct a concrete passenger boarding pad on the north side of Odana Road, east of the driveway apron. The actual loading zone for bus stop #2946 is at the intersection corner. The applicant shall revise plans to correct the location of the concrete passenger boarding pad. The applicant shall include the location of these passenger amenities on the final documents filed with their permit application so that Metro Transit may review and approve the design.