



Report to the Plan Commission

May 16, 2011

Legistar I.D. #22073
434-454 W. Johnson Street
PUD Rezoning & Demolition Permit

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

Requested Action: Approval of a request to rezone 434-454 W. Johnson Street from R6 (General Residence District) and C2 (General Commercial District) to Planned Unit Development-General Development Plan-Specific Implementation Plan (PUD-GDP-SIP) to allow demolition of 5 existing buildings and construction of a ten-story, 194-room hotel with approximately 3,300 square feet of first floor retail space.

Applicable Regulations & Standards: Section 28.07(6) of the Zoning Ordinance provides the requirements and framework for Planned Unit Developments; Section 28.12(10) 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** of Zoning Map Amendment ID 3531 & 3532, rezoning 434-454 W. Johnson Street from R6 and C2 to PUD-GDP-SIP, to the Common Council subject to input at the public hearing and the conditions from reviewing agencies beginning on page 7 of this report.

Background Information

Applicant: Gary Brink, Gary Brink & Associates, Inc.; 8401 Excelsior Drive; Madison.

Property Owner & Developer: Raymond Management Company; 8333 Greenway Boulevard, Suite 200; Middleton.

Existing Conditions & Summary Proposal: The developer proposes to demolish an existing one-story multi-tenant commercial building at 454 W. Johnson Street and 4 residential buildings at 434-444 W. Johnson Street to allow construction of a ten-story, 194-room hotel with approximately 3,300 square feet of first floor retail space. Construction is scheduled to commence in fall 2011, with completion anticipated in late 2012 or early 2013.

Parcel Location: A 0.86-acre parcel located at the northeasterly corner of W. Johnson Street and N. Bassett Street; Downtown Design Zone 2; Aldermanic District 4 (Verveer); Madison Metropolitan School District.

Surrounding Land Use and Zoning:

North: Equinox, La Ville and Aberdeen high-rise apartment buildings, zoned PUD-SIP;

South: One-, two- and multi-family residences in 2-3 story frame residential structures and the six-story 445 W. Johnson Street Apartments east of N. Bassett Street, zoned R6 (General Residence District) and C2 (General Commercial District); six-unit apartment building, laundromat and two-story office building on west side of Bassett south of W. Johnson Street, zoned C2;

West: La Ciel and Embassy high-rise apartment buildings along University Avenue, zoned PUD-SIP; two- and multi-family residences in 2-3 story frame residential structures and the Saxony Apartments located along Conklin Place and W. Johnson Street, zoned R6;

East: Eight-story Johnson House apartments, zoned R6.

Adopted Land Use Plan: The Comprehensive Plan identifies the subject site within the Student High-Rise Downtown Residential Sub-district, which primarily recommends development of multi-family housing at densities greater than 60 units an acre in 8-10 story high-rise structures, with potential for 2 bonus stories. Mixed-use buildings with first floor commercial space and residential uses above are also recommended in this sub-district.

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.

Zoning Summary: The subject site is proposed to 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 of a request to rezone a five-parcel, 0.86-acre property located at the northeasterly corner of W. Johnson and N. Bassett streets from R6 (General Residence District) and C2 (General Commercial District) to PUD-GDP-SIP to allow construction of a ten-story, 194-room Hampton Inn & Suites Hotel that will include an approximately 3,300 square-foot first floor retail space. The proposed building will replace a total of 5 residential and commercial buildings that currently occupy the subject site.

Beginning at the corner of W. Johnson and N. Bassett streets, the subject site is developed with a one-story, 6,116 square-foot multi-tenant commercial building that features a stucco exterior. Parking for approximately 10 cars is located between the front wall of the building and the W. Johnson Street property line, with parking for an additional 17 cars located in a separate lot located behind the building with access from N. Bassett Street. City records indicate that the earliest portions of the building were built in 1928 and previously housed a gas station. The building was expanded in 1983 and the entire structure was renovated into the current multi-tenant configuration in 1989. The commercial building is zoned C2 and the site comprises approximately 0.46-acres of the overall 0.86-acre site.

East of the commercial building, the first of the 4 residential buildings is a three-story tall three-flat at 444 W. Johnson Street, which was built in 1915 according to City records. The building is characterized by full front porches that extend across the front wall of each floor. The next property to the east is a two-story building at 440 W. Johnson Street that was constructed in 1921 and contains 4 dwelling units and a front porch across the front wall of the first floor. Similarly, the building at 438 W. Johnson is a four-unit converted 2.5-story residence, which City records indicate was built in 1900. Finally, the building at 434-436 W. Johnson is a two-story two-flat residence built in 1905, which includes separate

front doors to each unit from a full-length first floor porch and matching bay windows along the front walls. The 4 residential buildings share an asphalt-paved rear yard parking area that generally extends from the rear walls of the buildings to the northerly property line and provides parking for approximately 26 automobiles. Access to the rear yard parking is provided from 2 driveways from W. Johnson Street, with access to N. Bassett Street provided from a connection through the parking lot located at the rear of the commercial building at 454 W. Johnson Street.

The developer commissioned an architectural study of the 4 residential buildings, which is included with the Commission's materials for this project. The study concluded that the 4 residential properties are generally of little or no architectural significance and that all 4 suffer from a variety of interior and exterior issues owing to the age and the historic use of the residences as student housing. The study notes that all 4 have been significantly altered and that all 4 would require significant rehabilitation and reinvestment for continued use. Staff did not conduct an inspection of the interior of the buildings but has observed the 4 residences and the adjacent commercial building from the outside and believes that all 5 buildings are in average to below average condition. The applicant has provided photos of the interior and exterior of the buildings to substantiate their demolition request.

The subject property is surrounded by a wide array of land uses and building types. To the north, the proposed hotel site abuts the 10-story LaVille apartments and 12-story Aberdeen apartments, both of which front onto W. Gorham Street east of N. Bassett Street. The northwestern corner of the site sits across N. Bassett Street from the 12-story Embassy apartments, with the 11-story La Ciel apartments located next west along University Avenue. Properties located across N. Bassett Street from the southwesterly corner of the site between Conklin Place and W. Johnson Street are developed with a variety of two-family and multi-family residences in two- and three-story buildings. The six- and eight-story tall Saxony Apartments are located further to the west along W. Johnson Street at the corner of N. Frances Street. The eastern edge of the site abuts the eight-story, 42-unit Johnson House apartments at 430 W. Johnson.

Properties south of the subject site across W. Johnson Street include approximately a half-dozen one-, two- and multi-family residences located in two- and three-story wood-framed buildings and the six-story 445 W. Johnson Apartments located east of N. Bassett Street, while the properties due south of the site on the west side of N. Bassett are developed with a six-unit apartment building at the corner, a one-story laundromat and a low-slung two-story office building. The four-story Inez Apartments and the seven-story Doubletree Hotel are located further to the west along W. Johnson Street.

Plans for the proposed hotel call for the first floor of the building to be contoured to the property lines formed by the abutting streets. The western half of the south wall of the building's first floor will be set back approximately 15 feet from W. Johnson Street. A slightly elevated outdoor seating terrace associated with the 3,300 square-foot first floor commercial tenant space is proposed at the southwesterly corner of the building adjacent to the W. Johnson-N. Bassett corner. The primary entrance to the first floor space will be along a chamfered corner in an effort to draw attention to that space and the hotel, with a less prominent secondary entrance to the first floor commercial space proposed further east along the W. Johnson façade adjacent to a bike parking area. The eastern half of the southerly façade of the first floor of the hotel will be recessed from the W. Johnson frontage to accommodate a guest drop-off area adjacent to the hotel lobby, which will be located near the center of the floor. Vehicles exiting the drop-off area will be able to return to W. Johnson Street or turn north into hotel site to access the parking for the hotel, which will include 9 short-term parking stalls located along the easterly side property line at ground level and 194 parking stalls located on floors 2-4 of the nine-story T-shaped hotel tower to be located above the first floor. In addition to the hotel lobby, the remainder of the first floor will include hotel offices, a breakfast room and lounge for hotel guests, a small meeting room, and a hotel pool and fitness center. The 194 hotel rooms will occupy floors 5-10 of

the T-shaped tower. The westerly wall of the first floor will parallel the inside curve present along the east side of N. Bassett Street, with a 10- to 12-foot landscaped setback proposed between the building facade and sidewalk.

In addition to providing access to the short-term guest parking and structured parking levels, the easternmost driveway from W. Johnson Street will extend through the subject site and the adjacent Aberdeen Apartments to W. Gorham Street, completing a private inter-block connection required by the City Traffic Engineer as a condition of approval of the Aberdeen Planned Unit Development when that project was approved in 2003. The connection was secured through a private driveway cross easement recorded against the subject site and Aberdeen property prior to the issuance of building permits for the apartment tower. The easement (note: the subject site is the "Hound Dog, LLC" parcel referred to in the easement) requires the completion of the through-block connection as part of the redevelopment of the subject site. The through-block connection requirement between the sites is intended to accommodate the loading and drop-off needs of the two projects internally while reducing extemporaneous vehicle trips and traffic impacts from truck and bus loading on the three adjacent public streets.

The tower will stand prominently along the southerly façade parallel to W. Johnson Street but will step back into the site on the westerly and easterly sides of the building, with two step backs proposed along the W. Bassett Street side, first above the first floor and then again above the fourth floor parking level. The ten-story building will generally stand between 110 feet and 114 feet tall as measured to the top of the parapets above the tenth floor. The tallest part of the building will be 119 feet as measured to the roof of the mechanical penthouse, which will be located near the center of the roof near the intersection of three wings of the T-shaped building. The hotel will be clad in a combination of two-toned brick and EIFS panels and will feature prominent metal accents and a ten-story corner glass curtain wall at the southwesterly corner above the W. Johnson-N. Bassett intersection.

Analysis

The developer is requesting approval of a demolition permit and Planned Unit Development zoning to allow construction of a ten-story building that will house a 194-room hotel, a small 3,300 square-foot first floor commercial space and structured parking for 194 automobiles. The PUD zoning is necessary to facilitate the proposed redevelopment because hotels and retail uses not affiliated with a residential building are not permitted in the R6 residential zoning that currently governs half of the subject site. The floor area ratio (FAR) of the hotel will exceed the maximum 3.0 FAR permitted in the C2 commercial zoning that governs the rest of the property. The proposed FAR of the hotel will be 3.26, based on 122,283 of gross floor area not counting the area of the structured parking floors on the 0.86-acre site.

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 further or not contradict the objectives, goals and policies contained in a comprehensive plan.

The Comprehensive Plan identifies the subject site within the Student High-Rise Downtown Residential Sub-district, which is roughly bounded by University Avenue/ W. Gorham Street on the north, N. Broom Street on the east, properties on the south side of W. Johnson Street on the south and N. Frances Street on the west. Land uses in this sub-district are primarily recommended for the development of multi-family housing at densities greater than 60 units an acre in 8-10 story high-rise structures, with the

potential for 2 bonus stories. Mixed-use buildings with first floor commercial space and residential uses above are also recommended in the Student High-Rise sub-district.

The recommendations for this sub-district generally follow a land use pattern that has developed in this area over the last 20 years and includes a handful of high-rise projects developed within the last 10 years, including the nearby Embassy, Aberdeen and Equinox apartment buildings to the north along University Avenue and the Palisades apartments to the west at W. Johnson and Marion streets. In each case, the newer high-rise buildings are all a minimum of ten stories tall and include residential units at high urban densities, and some of the projects include small first floor retail spaces.

The hotel that is proposed to occupy the subject site represents a land use that is not expressly identified as a recommended land use in the Student High-Rise Downtown Residential Sub-district. However, Planning staff believes that the approval of the proposed planned unit development would not be inconsistent with the recommendations of the Comprehensive Plan.

The 2006 Comprehensive Plan included a set of broad goals, objectives and policies for the downtown area that were intended to begin shaping the more detailed planning efforts currently being undertaken in the forthcoming Downtown Plan. The 10 downtown sub-districts identified in the adopted 2006 Plan shared important characteristics related to function, predominant land uses, scale, density, and urban design, with development recommendations and standards provided for each. The Plan also generally recommends that new development in the downtown area be of a very high-quality urban architecture, site design and urban design, that buildings be spaced close together and placed close to the street, and that projects incorporate high-quality pedestrian, bicycle and streetscape amenities and open spaces. The 2006 recommendations were partly based on existing plans that cover portions of the downtown area and on the analyses and recommendations included in the 2004 Downtown Advisory Report. The Comprehensive Plan notes that the land use recommendations for the downtown area should be considered preliminary until more detailed plans are developed and adopted. The Planning Division is currently finalizing the draft recommendations for the Downtown Plan, and staff working on that plan indicated that they did not believe that the proposed hotel would be inconsistent with those forthcoming recommendations.

As such, staff feels that approval of the proposed PUD zoning and redevelopment plans could be found to be in keeping with the broad recommendations of the Comprehensive Plan despite hotel/ lodging uses not being specifically recommended for the sub-district that includes the subject site. Staff believes that the proposed building will conform with many of the other recommendations of the Comprehensive Plan and the sub-district, including the recommended 8- to 10-story height recommendations, and that the scale and mass of the proposed ten-story hotel adheres to the predominant scale and mass of other new developments nearby. Staff believes that the new building is well-designed and appears to satisfy many of the general urban design recommendations for the downtown recommended in the Comprehensive Plan. Aside from considerations of the land uses recommended in the Comprehensive Plan, staff also feels that a hotel on the proposed site would not be incongruous with nearby land uses given the site's proximity to the downtown core, State Street, Kohl Center and University of Wisconsin campus.

The boundaries of the Student High-Rise sub-district are largely commensurate with the eastern two-thirds of Downtown Design Zone 2, which primarily extends between University Avenue/ W. Gorham Street on the north, N. Broom Street on the east, W. Dayton Street on the south and N. Frances Street on the west and includes the subject site. (Downtown Design Zone 2 also includes properties further west along University between N. Frances and East Campus Mall, including University Square.) Earlier redevelopment plans for the subject site included a combination of residential dwelling units and hotel lodging uses, which would have required consideration of the project against the standards for this

design zone. However, because the proposed development no longer contains residential units, it is not subject to the Downtown Design Zone requirements, which in Zone 2 limit the height of buildings to 10 stories (with the potential for 2 bonus stories if certain design criteria are met) and a maximum FAR of 6.0, and include specific yard requirements.

The Urban Design Commission reviewed the proposed planned unit development on April 27, 2011 and recommended initial approval of the project (see attached report). In recommending initial approval of the proposed hotel, the UDC requested that the developer improve the pedestrian entrance for the hotel along N. Bassett Street and at the corner, resolve the commercial space entrance and the connection between the commercial space and the hotel, study the incorporation of an additional window or architectural treatment on the south elevation adjacent to the main drop-off area for the hotel, and consider further refinements to the application and patterning of building materials. The project will be required to receive final approval from the UDC prior to the final approval and recording of the planned unit development and the issuance of demolition and building permits.

While Planning Division staff is generally supportive of the land use and bulk, mass and architecture of the proposed ten-story building, staff concurs with the sentiments of members of the UDC, who recommended that the developer explore a more shared space connecting the hotel entrance with the retail space. Staff feels that by better meshing the commercial tenant space with the first floor functions of the hotel, it will allow the entire building to more directly address and activate the corner of W. Johnson and N. Bassett Streets.

Conclusion

The Planning Division believes that the proposed ten-story building housing a 194-room hotel and small 3,300 square-foot first floor commercial space to be built in place of 1 existing commercial building and 4 existing residential buildings can meet the criteria for approval of zoning map amendments and planned unit developments. Staff believes that the project is well designed and that it has the potential to produce significant community benefits in terms of environmental and aesthetic design, and that the character and intensity of the proposed development can be found to be compatible with the surrounding area.

Staff also feels that the hotel can be found to be consistent with the Comprehensive Plan despite the hotel/ lodging use not being specifically identified as a recommended land use in the downtown sub-district that encompasses the subject site. Staff feels that proposed structure comports to the scale and mass recommendations of the sub-district and that its design hews to many of the general urban design recommendations called for in the downtown area. The location of a hotel at the W. Johnson-N. Bassett intersection also seems appropriate given the property's proximity to high activity generators such as State Street, the Kohl Center and UW campus.

Staff also believes that the proposed demolition of the 5 existing buildings can meet the standards of approval for demolition permits. The proposed alternative use of the subject will be more economically productive than the existing buildings, which staff believes are in average to below average condition and in likely need of costly renovation to extend their useful life. The new building proposed will also better implement the City's adopted plans, which call for significantly greater density on the site than what currently exists. The buildings to be demolished were informally presented to the Landmarks Commission, who noted that none of the buildings were of any historical or architectural value.

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 3531 & 3532, rezoning 434-454 W. Johnson Street from R6 (General Residence District) and 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 zoning text be revised subject to approval by the Planning Division prior to recording of the PUD as follows:
 - 1a. the applicant shall work with Planning and Zoning staff prior to final approval and recording of the planned unit development to develop an enumerated list of permitted uses for the zoning text so as to eliminate the reference to C2 zoning. [Staff believes that it would be best going forward to approve PUD zoning texts with such use lists so as to avoid references to the current Zoning Code.];
 - 1b. the zoning text shall permit outdoor eating areas for restaurant, brewpub, or tavern uses in the first floor commercial space as minor alterations to the approved specific implementation plan when approved by the Planning Division Director following a recommendation by the District Alderperson; said outdoor eating areas shall be subject to the Plan Commission's continuing jurisdiction, as provided for in Section 28.12(11)h.4; staff will work with the applicant to incorporate appropriate language to this effect into the final zoning text for the project.
2. That a detailed site plan showing the entire private through-block connection that will extend between the subject site and adjacent Aberdeen Apartment (Dishaw) property from W. Gorham to W. Johnson streets be included in the final plan set for this project. The site plan exhibit should reference the recorded 2003 private driveway cross easement (Document No. 3770757) between the two properties.
3. That the project receive final approval from the Urban Design Commission prior to the final approval and recording of the planned unit development and the issuance of demolition and building permits. Planning staff encourages the applicant to revise its plans prior to returning to the UDC to better mesh the first floor commercial tenant space with the first floor functions of the hotel in an effort to allow the entire building to more directly address and activate the corner of W. Johnson and N. Bassett Streets.

The following conditions have been submitted by reviewing agencies:

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

4. Safe overflow paths for runoff shall be documented showing that the building is not flooded when the storm sewer reaches pipe capacity.
5. The applicant shall revise plans to show connection to the existing sanitary sewer manhole on W. Johnson Street approximately 30 feet southwest of where the connection is currently proposed.
6. Connections to public utilities will be permitted and approved under the plans issued by City Engineering for right of way improvements and restoration.

7. The approved addresses for the site will be 444 W. Johnson Street for the commercial space and 440 W. Johnson Street for the hotel.
8. A Certified Survey Map application is expected to be made to the Planning Division to dissolve the underlying lot lines. A CSM may also be required to dedicate any necessary public easements or right of way expansions for N. Bassett Street or W. Johnson Street as required by the City Engineer or the City Traffic Engineer.
9. There are also concerns relating to both existing and proposed shared private ingress-egress easements within the proposed site and on adjacent properties as well to serve this development.
10. 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.
11. The applicant shall close all abandoned driveways by replacing the curb in front of the driveways and restoring the terrace with 5-inch concrete.
12. 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.
13. 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 so that the City Engineer can approve the grade of the entrances prior to signing off on this development.
14. 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.
15. The applicant shall provide the City Engineer with the proposed soil retention system to accommodate the restoration. The soil retention system must be stamped by a Professional Engineer. The City Engineer may reject or require modifications to the retention system.
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

Division - dkahl@cityofmadison.com or 266-4816. Approval and permitting of any tree removal or replacement shall be obtained from the City Forester and/or the Board of Public Works prior to the final approval of the project.

18. All damage to the pavement on W. Johnson Street or N. Bassett Street adjacent to this development shall be restored in accordance with the City of Madison's Pavement Patching Criteria.
19. The site plans shall be revised to show the location of all rain gutter down spout discharges.
20. The applicant shall show stormwater "overflow" paths that will safely route runoff when the storm sewer is at capacity.
21. 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.
22. For commercial sites with less than 1 acre in disturbance, the City of Madison is an approved agent of the Department of Commerce and Wisconsin Department of Natural Resources (WDNR). As this project is on a site with disturbance area less than 1 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.
23. 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.
24. The applicant shall submit, prior to plan sign-off, a digital CAD file (single file) to the Engineering Program Specialist in the Engineering Division (Lori Zenchenko). The digital CAD file shall be to scale and represent final construction. The single CAD file submittal can be either AutoCAD (dwg) Version 2001 or older, MicroStation (dgn) Version J or older, or Universal (dxf) format and contain only the following data, each on a separate layer name/level number: 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).
25. 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).
26. 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.

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 signoff, 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 signoff.

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

29. The applicant shall modify the site plan to accommodate the turning movements of semi trucks into the site drop-off area without encroaching onto the W. Johnson Street sidewalk. If semi trucks cannot be accommodated, a letter shall be submitted stating that the drop-off area will only allow buses and single unit trucks, and also state how large trucks will be handled.
30. The applicant shall provide a deposit for changes to the signing and marking on N. Bassett Street from W. Gorham Street to W. Johnson Street to provide safe and reasonable access provisions on N. Bassett Street.
31. The applicant shall prevent encroachment onto the W. Johnson Street sidewalk near the drop-off area by barriers of some type, which shall be noted on the face of the revised plans.
32. The applicant shall install proper signage to secure one way operation to the loading area off of N. Bassett Street. Specifically, "One-Way" signage at the N. Bassett Street entrance and "Do Not Enter" signage at the ramp down from the loading area.
33. When plans are submitted for approval, the ramps to the parking levels shall be designed to accommodate low-clearance vehicles for a transition. The applicant shall provide a profile of the ramps showing the slopes and critical clearance.
34. City of Madison radio systems are microwave directional line of sight to remote towers citywide. The building elevation will need to be reviewed by the Traffic Engineer Division to accommodate the microwave sight and building. The applicant shall submit grading plans and elevations if the building exceeds four stories prior to sign-off to be reviewed and approved by Keith Lippert, (266-4767) Traffic Engineering Shop, 1120 Sayle Street. The applicant shall return one signed approved building elevation copy to the City of Madison Traffic Engineering office with final plans for sign off.
35. 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'.

36. When site plans are submitted for approval, the developer shall provide recorded copies of the joint driveway ingress/egress and easements.
37. "Stop" and "No Right Turn" signs shall be installed at a height of 6 feet to the bottom of the first sign at the two driveway approaches to W. Johnson Street. 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.
38. The applicant shall design the surface or underground parking areas for stalls and backing up according to Figure II of the ordinance using the 9' or wider stall for the commercial/retail area. Per ordinance, the compact car stalls shall not exceed 25% of the total number of Medium and Large Vehicles and Small Vehicles stalls for the facility. The site plan shall show compact car parking spaces identified and properly controlled with a sign "Compact Cars Only" per each space, when final plans are submitted for approval.
39. 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.
40. 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 inclusion with the staff report.

Parks Division (Contact Kay Rutledge, 266-4714)

This agency did not submit comments for this request.

Fire Department (Contact Bill Sullivan, 261-9658)

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

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)

41. The portion of the proposed water service lateral constructed in the street right of way shall be ductile iron pipe, not PVC.
42. Note: The property is not located in a Wellhead Protection District. The Madison Water Utility shall be notified to remove the water meters 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.

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Metro Transit (Contact Tim Sobota, 261-4289)

This agency did not submit comments for this request.