



## Report to the Plan Commission

January 9, 2012

**Legistar I.D. #24674 and #24963**

**2048-2100 Winnebago Street**

**Demolition and Rezoning**

Report Prepared By:  
Heather Stouder, AICP  
Planning Division Staff

**Requested Action:** Approval of the demolition of two buildings and the rezoning of property at 2048-2100 Winnebago Street from M1 (Limited Manufacturing), C3 (Highway Commercial), and R5 (General Residence) to PUD-GDP (Planned Unit Development-General Development Plan) for the future construction of a four-story mixed-use building with 22,000 square feet of commercial space and 60 to 65 residential units.

**Applicable Regulations & Standards:** Section 28.12(12) provides the requirements for demolition requests. Section 28.12 (9) provides the process for zoning map amendments. Section 28.07 (6) of the Zoning Ordinance provides the requirements and framework for Planned Unit Development Districts.

**Summary Recommendation:** The Planning Division recommends that the Plan Commission find that the standards for approval of demolition requests, zoning map amendments, and planned unit developments can be met and forward the request to the January 17 meeting of the Common Council with a recommendation for **approval** to demolish existing buildings and rezone 2048-2100 Winnebago Street from R5, C3, and M1 to PUD-GDP, subject to input at the public hearing and conditions from reviewing agencies.

### Background Information

**Applicant/Property Owner:** John Young; Accipiter Properties, Inc.; 1882 E. Main St., #201; Madison

**Project Contact:** Jim Glueck; Glueck Architects, LLC; 116 N. Few St.; Madison

**Proposal:** The applicant proposes the demolition of two existing building and a rezoning from M1, C3, and R5 to PUD-GDP (Planned Unit Development- General Development Plan) for the future construction of a four-story mixed-use building with 22,000 square feet of commercial space and 65 apartments. Pending notification of eligibility for WHEDA tax credit funding in early 2012, the applicant hopes to refine the design and pursue a rezoning of the property from PUD-GDP to PUD-SIP in spring 2012. When all land use approvals have been granted and financing has been secured, work on the site would begin in late 2012 for completion in late 2013.

**Parcel Location:** The property is located on the north east corner of Winnebago Street and Sutherland Court, between Second Street and Linden Avenue. The two parcels comprise 1.8 acres; Aldermanic District 6 (Rummel); Madison Metropolitan School District.

**Existing Conditions:** On the corner of Winnebago Street and Sutherland Court, a two-story, 15,000 square foot shop and office building sits on a 26,100 square foot (0.6-acre) parcel in the M1 (Limited Manufacturing) District. The building was originally constructed in 1937, with subsequent additions. There are approximately 18 surface parking stalls in a lot behind the building, accessed from Sutherland Court.

The second parcel, 54,300 square feet (1.2 acres), includes the "Anderson Thomas" building, a 19,000 square foot one-story multi-tenant warehouse building with a small office component. A small portion of the building was originally constructed in 1914, although it has been added to significantly over the decades. There are approximately 60 surface parking stalls, accessed from Linden Court, serving this building as well as the fitness gym immediately to the east. This parcel lies within the C3 (Highway Commercial) District, with very small portions in the M1 (Limited Manufacturing) District and R5 (General Residence) District.

### Surrounding Land Use and Zoning:

**North/West:** Across the railroad right-of-way and East Main Street, single- and two-family homes in the R5 (General Residence) District.

**South:** Across Sutherland Court, a 2-story mixed use building with six residential units and 4,000 square feet of ground floor office space, facing Winnebago Street in the C2 (General Commercial) District, and a single-story, 11,000 square foot office building facing South Second Street, in the M1 (Limited Manufacturing) District.

**East:** Immediately to the east, four single-family homes and a fitness gym in the C3 (Highway Commercial) District. Across Winnebago Street further east, single-, two- and three-family homes, a small mixed-use building, a warehousing building, and a recording studio in the C2 (General Commercial) District.

**Adopted Land Use Plans:** The Comprehensive Plan (2006) recommends Community Mixed-Use for this property as part of the greater area surrounding the intersection of Atwood Avenue and Winnebago Street.

The Schenk-Atwood-Starkweather-Worthington Park Neighborhood Plan (2000) recommended that the City explore a transit station at the nearby intersection of 2<sup>nd</sup> Street and Winnebago Street, and encourage transit-oriented redevelopment of this area, although the Comprehensive Plan did not recommend this specific location as a transit-oriented development.

The Schenk-Atwood Business District Revitalization Plan (2000) identifies this corner as a redevelopment opportunity, noting that it would be a good location for artist studios, related retail, professional office space, and housing. The plan also recommends this location for a “gateway feature to the business district.

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

**Public Utilities and Services:** The area is served by a wide range of urban services, including Metro Transit Route 4 and others nearby. Winnebago Street in this area is scheduled for 2013 reconstruction.

### Zoning Summary:

Bulk Requirements*	Required	Proposed
Lot Area	1,000 sq. ft. per 1 BR 1,300 sq. ft. per 2 BR 1,600 sq. ft. per 3 BR	78,504 sq. ft. existing
Lot width	50'	Adequate
Usable Open Space	160 sq. ft. per bedroom	As shown on approved plans
Front yard	0'	As shown on approved plans
Side yards	0' commercial 1 <sup>st</sup> story 11' each side 2 <sup>nd</sup> story and above	As shown on approved plans
Rear yard	30' or 55% of building height	As shown on approved plans
Floor area ratio	3.0	As shown on approved plans

Site Design	Required	Proposed
Number parking stalls	1.25 per 1 BR 1.5 per 2 BR 1.75 per 3 BR 1 per 300 sq. ft. retail 1 per 400 sq. ft. office 1 per 2 employees (manufacturing) 30% capacity for restaurant	85 surface 60 underground
Accessible stalls	4 surface 1 underground	4 surface TBD underground
Loading	2 (10' x 35') area	TBD (Please see p. 8, Condition No. 9)
Number Bike Parking stalls	9-surface 65 residential use	50, mix of surface and under building (Please see p. 8, Condition No. 7)
Landscaping	Yes	Yes
Lighting	Yes	TBD

Other Critical Zoning Items	
Urban Design	Yes (PUD)
Historic District	No
Landmark Building	No
Adjacent to Landmark	No
Floodplain	No
Utility Easements	Yes
Adjacent to Park	No
Barrier Free (ILHR 69)	Yes

*\*Since this project is being rezoned to the PUD district, and there are no predetermined bulk requirements, we are reviewing it based on the criteria for the C-2 district, because of the surrounding land uses  
 Compiled by Pat Anderson, Assistance Zoning Administrator*

## Project Description

### Existing Conditions

The 1.8-acre property consists of two parcels with older commercial / industrial buildings and surface parking areas. On the corner of Winnebago Street and Sutherland Court, a two-story, 15,000 square foot shop and office building sits on a 26,100 square foot (0.6-acre) parcel in the M1 (Limited Manufacturing) District. The building was originally constructed in 1937, with subsequent additions. There are approximately 18 surface parking stalls in a lot behind the building, accessed from Sutherland Court.

The second parcel, 54,300 square feet (1.2 acres), includes the linear "Anderson-Thomas" building, a 19,000 square foot one-story multi-tenant warehouse building located along the back of the property, close to the railroad right-of-way. A small portion of the building was originally constructed in 1914, although it has been added to significantly over the decades. There are approximately 60 surface parking stalls, accessed from Linden Court, in front of this building, serving it as well as the fitness gym immediately to the east. This parcel lies within the C3 (Highway Commercial) District, with very small portions in the M1 (Limited Manufacturing) District and R5 (General Residence) District.

### **Proposed Land Use**

The applicant proposes a four-story, mixed-use building with approximately 22,000 square feet of commercial space on the ground floor and between 60 and 65 residential units. Specific commercial uses are unknown at this time, but interest has been expressed from a local non-profit organization with offices in the neighborhood, as well as from a nearby childcare facility. The applicant has indicated that a portion of the commercial space could also accommodate artist's studios, a café, small commercial spaces associated with live-work units, and other neighborhood-serving uses. Residential unit types will vary with regard to number of bedrooms, and will likely include at least three fully-accessible units.

### **Site and Building Design**

**Building Bulk and Placement-** As proposed, the four-story, L-shaped building is placed at the corner of Sutherland Court and Winnebago Street. The portion along Winnebago Street is approximately 225 feet long and the portion along Sutherland Court is just over 200 feet long, stretching back toward the railroad right-of-way. Original plans showed the entire building located within one to two feet of the public right-of-way along Winnebago Street and Sutherland Court. However, the most recent plans submitted to the Urban Design Commission for their January 4 meeting show a 20 foot setback for the eastern portion of the building along Winnebago Street, in response to concerns about the mass of the building as experienced from and across Winnebago Street. While not yet delineated, the applicant mentions that portions of the fourth floor will be stepped back in order to further break up the building mass.

**Parking and Access-** The proposed building has a combination of surface and underground parking areas, with a stated 70-85 surface parking stalls (the most recent site plan submitted to the Urban Design Commission shows 83) and 50-60 underground stalls (this underground parking level is not shown on submitted plans). Fifteen of the surface parking stalls would be reserved for use by the adjacent fitness center/boxing gym, "Ford's Gym", under an existing agreement that would continue after redevelopment.

The underground parking area would be accessed from the northwest corner of the building off of Sutherland Court, and the surface parking area would be accessed just as it is today, off of Winnebago Street via Linden Court, which operates similar to a private driveway.

The site plan notes that approximately 50 bicycle parking stalls would be provided on-site, although details on bicycle parking have not been provided at the PUD-GDP stage.

**Other-** Detailed information on loading, building exterior and the open space, landscaping, and stormwater management for the site will be provided with a future request to rezone the property to PUD-SIP (Planned Unit Development – Specific Implementation Plan).

### **Public Input**

At a November 30 neighborhood meeting, the applicants presented general plans for the site, receiving positive feedback regarding the proposed uses for the building, and some concerns about the height of the building and its proximity to Winnebago Street, especially from residents living across Winnebago Street to the south. Some attendees commented that too much surface parking was being provided, while others commented that the parking provided may not be sufficient. Many attendees were eager to see greater detail regarding the massing and exterior materials for the building, which will be provided if and when the applicant requests PUD-SIP zoning for the site.

Neighbors and others submitted written comments and/or attended both the December 21 and January 4 meetings of the Urban Design Commission. The Schenk-Atwood-Starkweather-Yahara Neighborhood Association Preservation and Development Committee supports the project, noting concerns that they would like to see addressed when the PUD-SIP request is submitted. All written comments submitted to the Urban Design Commission have been included in this packet.

### **Related Approvals**

This proposal has been reviewed by the Urban Design Commission (UDC) as a Planned Unit Development. On December 21, the UDC referred the proposal, suggesting that the applicant prepare an alternative design with a three-story mass along the eastern portion of the building along Winnebago Street, a four-story mass on the corner, and a five-story mass along Sutherland Court (see attached report).

On January 4, the UDC recommended **final approval** for a revised design which maintains a four-story building. A draft report from this meeting will be provided to the Plan Commission in the back of the packet if available. In discussing the UDC meeting with Urban Design staff, Planning Division staff understands that the following items were suggested for the future submittal of a PUD-SIP request:

- Maintain an 8-15 foot setback from Winnebago Street along the eastern portion of the building.
- Include on-site stormwater detention features.
- Redesign the surface parking lot for increased efficiency and fewer stalls, providing thorough justification for the number of stalls proposed.

### **Evaluation**

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#### **Land Use**

**Consistency with Adopted Plans-** The four-story mixed use building is generally consistent with the Comprehensive Plan recommendation for “Community-Mixed Use” in this area. The Schenk-Atwood Business District Revitalization Plan (2000) identifies this corner as a redevelopment opportunity, noting that it would be a good location for artist studios, related retail, professional office space, and housing. Staff believes that the proposal is generally consistent with this plan, but that a revised zoning text with a specific list of permitted commercial uses could improve the consistency (see “*Commercial Uses*” section below).

The plan also recommends this location for a “gateway feature” to the business district. The building itself should delineate the start of the business district well, although design details submitted with the future request for PUD-SIP zoning could include a specific feature to serve in this capacity.

**Commercial Uses-** While no commercial tenants have committed to the site at this point, the applicant has mentioned that there is interest from a local non-profit organization, “Options in Community Living, Inc.” and a neighborhood daycare facility. These and other neighborhood-serving retail, office, or restaurant uses would be appropriate for the site. It would be ideal if peak times differed among commercial tenants so as to make efficient use of available on-street and off-street parking.

The draft zoning text submitted by the applicant suggests that all uses permitted in the C3 (Highway Commercial) District should be permitted for this planned unit development. With the understanding that the impacts of many C3 uses would not be a good fit for this mixed-use area, and also that the existing zoning code will be replaced in the near future, staff recommends that the applicant replace this portion of the zoning text with a specific list of permitted uses for the site, which can be referenced as an addendum. The TSS (Traditional Shopping Street) District in the new zoning code text, adopted in May 2011, could serve as a reference when creating the list.

**Residential Unit Mix-** More information on the residential unit mix will be submitted with a request for rezoning to PUD-SIP. However, the applicant indicates that there will be a mix of one, two, and three-bedroom units. At least 3 of the 60-65 units will be fully accessible, and others may be oriented as “live-work” spaces with commercial and residential components within a single unit.

### **Site and Building Design**

**Building Bulk and Placement-** The proposed building would introduce a new, urban feel to this portion of Winnebago Street as a transition from single and two family residences to the Schenk-Atwood Business District. While this transition is recommended in plans, accomplishing it with sensitivity to residential properties across Linden Court and across Winnebago Street will be important.

The houses across Linden Court, on the same side of Winnebago Street as the proposed building, have a front yard setback of approximately 25 feet. In the most recent version, the eastern portion of the proposed building is set back 20 feet from Winnebago Street. Staff believes that while it is important to include a significant setback here, the 20 feet proposed is excessive, resulting in a suburban feel. Recognizing that the 50 foot width of Linden Court helps to soften the transition between two-story homes and the four-story mixed-use building proposed, staff and the UDC agree that a setback in the range of 8 to 15 feet is appropriate for the eastern portion of the building. Within this area, urban amenities such as bicycle parking, seating, public art, and structured landscaping could be incorporated.

The houses across Winnebago Street, which is 62 feet wide, have approximately a 20-foot setback and are built on a higher grade than the proposed building would be. Staff believes that the proposed four-story building, while significantly taller than the existing buildings on the site, would be a positive improvement over the existing surface parking lot, single-story metal building, and railroad corridor that these houses currently face.

**Parking and Access-** The access proposed from Linden Court to the surface lot and from Sutherland Court to the underground parking area is ideal, and similar to how the properties are accessed today. As proposed, the access plan maintains an active pedestrian environment along Winnebago Street, without interruption by an overhead door.

More detail will be provided with the submittal of the future SIP to fully evaluate the proposed parking area, but staff believes that the number shown on the submitted plans is too high, based on a need for landscaping, usable open space, and stormwater infiltration on the property. Importantly, with the need to continue to provide at least 15 stalls for Ford's Gym, the Plan Commission should recognize that the surface lot will need to be larger than a lot solely to serve the proposed building. However, the provision of 50-60 underground parking stalls, as well as on-street parking nearby, should at least slightly reduce the number of surface stalls needed.

The applicant indicates that exact parking stall numbers are in flux as they work with potential tenants to better understand their parking and open space needs. For instance, if a daycare facility were to have a tenant space, they would likely need additional open space, which would reduce the total number of surface parking stalls. Bicycle parking will need to be provided at a ratio of at least one stall per residential unit plus additional for employees and customers. Additional bicycle parking will likely be recommended, depending on the total number of bedrooms proposed in the request for PUD-SIP zoning.

**Open Space and Stormwater Management-** More information will be provided with a request for PUD-SIP zoning. It is worth noting that the existing site is almost entirely impervious surface, so the provision of landscaped islands, open spaces, and contemporary stormwater management infrastructure will improve upon the current situation. The applicant should take advantage of any opportunities for on-site stormwater infiltration and identify these features when submitting the PUD-SIP.

**Building Exterior-** More information will be provided with a request for PUD-SIP zoning. It is anticipated that the building exterior will be dominated by durable materials, and have a well defined base, middle, and top. The corner portion of the building is anticipated to have a storefront look on the ground floor, with the possibility that the storefront will extend along the Winnebago Street frontage to the east. The applicant indicates that at this stage in the design process, many of the residential units are planned to have balconies 6 feet in depth, which will be partially inset into the building. Staff

believes that these general expectations are sufficient at this time, and will expect full detail when the request to rezone to PUD-SIP is submitted.

**Landscaping-** 25 new canopy trees are shown on the property, along with several smaller trees and shrubs near the foundation of the building. More detailed information will be provided with a request for PUD-SIP zoning, and could include structured landscaped areas in front of the building along Winnebago Street. Planning Division staff recommends that a narrow landscaped buffer be included between the parking lot and the railroad right-of-way to the north, and also between the parking lot and the Ford's Gym property to the southeast.

## Conclusion

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The proposed mixed use building at this location is generally consistent with both the Comprehensive Plan (2006), which recommends "Community Mixed-Use" as the future land use for this area, and the Schenk Atwood Business District Revitalization Plan (2000), which recommends redevelopment at this corner. It is important for the Plan Commission to recognize that this is a General Development Plan for the site, which is only the first stage of the two-step PUD-GDP, PUD-SIP process. At this time, staff believes that the level of detail provided is sufficient, given the context of the rezoning request for a PUD-GDP. Remaining issues will be addressed as part of the PUD-SIP process. With the recommended conditions below, staff believes that the proposed site plan and mix of uses can meet the high standards for rezoning and for Planned Unit Developments.

The Planning Division recommends that the Plan Commission find that standards for rezoning to Amended PUD-GDP (Planned Unit Development-General Development Plan) can be met, and forward this request to the January 17 meeting of the Common Council with a recommendation for **approval**.

## Recommendations and Proposed Conditions of Approval

Major/Non-Standard Conditions are shaded

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### Planning Division Recommendation

The Planning Division recommends that the Plan Commission find that standards for rezoning to PUD-GDP (Planned Unit Development-General Development Plan) can be met, and forward this request to the January 17 meeting of the Common Council with a recommendation for **approval**, subject to testimony at the public hearing and the conditions from reviewing agencies below:

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

1. The final Zoning Text submitted for staff review and approval shall be revised as follows:
  - a) In the permitted use list, reference to the R5 District shall be removed.
  - b) In the permitted use list, "*Commercial usage as provided in C3 District*" shall be replaced with a specific list of permitted commercial uses. The applicant is encouraged to utilize uses equivalent to those permitted in the new zoning text for the Traditional Shopping Street District.
2. When the PUD-SIP is submitted for review, the site plan shall adhere to the following parameters:
  - a) The eastern portion of the building, beginning 80 feet east of the corner of Winnebago Street and Sutherland Court, shall maintain a setback of at least eight feet and no more than fifteen feet from the Winnebago Street right-of-way. Other portions of the building shall maintain a setback of at least two feet from the Winnebago Street and Sutherland Court rights-of-way.

- b) Landscaped buffers shall be provided between the surface parking lot and the rear lot line, as well as between the parking lot and the Ford's Gym property to the southeast.
  - c) The revised plans shall incorporate onsite detention features for stormwater.
3. The PUD-SIP shall include thorough justification for the number of surface parking stalls provided.

**Zoning Administrator** (Contact Pat Anderson, 266-5978)

- 4. If the buildings and uses are to remain (no demolition), the GDP zoning text must be amended to include a statement allowing continuation and maintenance of existing buildings and uses as an interim condition, prior to the submittal of a SIP rezoning for the new development.
- 5. The proposal calls for the removal of the buildings and parking on site. Provide an interim site plan, showing post-demolition and pre-SIP/ future development submittal, showing the removal of all improvements including surface parking, and that the site will be properly graded and seeded after the structures are removed. If demolition permits are issued under this GDP rezoning request, no interim use of the site will be allowed unless memorialized as part of this GDP rezoning request.
- 6. The GDP must be amended to include a statement authorizing the number and general location for the non-accessory parking being provided for the adjacent Ford's Gym property on the subject site.
- 7. The required bicycle parking facilities are not detailed on the GDP site plans. At the time of SIP rezoning, the required bicycle parking facilities must be shown on the final site and building plans.
- 8. Provide a reuse/recycling plan, to be reviewed and approved by the City's Recycling Coordinator, Mr. George Dreckmann, prior to a demolition permit being issued. MGO Sec. 28.12(e) 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.
- 9. Loading facilities for the proposed building are not being shown at the time. Please note, loading facilities are required, or a waiver from the provision of loading facilities must be approved when the SIP rezoning is requested.

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

- 10. A Certified Survey Map shall be submitted to the City Planning Division, approved by appropriate city agencies and recorded with the Dane County Register of Deeds prior to issuance of new construction permits of any kind. More detailed Engineering Division comments relating to the proposed redevelopment will be made with the pending PUD-SIP and site plan applications.
  - 11. Prior to approval, review sewer needs with City Engineer to determine if adequate residual capacity exists to serve this proposed development. Contact Mark Moder at 261-9250.
  - 12. The City is proposing the reconstruction of Winnebago Street in 2013. The Applicant shall coordinate the improvements to this property and the right of way with the City's reconstruction project.
13. The construction of this building will require removal and replacement of sidewalk, curb and gutter and possibly other parts of the City's infrastructure. The applicant shall enter into a City / Developer agreement for the improvements required for this development. The applicant shall be required to provide deposits to cover City labor and materials and surety to cover the cost of construction. The applicant shall meet with the City Engineer to schedule the development of the plans and the agreement. The City Engineer will not sign off on this project without the agreement executed by



the developer. The developer shall sign the Developer's Acknowledgement prior to the City Engineer signing off on this project (MGO 16.23(9)c).

14. The Applicant shall close all abandoned driveways by replacing the curb in front of the driveways and restoring the terrace with grass (POLICY).
15. The Applicant shall make improvements to Linden Court. The improvements shall consist of installation of new sidewalk and curb and gutter (MGO 16.23(9)(d)(6)).
16. The approval of this PUD does not include the approval of the changes to roadways, sidewalks or utilities. The applicant shall obtain separate approval by the Board of Public Works and the Common Council for the restoration of the public right of way including any changes requested by developer. The City Engineer shall complete the final plans for the restoration with input from the developer. The curb location, grades, tree locations, tree species, lighting modifications and other items required to facilitate the development or restore the right of way shall be reviewed by the City Engineer, City Traffic Engineer, and City Forester (MGO 16.23(9)(d)(6)).
17. The Applicant shall provide the City Engineer with a survey indicating the grade of the existing sidewalk and street. The Applicant shall hire a Professional Engineer to set the grade of the building entrances adjacent to the public right of way. The Applicant shall provide the City Engineer the proposed grade of the building entrances. The City Engineer shall approve the grade of the entrances prior to signing off on this development (POLICY).
18. The Applicant shall replace all sidewalk and curb and gutter which abuts the property which is damaged by the construction or any sidewalk and curb and gutter which the City Engineer determines needs to be replaced because it is not at a desirable grade regardless of whether the condition existed prior to beginning construction (POLICY).
19. The Applicant shall provide the City Engineer with the proposed earth retention system to accommodate the restoration. The earth retention system must be stamped by a Professional Engineer. The City Engineer may reject or require modifications to the retention system (POLICY).
20. All work in the public right-of-way shall be performed by a City licensed contractor (MGO 16.23(9)(c)5 and MGO 23.01).
21. All 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](mailto:dkahl@cityofmadison.com) or 266-4816. Approval and permitting of any tree removal or replacement shall be obtained from the City Forester and/or the Board of Public Works prior to the approval of the site plan (POLICY).
22. All damage to the pavement on Winnebago Street, Sutherland Court & Linden Court adjacent to this development shall be restored in accordance with the City of Madison's Pavement Patching Criteria. For additional information please see the following link: <http://www.cityofmadison.com/engineering/patchingCriteria.cfm> (POLICY).
23. The plan set shall be revised to show a proposed private internal drainage system on the site. This information shall include the depths and locations of structures and the type of pipe to be used (POLICY and MGO 10.29)
24. The applicant shall demonstrate compliance with MGO Section 37.07 and 37.08 regarding permissible soil loss rates. The erosion control plan shall include Universal Soil Loss Equation (USLE) computations for the construction period. Measures shall be implemented in order to maintain a soil loss rate below 7.5-tons per acre per year.
25. Prior approval, this project shall comply with MGO Chapter 37 regarding stormwater management. Specifically, this development is required to complete an erosion control plan and complete weekly

self-inspection of the erosion control practices and post these inspections to the City of Madison website – as required by MGO Chapter 37.

Stormwater management plans shall be submitted and approved by City Engineering prior to signoff.

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

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

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

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

27. All proposed and existing utilities including gas, electric, phone, steam, chilled water, etc shall be shown on the plan (POLICY).
28. Prior to approval of the conditional use application, 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 (POLICY).

This permit application is available on line at:

<http://www.cityofmadison.com/engineering/permits.cfm>.

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 (POLICY).

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

30. When the applicant submits final plans of one contiguous plan for approval, the applicant shall show the following: items in the terrace as existing (e.g., signs and street light poles), type of surfaces, existing property lines, addresses, showing all easements, all pavement markings, building placement, and stalls, adjacent driveway approaches to lots on either side and across the street, signage, percent of slope, vehicle routes, dimensions of radii, aisles, driveways, stalls including the two (2) feet overhang, and a scaled drawing at 1" = 20'.
31. The Developer shall post a deposit and reimburse the City for all costs associated with any modifications to Traffic Signals, Street Lighting, Signing and Pavement Marking, and conduit and

handholes, including labor, engineering and materials for both temporary and permanent installations.

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

**Water Utility** (Contact Dennis Cawley, 261-9243)

33. The Madison Water Utility shall be notified to remove the water meters prior to demolition.
34. This property is not in a Wellhead Protection District. All wells located on this property shall be abandoned if no valid well operation permit has been obtained from the Madison Water Utility.

**Parks Divison** (Contact Kay Rutledge, 266-4714)

35. Final park dedication and development fees will be determined when specific implementation plans are submitted for the proposal. Park impact fees will be due prior to signoff of the PUD-SIP and/or the issuance of building permits. For reference, 2011 combined fees are \$2,167.83 per dwelling unit in multifamily buildings. 2012 fees will be slightly higher.
36. Approval of plans for this proposal does not include any approval to prune, remove, or plant trees in the public right-of-way. Permission for such activities must be obtained from the City Forester, 266-4816.

**Fire Department** (Contact Bill Sullivan, 266-4420)

37. The Madison Fire Department does not object to this proposal provided the project complies with all applicable fire codes and ordinances.
38. Provide fire apparatus access as required by IFC 503 2009 edition, MGO 34.503.

**Metro Transit** (Contact Tim Sobota, 261-4289)

39. Metro Transit operates daily transit service along Winnebago Street through the Linden Avenue and Sutherland Court intersections. Bus stop ID #1264 is adjacent the proposed project site, with the signed bus stop zone encompassing the area immediately east of the Sutherland Court intersection.
40. The City of Madison has plans to reconstruct Winnebago Street, at which time Metro Transit would seek permanent transit accessibility enhancements as well as potentially coordinate revised bus stop locations based on updated road geometry and any changes to pedestrian facilities.