



## Report to the Plan Commission

April 9, 2012

**Legistar I.D. #25677**  
**636 W. Wilson Street**  
**PUD Rezoning**

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

**Requested Action:** Approval of a request to rezone a portion of 636 W. Wilson Street from R4 (General Residence District) and M1 (Limited Manufacturing District) to Planned Unit Development-General Development Plan-Specific Implementation Plan (PUD-GDP-SIP) to allow construction of a 60-unit apartment building.

**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.

**Summary Recommendation:** The Planning Division recommends that the Plan Commission recommend **approval** to the Common Council of Zoning Map Amendment ID 3590 & 3591, rezoning 636 W. Wilson Street from R4 and M1 to PUD-GDP-SIP, subject to input at the public hearing and the conditions from reviewing agencies beginning on page 6 of this report.

### Background Information

**Applicant:** Lance T. McGrath, LT McGrath, LLC; 3849 Caribou Road; Verona.

**Property Owner:** Findorff Development Corp.; PO Box 1647; Madison.

**Proposal:** The applicant proposes to construct a five-story, 60-unit apartment building on the subject site. Construction of the building will commence on June 1, 2012, with completion anticipated by June 1, 2013.

**Parcel Location:** The zoning map amendment proposes to rezone an approximately 0.69 acre site that extends between W. Doty Street on the north and W. Wilson Street on the south adjacent to the Wisconsin Southern Railroad right of way and 400 feet west of S. Bedford Street; Aldermanic District 4 (Verveer); Madison Metropolitan School District.

**Existing Conditions:** The land on which the proposed building will be located is an unimproved surface parking lot primarily zoned M1 (Limited Manufacturing District), with a smaller portion of the property zoned R4 (General Residence District).

#### Surrounding Land Use and Zoning:

North: Fourth Ward Lofts, zoned PUD-SIP; one-story office building, zoned M1 (Limited Manufacturing District);

South: National Conference of Bar Examiners, zoned PUD-SIP; surface parking lot, zoned M1 and a single-family residence, zoned R4 (General Residence District);

West: Wisconsin Southern railroad and Southwest Path; Tobacco Warehouses west of railroad corridor, zoned PUD-SIP;

**East:** Wisconsin Humanities Council located at the southwesterly corner of W. Doty and S. Bedford streets and surface parking lot on south side of W. Doty Street, zoned R6 (General Residence District); single-, two-, and multi-family residences on the north side of W. Wilson Street, zoned R4 and R6; Wisconsin Southern railroad.

**Adopted Land Use Plans:** The Bassett Neighborhood Master Plan includes the subject site and other properties S. Bedford Street on the east, North Shore Drive and Brittingham Park on the south, Proudfit Street on the west and W. Main Street on the north in the Tobacco Warehouse District, which are recommended for “comprehensive residential development” at a density of 40-60 units an acre with a mix of low-density to very high-density residential uses, as discussed in the plan. The plan generally calls for the highest density to be located between W. Main and W. Wilson streets.

The Comprehensive Plan identifies the subject site within the Findorff Yards Downtown Mixed-Use Sub-district, which recommends development of mixed-use buildings, office/service uses, neighborhood-oriented commercial uses and multi-family housing at densities up to 60 units an acre in two- to four-story buildings, as recommended in more detailed neighborhood plans.

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

**Public Utilities and Services:** The property is served by a full range of urban services.

**Zoning Summary:** The site will be zoned PUD-GDP-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	

## Previous Approvals

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On June 7, 2004, the Plan Commission approved a demolition permit to allow demolition of two warehouses and one garage located at 636-639 W. Wilson Street and 633-639 W. Doty Street. At the same meeting, the Commission referred a conditional use request for a temporary, accessory parking lot to be located at 636 W. Wilson Street and 633-639 W. Doty Street sites pending the submittal of additional information for the proposed lots.

## Project Review

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The applicant is requesting approval of a request to rezone a 0.69-acre parcel located at the western terminus of W. Wilson Street adjacent to the Wisconsin Southern railroad corridor and Southwest Path from R4 (General Residence District) and M1 (Limited Manufacturing District) to PUD-GDP-SIP to allow construction of a five-story, 60-unit apartment building on an unimproved parking lot. The site is located approximately 400 feet west of S. Bedford Street and has approximately 119 feet of frontage along the north side of W. Wilson Street. The property includes an 18-foot wide permanent transportation easement that parallels the western property line in which the bike path is located. The subject site also

contains approximately 50 feet of frontage along the south side of W. Doty Street and a triangular appendage on the northern half of the property, which abuts a second rail spur that extends easterly to eventually parallel John Nolen Drive. The site was previously developed with the Duckwitz Warehouse, which was demolished in 2004 following Plan Commission approval of a demolition permit. Approximately 0.2 acres of the subject site are zoned R4, with the remainder zoned M1 commensurate with the former warehousing use of the site. The overall site has been used recently as surface parking for employees of the nearby Findorff offices at S. Bedford Street and North Shore Drive.

The property is located in an area of the Bassett neighborhood that has transitioned over the last 20 years from a historic mix of lower density residential buildings and warehouses to higher density office and multi-family developments located in the portion of the neighborhood bounded by S. Bedford Street on the east, North Shore Drive on the south, Proudfit Street on the west and W. Main Street on the north. The northern edge of the site is located across W. Doty Street from the southern edge of the Fourth Ward Lofts residential development and a one-story office building. To the east of the site, the properties east of the subject site on the north side of W. Wilson Street are developed with a mix of single-, two- and multi-family residences, while the Wisconsin Humanities Council occupies a low-rise two-story building located at the southwesterly corner of W. Doty and S. Bedford streets, with a small surface parking lot located adjacent to the northeastern corner of the site. Moving from the railroad and bike path east along the south side of W. Wilson Street, the land south of the site includes a surface parking lot, standalone residence, and the four-story National Conference of Bar Examiners office building approved in 2006. The proposed building will be located opposite across the rail corridor from the Tobacco Warehouse Apartments and the site of a proposed 116-unit apartment development, which the Plan Commission is scheduled to review in May.

The proposed 60-unit apartment building will be a long, narrow building that will parallel the rail corridor. The project calls for one level of underground parking with 38 automobile stalls, tenant storage closets, a mechanical room, and 20 bike parking stalls to be accessed from a ramp located at the southwestern corner of the proposed building. At the grade of W. Wilson Street, the first floor of the proposed building will primarily be occupied by a second parking level, with 34 automobile stalls, bike parking, a bike repair area, and the lobby for the apartments, which will be located at the southeastern corner. Access to the ground level parking area will be provided by a second driveway from a proposed cul-de-sac for the western end of W. Wilson Street, which will be constructed as part of the City's planned reconstruction of W. Wilson tentatively scheduled for 2013. The result of the two-driveway approach will result in a heavy presence of garage doors on the first floor of the proposed building facing south.

Above the first floor, the 60 apartments will include 49 one-bedroom units and 11 two-bedroom units dispersed in a repeating fashion on the second, third, fourth and fifth floors. A fitness/ community room is proposed on the second floor. Each of the proposed units will include at least a 9-foot wide and 5-foot deep balcony. The exterior of the proposed building will reflect a modern aesthetic and will be clad in a combination of two-toned metal panels, horizontal fiber cement siding, and masonry.

A landscaping plan submitted for the project proposes a hard-scaped plaza at the southeastern corner of the building adjacent to the resident lobby on the first floor. The remainder of the east side of the project will include a passive greenspace located in the triangular portion of the site adjacent to the northeastern corner of the building. Landscaping for the remainder of the project will primarily include perimeter plantings, including a continuous line of perennials and small shrubs along the base of the western wall of the building adjacent to the bike path.

## Analysis & Conclusion

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The applicant is requesting approval of Planned Unit Development zoning to facilitate the construction of a five-story 60-unit apartment building on an unimproved surface parking lot. The rezoning request is necessary because of the property's spilt zoning, and because residential uses are not allowed in the M1 Limited Manufacturing District. The Planned Unit Development zoning requested will afford the project flexibility to be developed on a deep and uniquely shaped parcel.

As with any zoning map amendment, the Plan Commission shall not recommend the adoption of a proposed rezoning 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.

Overall, the Planning Division believes that the proposed rezoning of the property to the PUD district is generally consistent with most, but not all, of the plan recommendations applicable to the subject site.

The Comprehensive Plan identifies the subject site within the Findorff Yards Downtown Mixed-Use Sub-district, which is bounded by W. Main, Proudfit and S. Bedford streets and North Shore Drive. This area is recommended for development with mixed-use buildings, office/ service uses, neighborhood-oriented commercial uses and multi-family housing at densities up to 60 units an acre in two- to four-story buildings as recommended in more detailed neighborhood plans.

The proposed use of the site for residential uses also comports to the recommendations for this area contained in the Bassett Neighborhood Master Plan, which includes the subject site in the Tobacco Warehouse District zone that is bounded by S. Bedford, W. Main and Proudfit streets and North Shore Drive. The zone is recommended for "comprehensive residential redevelopment" with an average density between 40 and 60 units per acre. Buildings are intended to maintain a lower scale on the periphery of this zone, with taller buildings at the core between W. Main and W. Wilson streets to capture lake views. The addition of residential units within this zone was identified as a priority at the time the neighborhood plan was approved in 1997. This residential emphasis has been reflected in the subsequent approval of nearby high-density residential development projects such as the Fourth Ward Lofts and Tobacco Warehouse Apartments.

The proposed development will exceed the 40-60-unit per acre average density recommended for this area in the Bassett Neighborhood Master Plan, with a net density of approximately 87 units an acre proposed. However, the proposed density will be in keeping with the density of a number of other projects that have been approved and built since the adoption of the plan in 1997 and exceed the density recommendations in the plan, including the Fourth Ward Lofts, which were approved with a net

density of approximately 67 units an acre (74 units on 1.1 acres), and The Depot Apartments at 2 S. Bedford Street between W. Washington Avenue and W. Main Street at 82 units an acre (82 units on 1 acre). In each case where a new development has exceeded the density recommendations of the Bassett Neighborhood Master Plan, it was determined through the approval process that the scale and design of the new developments were generally compatible with the scale and building mass envisioned in the plan, or that the unit mix proposed in the project was determined to implement objectives in the neighborhood plan to provide a mix of unit types, including family-supporting dwellings units.

The height of the proposed building will also be one story taller than the two- to four-story buildings recommended in the Bassett Neighborhood Master Plan. Staff believes that the additional building height proposed can be justified for a number of reasons, including the additional height being necessary to achieve density on the uniquely shaped site, the scale and mass of the proposed building being consistent with the scale and mass of the nearby Fourth Ward Lofts and National Conference of Bar Examiners buildings, and the additional story being provided to allow a second level of parking, which will allow the project to provide at least one automobile parking stall per dwelling unit in an area that has a limited availability of on-street parking. An attached February 13, 2012 letter from the Bassett District of Capitol Neighborhoods also expresses support for the project, including the proposed five-story height of the building.

Findorff Construction historically controlled the subject site and most of the properties extending from S. Bedford Street west to Proudfit Street between W. Main Street and North Shore Drive. At the time that the plans for the Findorff office building at the corner of S. Bedford Street and North Shore Drive were approved, two concept plans for the lands under Findorff's ownership were developed. Findorff offered a plan for approximately 475 dwelling units in about a dozen buildings under their ownership known as the Findorff Yards Conceptual Master Plan (attached), which placed an emphasis on medium-density buildings with structured parking similar to the Tobacco Warehouse Apartments and Fourth Ward Lofts, which were included in the concept plan and eventually developed by others. The Findorff Yards Conceptual Master Plan included a placeholder for a three-story, 40-unit residential building with 47 parking stalls on the subject site. The second plan for approximately the same area was known as the Findorff Yards Site Study (attached), which called for the development of approximately 225 residential units in primarily low-rise townhouse buildings with less emphasis on underground parking in the portion of the neighborhood bounded by Proudfit Street, North Shore Drive, W. Wilson Street and S. Bedford Street. However, the Site Study did not include the subject site on the north side of W. Wilson Street.

The Urban Design Commission reviewed the proposed planned unit development on February 15, 2012 and recommended final approval of the project (see attached reports).

In closing, the Planning Division believes that the standards for zoning map amendments and planned unit developments can be met with the proposed development despite some deviation from the plan recommendations applicable to this site. The proposed development largely conforms to the residential land use recommended for this site in the Bassett Neighborhood Master Plan but exceeds the 1997 density recommendations and the building height currently recommended for this portion of the Bassett neighborhood. Overall, staff believes that the proposed 60-unit apartment building is well designed and that the new residential project will positively add to the diverse architectural character of the Bassett neighborhood. Staff feels that the high-quality design of the building and the unique configuration of the subject site can justify the additional height and density of the project.

## **Staff Recommendations, Conditions of Approval & General Ordinance Requirements**

Major/Non-Standard Conditions are shaded

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

The Planning Division recommends that the Plan Commission recommend **approval** to the Common Council of Zoning Map Amendment ID 3590 & 3591, rezoning 636 W. Wilson Street from R4 (General Residence District) and M1 (Limited Manufacturing District) to PUD-GDP-SIP, subject to input at the public hearing, the following Planning Division condition(s) and the conditions from reviewing agencies:

1. That the Planned Unit Development be revised per Planning Division approval prior to final approval for recording and the issuance of building permits as follows:
  - 1a. That the zoning text be specifically revised to state: "The developer acknowledges the presence of existing and future high levels of noise and vibration resulting from trains operating on the nearby railroad rights of way, including from possible future commuter rail services." This provision shall also be added to the leases for all proposed units, with a copy of the lease to be provided for the file.
  - 1b. That that the list of permitted uses be revised to include "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 as proposed in the letter of intent and the restriction to 25% of floor area of one story in 28.04(26)(b)8 not apply to this project."

The following conditions have been submitted by reviewing agencies:

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

2. In accordance with 10.34 MGO – STREET NUMBERS - Submit a PDF of each floor plan to Engineering Mapping Lori Zenchenko ([LZenchenko@cityofmadison.com](mailto:LZenchenko@cityofmadison.com)) so that a preliminary interior addressing plan can be developed. If there are any changes pertaining to the location of a unit, the deletion or addition of a unit, or to the location of the entrance into any unit, (before, during or after construction) the addresses may need to be changed. The interior address plan is subject to the review and approval of the Fire Marshal.
3. The property owner has indicated they would like to change the situs address from 636 to 640 W. Wilson St. for this property. If the project moves forward and the owner still desires to change the address for this site, coordinate this address change with Engineering Mapping staff Lori Zenchenko ([LZenchenko@cityofmadison.com](mailto:LZenchenko@cityofmadison.com) or 266-5952).
4. Developer to dedicate right-of-way as determined by the City Engineer for installation of cul-de-sac.
5. The proposed street improvements shall be coordinated with the City Engineer such that the public sewer can be replaced in conjunction with the street improvement.
6. Prior to approval, provide projected sewer needs for this development to the City Engineer for review.
7. The City may elect to reconstruct portions of Wilson Street in conjunction with this project. The Developer shall coordinate the improvements required for this project with the City's proposed reconstruction project.

8. Any non-standard improvements in the right of way will require a maintenance or encroachment agreement.
9. 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).
10. The approval of this Conditional Use or PUD does not include the approval of the changes to roadways, sidewalks or utilities. The applicant shall obtain separate approval by the Board of Public Works and the Common Council for the restoration of the public right of way including any changes requested by developer. The City Engineer shall complete the final plans for the restoration with input from the developer. The curb location, grades, tree locations, tree species, lighting modifications and other items required to facilitate the development or restore the right of way shall be reviewed by the City Engineer, City Traffic Engineer, and City Forester (MGO 16.23(9)(d)(6)).
11. 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).
12. 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).
13. 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 (POLICY).
14. 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).
15. 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).
16. The site plans shall be revised to show the location of all rain gutter down spout discharges (POLICY).

17. 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).
18. 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.
19. For Commercial sites < 1 acre in disturbance the City of Madison is an approved agent of the Department of Commerce and WDNR. As this project is on a site with disturbance area less than one (1) acres, and contains a commercial building, the City of Madison is authorized to review infiltration, stormwater management, and erosion control on behalf of the Department of Commerce. No separate submittal to Commerce or the WDNR is required (NOTIFICATION).
20. Prior to 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.

21. The plan set shall be revised to show more information on proposed drainage for the site. This shall be accomplished by using spot elevations and drainage arrows or through the use of proposed contours. It is necessary to show the location of drainage leaving the site to the public right-of-way. It may be necessary to provide information off the site to fully meet this requirement (POLICY).
22. 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)).



23. The applicant's utility contractor shall obtain a connection permit and excavation permit prior to commencing the storm sewer construction (MGO 37.05(7)). This permit application is available on line at: <http://www.cityofmadison.com/engineering/permits.cfm>.
24. 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>.
25. All outstanding Madison Metropolitan Sewerage District (MMSD) and City of Madison sanitary sewer connection charges are due and payable prior Engineering sign-off, unless otherwise collected with a Developer's / Subdivision Contract. Contact Janet Dailey (608-261-9688) to obtain the final MMSD billing a minimum of two (2) working days prior to requesting City Engineering signoff (MGO 16.23(9)(d)(4)).

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

26. 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.

27. All plantings and signs shall be designed so as not to violate the City's intersection sight-triangle preservation requirement.
28. 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 2 feet overhang, and a scaled drawing at 1" = 20'.
29. 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.
30. 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)

31. The developer shall pay approximately \$135,595.20 for park dedication and development fees for 60 new multifamily units.
32. The developer must select a method for payment of park fees before signoff on the SIP.
33. Approval of plans for this project does not include any approval to prune, remove or plant trees in the public right-of-way. Permission for such activities must be obtained from the City Forester, 266-4816.
34. This development is within the Vilas-Brittingham impact fee district (SI27).

**Fire Department** (Contact Bill Sullivan, 261-9658)

35. Provide fire apparatus access as required by IFC 503 2009 edition, MGO 34.503, as follows:
  - a.) Fire lanes shall be unobstructed; there are obstructions shown on the fire lane, remove all obstructions. Examples of obstructions: including but not limited to; parking stalls, loading zones, changes in elevation, power poles, trees, bushes, fences or posts.
  - b.) Where mountable sidewalk/curbs are used as part of the fire lane, those sidewalk/curbs shall be constructed of concrete or asphalt only, and designed to support a minimum load of 85,000 lbs. Provide a cross section detail of the proposed mountable sidewalk/curbs. Clearly identify the locations of all proposed mountable sidewalk/curbs.
  - c.) Access to site is limited due to railroads; additional fire protection features should be provided to assist in early notification of a fire.

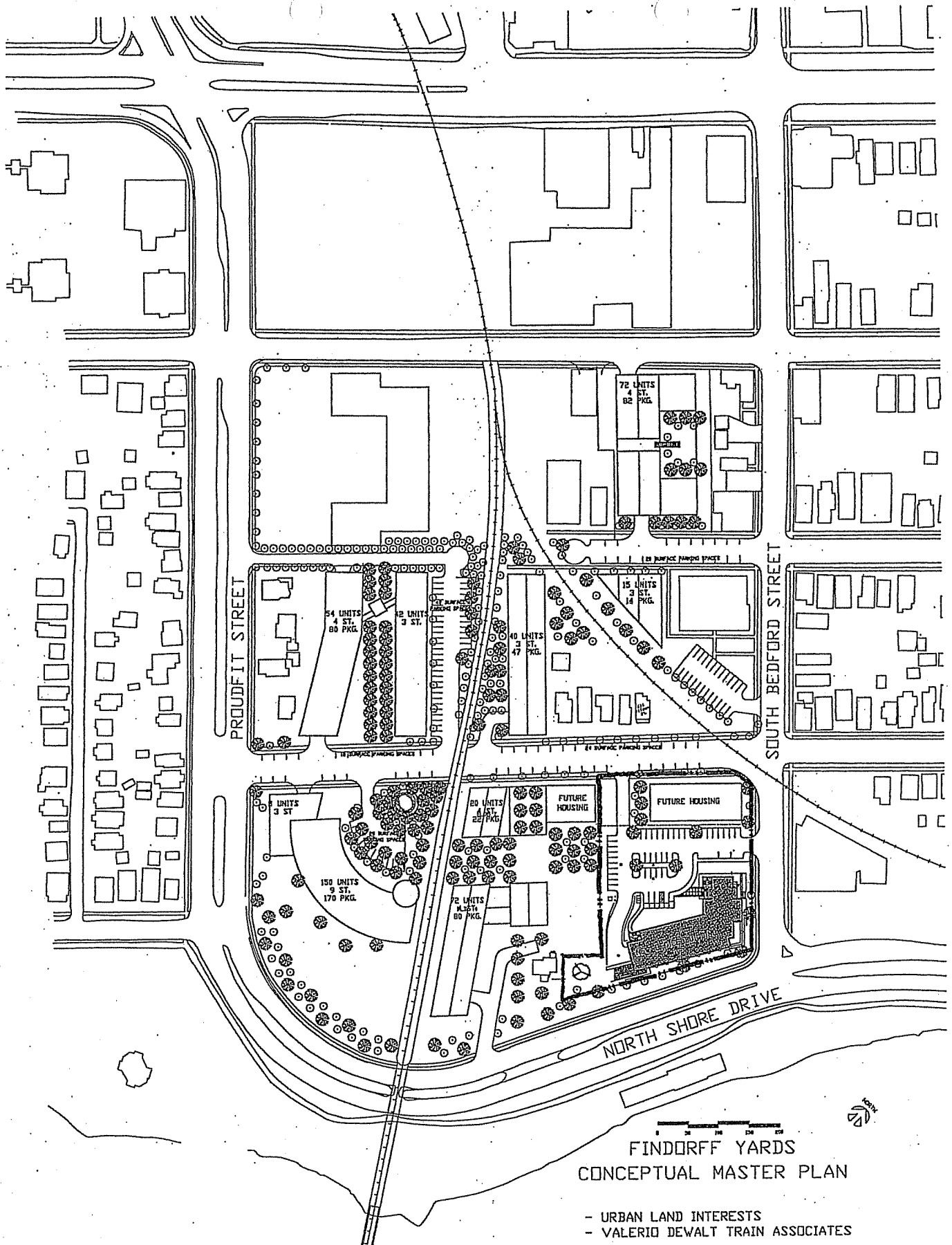
**Water Utility** (Contact Dennis Cawley, 261-9243)

36. The developer or his engineer shall contact the Madison Water Utility to coordinate the fire hydrant and water service lateral installations.

37. Note: All wells located on this property shall be abandoned if no valid well operation permit has been obtained from the Madison Water Utility.

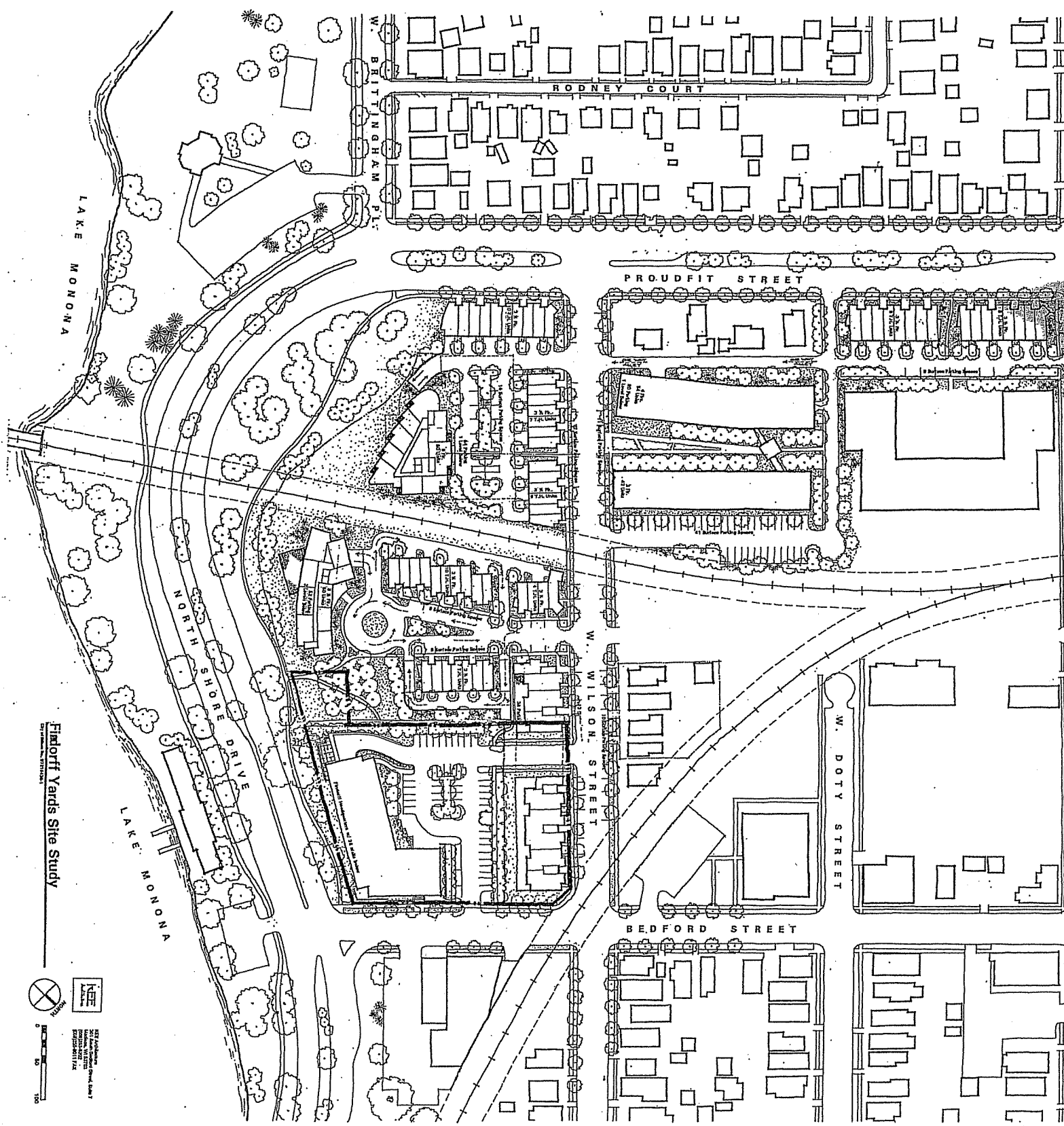
**Metro Transit** (Contact Tim Sobota, 261-4289)

This agency did not submit comments for this request.



FINDORFF YARDS  
CONCEPTUAL MASTER PLAN

- URBAN LAND INTERESTS
- VALERIO DEWALT TRAIN ASSOCIATES



Findorff Yards Site Study

DATE: 10/1/2010

10' 20' 40' 80' 160'

10' 20' 40' 80' 160'

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