



**Report to the Urban Design Commission
Report to the Plan Commission**

**September 5, 2012
September 12, 2012**

**Legistar I.D. #25508, 26845 & 27473
502 S. Park Street &
917-925 Drake Street
Demolition Permit & PUD Rezoning**

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

Requested Action: Approval of a request to rezone 502 S. Park Street and 917-925 Drake Street from R3 (Single- and Two-Family Residence District) and C3 (Highway Commercial District) to Planned Unit Development-General Development Plan-Specific Implementation Plan (PUD-GDP-SIP) to allow construction of a mixed-use building containing approximately 4,700 square feet of retail space and 57 apartments following the demolition of and an auto body shop and three residences.

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

Summary Recommendation: The Planning Division recommends that the Urban Design Commission find that the proposed planned unit development meets the criteria in Urban Design District 7 and **approve** the development, and that the Plan Commission recommend **approval** of [Substitute] Zoning Map Amendment ID 3618 and 3619, rezoning 502 S. Park Street and 917-925 Drake Street from R3 and C3 to PUD-GDP-SIP, to the Common Council, and **approve** a demolition permit to allow an auto body shop and three residences to be demolished and a new mixed-use building to be constructed, all subject to input at the public hearing and the conditions from reviewing agencies beginning on page 9 of this report.

Background Information

Applicant:	Craig Enzenroth, Gallina Corporation; 101 E. Main Street, Suite 500; Mount Horeb.
Agent:	Steven Kieckhafer, Plunkett Raysich Architects; 2310 Crossroads Drive, Suite 2000; Madison.
Property Owner:	Peter J. & Mary P. Dottl Joint Revocable Trust; 5426 CTH A; Brooklyn.

Proposal: The applicant is proposing to demolish three residences and an auto body shop to allow construction of a mixed-use building containing approximately 4,700 square feet of first floor commercial space and 57 apartments. Demolition and construction will commence as soon as all regulatory approvals have been granted, with completion anticipated by fall 2013.

Parcel Location: An approximately 0.77-acre site extending along the south side of Drake Street from S. Park Street to a point 90 feet east of S. Brooks Street, Urban Design District 7; Aldermanic District 13 (Ellingson); Madison Metropolitan School District.

Existing Conditions: The subject site is developed with a two-story auto body business located at 502 S. Park Street and a single-family residence located at 917 Drake Street in C3 (Highway Commercial District) zoning, a two-family residence located at 923 Drake Street and a single-family residence at

925 Drake Street in R3 (Single- and Two-Family Residence District) zoning, and an accessory surface parking lot located in split zoning at 921 Drake Street.

Surrounding Land Use and Zoning:

North: Lane's Bakery, zoned C3 (Highway Commercial District); single- and two-family residences, zoned R3 (Single- and Two-Family Residence District);

South: Rustic Tavern, barbershop and second floor apartments at 512-514 S. Park Street, and a two-family residence at 510 S. Park Street, all zoned C3; single-family residences on the north side of Emerald Street, zoned R3;

West: Single- and two-family residences, zoned R3;

East: La Hacienda Restaurant and George's Flowers, zoned C2 (General Commercial District).

Adopted Land Use Plan: The Comprehensive Plan identifies the C3-zoned portion of the site for Community Mixed-Use development and the R3-zoned portion of the site for Low-Density Residential uses. The S. Park Street corridor from Meriter Hospital south to the Beltline Highway is recommended as a Potential Redevelopment Area.

The subject site is also located within the boundaries of the Greenbush Neighborhood Plan, which recommends that properties along the west side of S. Park Street be redeveloped with mixed-use buildings between two- and four-stories in height with neighborhood friendly offices or retail uses on the street-level floor and residential units on upper floors. Moving west, the Greenbush Neighborhood Plan recommends that the existing housing stock located between S. Mills Street and the S. Park Street mixed-use area should be preserved and rehabilitated to create more cohesion between the homes and S. Park Street.

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

Public Utilities and Services: The property is served by a full range of urban services, including seven-day bus service along S. Park Street.

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

Other Critical Zoning Items	
Yes:	Urban Design (UDD 7), Utility Easements, Barrier Free
No:	Wellhead Protection, Floodplain, Landmarks, Waterfront Development
Prepared by: Pat Anderson, Asst. Zoning Administrator	

Project Review

The Gallina Corporation is requesting approval of a Planned Unit Development zoning district to allow construction of a mixed-use building that will contain approximately 4,700 square feet of first floor commercial space and 57 apartments on a 0.77-acre site located on the south side of Drake Street west from S. Park Street. The site is currently developed with the two-story Ideal Body Shop located at 502 S. Park Street at the southwestern corner of Drake Street, a single-family residence located next

door at 917 Drake Street, and a surface parking lot at 921 Drake Street, all of which are zoned C3 (Highway Commercial District). Moving west along Drake Street, the subject site is developed with a two-family residence and surface parking located at 923 Drake Street and a single-family residence located at 925 Drake Street, both of which are zoned R3 (Single- and Two-Family Residence District). All 4 existing buildings will be demolished to accommodate the proposed mixed-use building. The subject site includes 270 feet of frontage along Drake Street and 150 feet of depth along the western property line, which tapers to 80 feet along the S. Park Street frontage as the site wraps around an adjacent property at 512 S. Park Street, which is developed with a two-story mixed-use building, two-family residence and detached garage. The site and adjacent commercial property that it surrounds about an east-west mid-block public alley that splits the block formed by S. Park Street, Emerald Street, Drake Street and S. Brooks Street.

The body shop building at 502 S. Park Street was built in 1927 according to available records and stands two stories in height along the S. Park frontage before transitioning to a tall one-story structure along Drake Street. The building includes an approximately 7,200 square-foot shop area on the first floor and 1,120 square feet of space on a partial second floor along S. Park. The exterior of the building is clad in a combination of brick and synthetic stucco panels and includes twin folding doors facing S. Park Street and an overhead door facing Drake Street.

The single-family residence at 917 Drake Street is a 1.5-story structure that was built in 1916 according to City records. The residence includes 4 bedrooms, 1 bath, and an enclosed three-season porch along the front wall. A detached two-car garage is located at the rear of the property abutting the alley. The exterior of the house is comprised of asphalt and wood shingles and horizontal siding. The surface parking lot addressed as 921 Drake Street generally extends between the residence at 917 Drake and the two-family residence at 923 Drake, with the parking area also extending through the rear yard of 917 leading to a service door on the western, rear wall of the body shop. The two-family residence at 923 Drake is a 1.5-story building that dates to 1897 and includes a total of 4 bedrooms and 2 baths, with a detached two-car garage at the rear of the lot. Lastly, the single-family residence at 925 Drake Street is a mostly brick sided two-story residence built in 1902 according to City records, which includes 5 bedrooms, 2 baths and a covered front porch extending along the front wall.

Photos of the body shop, three residences and two detached garages are including the materials for this project, as is a statement from the Landmarks Commission regarding the Ideal Body Building. At its meeting on April 16, 2012, the Landmarks Commission discussed the proposed demolition of the Ideal building and found that it has historic interest for its association with the transition from the horse-and-buggy era to the automobile era and recommended that the existing building be incorporated into the proposed project design.

The subject site is surrounded on the west, north and south by single- and two-family residences similar to the 3 residences proposed to be demolished with this project, while nearby properties along S. Park Street are developed with mostly one- and two-story commercial buildings similar in character to the Ideal Body Building.

The proposed mixed-use building will begin as a five-story mass at the corner of S. Park and Drake streets before transitioning to a three-story mass halfway across the Drake Street frontage. The project plans call for a 2,442 square-foot commercial space to be located at the northeastern corner of the building adjacent to the intersection, which will include a recessed entrance on the corner. The remaining commercial square-footage will be contained in a 2,216 square-foot space to located on the southern end of the proposed S. Park Street façade beyond the egress corridor for the eastern of two internal stair towers that will serve the five-story portion of the building. The remainder of the first floor

of the five-story portion of the building will house the main residential lobby for the project as well as a bike storage room.

Moving west, the building will extend south into the full depth of the subject site as it transitions from five to three stories. The primary vehicular entrance into the development will be located approximately midway along the Drake Street façade, which will provide access to 30 automobile and 9 bike fully enclosed parking stalls located at street level and 43 automobile and 50 bike stalls located on a partial underground parking level. A trash and loading area is proposed at the rear of the first floor, which will be accessed from an overhead door off the alley.

West of the primary driveway, the first floor of the proposed building will include a landscaped courtyard intended to emphasize the transition in building height from five to three stories, and 3 one-bedroom garden apartments with large recessed patios located below the grade of the Drake Street sidewalk. The proposed courtyard will include raised planters, a small fountain, and a secondary residential lobby that doubles as the egress for the western stair tower serving the five-story portion of the building.

Above the first floor, the plans call for 19 apartment units to be constructed along an L-shaped corridor on both the second and third floors. A community room for tenants is proposed on the second floor, while a fitness room for tenants is proposed on the third floor. A large green roof is proposed at the southeasternmost corner of the building to enclose the remainder of the first floor parking and loading area. The green roof will include a rooftop terrace for tenants that will be accessible from the second floor corridor. The 57 apartments proposed will include a total of 8 studio units, 34 one-bedroom units, and 15 two-bedroom units, including 2 studio units, 2 one-bedroom units and 4 two-bedroom units on both the fourth and fifth floors. Most of the 57 proposed apartments will include a porch or balcony to provide private open space for the dwelling units.

The proposed building will extend 252 feet along Drake Street. The five-story portion of the building will largely be constructed to the northern, eastern and southern property lines but will include a 15-foot stepback for the fourth and fifth floors along the S. Park Street façade beyond a prominent tower element proposed above the corner of S. Park and Drake streets. The three-story portion of building will be set back 11 feet from Drake Street and approximately 5 feet from the public alley to the south. Along the west side of the building, an approximately 17-foot setback is proposed to provide a landscaped transition zone between the new development and the adjacent residences located along the east side of S. Brooks Street. An extensive landscaping plan has been submitted for the northern, western and southern edges of the three-story building.

The exterior of the overall building will be clad in a combination of brick and fiber cement panels, with the brick appliqué to be consistent between the three-and five-story sections of the building, while the color and texture of the fiber cement panels will contrast between the two building sections. Both the three-and five-story sections of the building will be topped with flat roofs.

Evaluation & Analysis

The applicant is requesting approval of Planned Unit Development zoning and a demolition permit to allow the Ideal Body Building and 3 residences generally located at the southwest corner of S. Park and Drake streets to be razed and a five-story mixed-use building containing approximately 4,700 square feet of retail space and 57 apartments to be built on the 0.77-acre site. The proposed building cannot be built on the site's split R3 and C3 zoning and requires PUD zoning in order to proceed. The

proposed development would not meet the lot area, useable open space, and required front, side and rear yards if developed in an expanded C3 district.

Staff from the Department of Planning and Community and Economic Development has worked closely with the applicants for approximately a year on variations of their plans to redevelop the subject site. Planning staff can support the mix of uses proposed for the site, which will include commercial uses along the first floor along S. Park Street and a dense residential component that will significantly increase the density of the site, as well as the general bulk and mass of the project, which, like the 74 dwelling unit an acre density proposed, will dramatically transform the character of this portion of S. Park Street and the 900-block of Drake Street. The five-story building proposed at the corner of S. Park and Drake streets will significantly increase the building mass present at that intersection beyond the mass present in the Ideal Body Building, while to the west, the Drake Street frontage of the site will be transformed from low-rise 1.5- and 2-story single- and two-family residences, yards and surface parking areas into a single taller and more substantial building mass that will extend across most of the northern edge of the site.

During the various meetings staff held with the applicants, a number of approaches to modify the mass of the proposed building were discussed in an effort to create the best possible transition from S. Park Street, where staff believes more intensive forms of development can be supported, to the lower-scale Greenbush neighborhood, including breaking the building into two and providing greater landscaped setbacks. Staff and the project team have also explored how the proposed building materials will be applied and the articulation of both the three- and five- story sections of the building.

The result of the many staff and applicant discussions is the project that is before the Urban Design and Plan commissions and the Common Council for approval. Planning staff believes that the proposed mixed-use building can generally meet the standards and criteria for approval of planned unit developments, demolition permits and zoning map amendments.

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 "furthers 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.

Conformance with Adopted Plans

The Comprehensive Plan generally identifies the C3-zoned portion of the subject site for Community Mixed-Use development, with the remainder of the site recommended for Low-Density Residential uses.

Community Mixed-Use (CMU) districts are recommended locations for a high-density mix of residential, retail, office and civic uses in a compact urban setting that may encompass many blocks of land. Developments in CMU districts are recommended to either be located adjacent to medium- or high-density residential areas or be large enough to accommodate high-density residential uses when adjacent to lower-density areas, and may also be located near employment centers. Buildings in these zones should be well designed and located close to the sidewalk, with parking located at the rear of the buildings or underground, and pedestrian-level amenities should be provided. The intensity of development in areas recommended for Community Mixed-Use development will vary throughout the City, with more specific standards for height, FAR and urban design to be determined through a neighborhood or special area planning process. Buildings in CMU districts should be at least 2 stories in height, and residential density should generally not exceed 60 units an acre, although more intensive development may be recommended in a neighborhood or special area plan.

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

Planning staff believes that the proposed mixed-use building is consistent with the recommendations for Community Mixed-Use development. Staff also believes that the Plan Commission could find that the project is generally consistent with the recommendations for Low-Density Residential (LDR) development. The Comprehensive Plan recommends that development in LDR districts not exceed an average of 16 units per net acre for the Low Density Residential area as a whole, and that most developments within an LDR area should fall within this range, though small areas of higher density may exist. The Comprehensive Plan identifies that small-scale apartment complexes comprised of relatively small, low-rise buildings (such as garden apartments) may be included in the LDR category, and further notes that higher density housing types within LDR areas generally should be located near mixed-use or other more intensively developed areas, with a transition to smaller buildings such as duplexes and single-family detached houses as the distance from the more intensively developed area increases. Staff believes in this case if it is concluded that this is a well designed and attractive building that the density of the proposed development can be found to be appropriate given its location on the edge of the LDR area and adjacent to the higher density S. Park Street mixed-use corridor, as is the proposed transition from five stories at S. Park Street to three stories in the center of the block.

The subject site is also located within the boundaries of the Greenbush Neighborhood Plan, which was adopted by the Common Council in July 2008 and includes a series of goals and strategies to revitalize the neighborhood bounded by Regent Street on the north, S. Park Street on the east, Haywood Drive on the south, and S. Randall Avenue on the west. The plan recommends that properties along the west side of S. Park Street be redeveloped with mixed-use buildings between two- and four-stories in height, with neighborhood-oriented retail and service uses on the street-level floor and residential units on upper floors. Parking should be located behind the buildings and appropriately screened. Redevelopment is encouraged in the plan, but neighborhood residents indicated a desire for future developers to appreciate, rehabilitate, and incorporate the original brick buildings along S. Park Street, like the Ideal Body Shop. To the west, the plan recommends that the existing housing stock located

between S. Mills Street and the S. Park Street mixed-use area should be preserved and rehabilitated to create more cohesion between the homes and S. Park Street (shown as Area 2 in the plan).

Staff believes that the proposed development is consistent with the general goals and objectives for the S. Park Street corridor and for the residential area to the west of S. Park Street in the Greenbush Neighborhood Plan, though staff acknowledges that the height of the proposed building exceeds the maximum four-story the plan recommends and that the project also does not incorporate the Ideal Body Building as desired. However, staff believes on balance that the proposed mixed-use building will result in an acceptable form of mixed-use redevelopment that will increase the diversity of housing available in the Greenbush neighborhood through the addition of market-rate, non-student-oriented apartment units, and provide additional opportunities for neighborhood-oriented retail and services along S. Park Street as desired in the plan.

Conformance with Urban Design District 7

As noted previously, the eastern half of the subject site is located within Urban Design District 7 (UDD 7), which was adopted by the Common Council in July 2006 and follows earlier planning efforts in the Park Street corridor, including the 2001 Park Street Revitalization: Possibilities to Reality and 2004 Park Street Corridor: Urban Design Guidelines. The statement of purpose of UDD 7 states that it was created to improve the appearance and function of the Park Street corridor as a gateway to downtown and the University of Wisconsin-Madison that is also critical to the vitality of adjoining neighborhoods. Under the provisions of UDD 7, if any portion of zoning lot is in the district, the entire lot is within the district. The district's design requirements and guidelines are intended to provide clear direction for how property can be improved, to protect against fragmented or incompatible development and to preserve and enhance the property values and economic vitality in the district. Urban Design District 7 includes a series of requirements that projects are required to comply with, and a number of guidelines that projects are required to comply with to the extent possible.

Notable provisions of Urban Design District 7 and staff's assessment of the proposed mixed-use building's conformance with them follow:

- New buildings in UDD 7 are required to be located with 1 and 10 feet of the front property line – in this case, S. Park Street – and be consistent with the setbacks present on existing blockfaces. The front yard should be designed to provide amenities to enhance the visual and pedestrian character of the street. In areas with eight feet or less of sidewalk and terrace width the district recommends that additional pavement be provided to create a minimum width of 8 feet. The front facade of the building and the primary entrance should face the primary street, and if a public entrance is allowed on the side of a new building, it should be positioned close to the primary street and preferably as a corner feature of the building. Staff believes that the proposed building will meet the requirements and relevant guidelines of this section of the district. The placement of the building will provide a minimum of 8 feet of space between the back of curb and eastern façade and continues an established blockface present on the west side of S. Park between Drake and Emerald streets. Staff also believes that the project can meet the UDD 7 requirements for screening of parking, site landscaping, etc.
- All visible sides of the building are required to include details that complement the front facade with complementary design for side facades visible from the primary street. Buildings shall include details at the street level to create a more comfortable pedestrian scale and character. Guidelines include providing variation to the building face design for large buildings through the use of materials and color, and/or by dividing the building into bays to break up large facades to

create pedestrian interest at the street level, particularly for existing large buildings on S. Park Street. Flat roofs are preferred for new mixed-use and commercial buildings, and a positive visual termination at the top of the building should be provided. Buildings should be designed as creations of their own time, and copying historic appearance and details is discouraged. New buildings and additions should complement the character of adjoining buildings in the blockface draw attention away from other buildings in the block. New corner buildings should be located near the sidewalk edge and should define the street intersection with distinctive architectural features.

Staff believes that the proposed building now meets the requirements and many of the guidelines of UDD7 stipulated in this section. The proposed development includes highly articulated and complementary facades along both S. Park and Drake streets, with a strong pedestrian orientation for the entire development, which includes strong first floor elements for the five-story building closest to the intersection, and a unique and highly urban ground floor façade along Drake Street for the three-story portion of the building that features garden units just below the level of the public sidewalk. The building will be a product of its time and will be clad in simple, durable and well-applied building materials that will provide a contemporary complement to the predominantly brick buildings located along the upper portion of the S. Park Street corridor.

- New buildings in UDD 7 are required to be at least two stories in height, and should generally be limited to four stories in height. However, building height bonuses of up to two additional floors may be allowed “depending on the quality of the design, the affect of the development on the adjoining neighborhood, and the contribution of the project to the use mix and activity in the vicinity, and the character of the street.” The bonus stories are included in the district to serve as an incentive for creative building design and should not be viewed as the permitted height. One of the guidelines in the district states that new buildings in excess of three stories shall incorporate a front façade stepback of at least 15 feet from the building face at the third floor, while another guideline states that new infill buildings should not vary by more than one story from the average building height in the block when that block exhibits a concentration of existing buildings and a well-defined blockface. [It should be noted that the latter are guidelines and not requirements.]

Staff believes that these height-related requirements and guidelines can be found to be met with the proposed mixed-use building, though staff acknowledges that the concerns that have been expressed by some in the neighborhood regarding the height of the building and its mass along Drake Street. The five-story portion of the building provides the required 15-foot stepback above the third floor with the exception of the tower element proposed at the S. Park-Drake corner, which is otherwise encouraged in the district. Staff also believes that the project can be meet the qualifications for the additional stories above the four otherwise allowed. Staff feels that the quality of the current design and the development’s ability to contribute significantly to the character and level of activity in the surrounding area justify the additional story proposed for the eastern half of the building.

Staff recommends, however, that the applicants pull the cornices proposed above the fifth floor back to within the property envelope to improve the proportion of the top of the building. The plans submitted on August 29 suggest that these cornices will extend beyond the boundaries of the site into the public right of way and staff feels these elements detract from the proportionality of the building. These elements would require approval of an encroachment into the air rights for the adjacent public rights of way, which Planning staff does not support.

In reviewing the project against the various requirements and guidelines of Urban Design District 7, Planning staff believes that a finding can be made by the Urban Design Commission that the proposed three- and five-story mixed-use building complies with these provisions.

Conclusion

Planning staff has worked closely with the applicants for approximately a year to develop a program for the subject site that it could support and believes that the plans before the Urban Design Commission, Plan Commission and Common Council represent the fruits of those efforts. While staff is aware of concerns expressed by some in the Greenbush neighborhood regarding the proposed development, in particular the mass of the building, the Department of Planning and Community and Economic Development believes that the proposed mixed-use development can meet the standards and criteria for approval for demolition permits, zoning map amendments and planned unit developments. Staff believes that the project represents an appropriate, high-quality infill redevelopment that could be catalytic for this portion of the S. Park Street corridor due in part to increased housing diversity that will result from the introduction of 57 market-rate apartments and the additional neighborhood-oriented retail and service uses proposed along S. Park Street and believes that the proposed development is generally consistent with the goals, objectives and policies recommended for this site in the Comprehensive Plan and with the general goals and objectives for the S. Park Street corridor and for the residential area to its west in the Greenbush Neighborhood Plan.

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 Urban Design Commission find that the proposed planned unit development meets the criteria in Urban Design District 7 and **approve** the development, and that the Plan Commission recommend **approval** to the Common Council of Zoning Map Amendment 3618 and 3619, rezoning 502 S. Park Street and 917-925 Drake Street from R3 and C3 to PUD-GDP-SIP, to the Common Council, and **approve** a demolition permit to allow an auto body shop and three residences to be demolished and a new mixed-use building to be constructed, all 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 demolition and building permits as follows:
 - 1a. That the plans be revised to identify the location of all outdoor mechanical equipment (ground and roof) and how any such equipment will be effectively screened for aesthetic and acoustic purposes;
 - 1b. That Sheet 201 be revised to clearly identify the proposed setback of the building from S. Park Street;
 - 1c. That Sheet C-102 (or a separate civil site plan) be revised to clearly indicate the setback of the building from all adjacent property lines.

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: When site plans are final, submit a PDF of each floor plan to Lori Zenchenko in Engineering Mapping (Lzenchenko@cityofmadison.com) so that an 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 concurrent Certified Survey Map (CSM) application shall be completed and recorded with the Dane County Register of Deeds prior to issuance of building permits. The CSM shall be signed off by City Engineering staff prior to final approval of the PUD. The concurrent CSM application shall be completed and CSM recorded with the Dane County Register of Deeds so that proper Address-Parcel-Owner (APO) data can be compiled and activated in appropriate city databases to ensure that all building permits are to be administered and issued under the current and appropriate parcel data.
 4. The property is currently served by a private 8-inch storm sewer line crossing Drake Street. The plan calls for a new 10-inch RCP connection to an existing inlet. If the existing 8-inch pipe crossing is to be abandoned, it shall be slurry backfilled.
 5. Provide additional grades at the entrance to the underground parking. The applicant shall provide a design that does not allow street water into the garage.
 6. The applicant shall revise the plumbing/ utility plan to include connection to the City's sanitary sewer on S. Park Street. The City sewer on S. Park Street is 10-inch diameter, while the main on Drake Street is only a 6-inch diameter.
 7. Due to the proximity of the building to the right of way, the applicant shall determine if any street trees are going to be impacted to accommodate the construction and staging for this project. Accurately depict any tree removals and replacements on the final plans.
 8. The applicant shall dedicate a 5-foot wide Permanent Limited Easement for a pedestrian/ bicycle easement along S. Park Street. Language will be needed on the face of the related one-lot Certified Survey Map to address the future operation of this easement.
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.
 10. 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.

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.
12. The applicant shall replace all sidewalk and curb and gutter abutting the property, which is damaged by the construction, or any sidewalk and curb and gutter that the City Engineer determines needs to be replaced because it is not at a desirable grade regardless of whether the condition existed prior to beginning construction.
13. The applicant shall obtain a privilege in streets agreement for any encroachments inside the public right of way. The approval of this development does not constitute or guarantee approval of the encroachments.
14. 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.
15. All work in the public right of way shall be performed by a City-licensed contractor.
16. All street tree locations and tree species within the right of way shall be reviewed and approved by City Forestry. Please submit a tree planting plan in PDF format to Dean Kahl, of the City Parks Department - dkahl@cityofmadison.com or 266-4816.
17. All damage to the pavement on S. Park Street, Drake Street and the public alley adjacent to this development shall be restored in accordance with the City's Pavement Patching Criteria.
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 less than one acre in disturbance, the City of Madison is an approved agent of the Wisconsin Department of Commerce and Department of Natural Resources (WDNR). As this project is on a site with disturbance area less than one acres, and contains a commercial building, the City 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.
20. The applicant shall submit, prior to plan sign-off, digital CAD files to the Land Records Coordinator in the Engineering Division. (Lori Zenchenko) lzenchenko@cityofmadison.com. The digital copies shall be drawn to scale and represent final construction including: building footprints, internal walkway areas, internal site parking areas, lot lines/ numbers/ dimensions, street names, and other miscellaneous impervious areas. All other levels (contours, elevations, etc) are not to be included with this file submittal. E-mail file transmissions are preferred. The digital CAD file shall be to scale and represent final construction. Any changes or additions to the location of the building, sidewalks, parking/pavement during construction will require a new CAD file. The single CAD file submittal can

be either AutoCAD (dwg) Version 2001 or older, MicroStation (dgn) Version J or older, or Universal (dxf) format. Please include the site address in this transmittal.

21. 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).
22. The applicant's utility contractor shall obtain a connection permit and excavation permit prior to commencing the storm sewer construction.
23. Prior to final approval of the demolition permit, the owner shall obtain a permit to plug each existing sanitary sewer and/ or storm 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.
24. 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 Contract. Contact Janet Dailey (261-9688) to obtain the final MMSD billing a minimum of two working days prior to requesting City Engineering Division signoff.
25. The site plan shall be revised to show all existing public sanitary sewer facilities in the project area as well as the size, invert elevation, and alignment of the proposed service.

Traffic Engineering Division (Contact Dan McCormick, 267-1969)

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. The applicant shall design the underground parking areas for stalls and backing up according to Figures II of the ordinance using the 9-foot or wider stall for the commercial/retail area. The "One Size Fits All" stall shall be used for the residential parking area only, which is a stall 8'-9" in width by 17'-0" in length with a 23'-0" backup. According to the ordinance, off-street parking spaces shall contain at least a rectangular area with maximum width of 10 feet and length of 18 feet and backup according to width for medium to large vehicles found in Figure II and a minimum of 7'-0" vertical clearance. Aisles, ramps, columns, offices or work areas are to be excluded from these rectangular areas, when designing underground parking areas.
28. Of note is the zero lot line building and narrow terrace on S. Park Street, which make the pedestrian zone and amenities constrained.

29. 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, signage, percent of slope, vehicle routes, dimensions of radii, aisles, driveways, stalls including the 2 feet overhang, and a scaled drawing at 1" = 20'.
30. 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.
31. 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)

32. The developer shall pay park impact fees (fee in lieu of parkland dedication and park development fees) for the 57 multi-family units proposed lest the credit for the 2 single-family residences and 1 two-family residence to be demolished. The developer must select a method for payment of park fees before signoff on the SIP. This development is within the Vilas-Brittingham park impact fee district (SI27).

Fire Department (Contact Bill Sullivan, 261-9658)

33. Provide fire apparatus access as required by IFC 503 2009 edition, MGO 34.503, as follows:
- 33a.) The site plans shall clearly identify the location of all fire lanes.
- 33b.) IFC 503 Appendix D105, Provide an aerial apparatus access fire lane that is at least 26-feet wide, with the near edge of the fire lane within 30-feet and not closer than 15 feet from the structure, and parallel to one entire side of the structure, if any part of the building is over 30 feet in height.
- 33c.) 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.

34. Note: The Madison Fire Department does not object to this proposal provided the project complies with all applicable fire codes and ordinances. Please consider allowing the Madison Fire Department to conduct training sequences in the buildings prior to demolition. Please contact the MFD Training Division at 246-4587 to discuss this possibility.

Water Utility (Contact Dennis Cawley, 261-9243)

35. The Madison Water Utility shall be notified to remove the water meters prior to demolition.

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36. Per MGO Sec. 13.21, 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.